

# The Rotunda Times



Volume 7 No. 5 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America May 2011

**Feature Vehicle:**  
**1956 FORD F 100**  
owned by  
**Bill Stanley**



**A Great Start to 2011 Garage Crawl Season:**  
**The Vicary Museum**  
by  
**Roxanne Fontana**



Larry Wolohan (l) & Bill Vicary at the museum.

“In 1977 I bought my 1941 Ford and subsequently joined the FMRCOA through some friends. At the 1978 FMRCOA Swap Meet I purchased the 1956 Ford F 100 for my sons to restore. They were 15 and 16 yrs old at the time. The truck was running and they used it to learn to drive a stick shift driving around our property,” Bill Stanley commented.

Eventually the truck restoration project commenced. “Disassembly began, parts were stripped and cleaned. Bolts, nuts and various parts were bagged, labeled and put away.



Door on dash hides modern electronics.

*Continued on page 6.*

The 2011 Garage Crawl season is officially open with the April 16, 2011, visit to The Vicary Museum. Bill Vicary opened his doors to about 45 FMRCOA members and guests to view and admire his private collection of Ford items. The non-descript building holds his private collection that took  
*Continued on page 9.*

**Entering Detroit's Time Capsule**  
**Story and Photos by Vahan Nazarian**



Club members & friends at the museum.

For years I had known about the collection of cars owned by the Detroit Historical Museum. I remember my first visit to the Museum, located on the corner of Woodward Ave. and Kirby, in the cultural area of Detroit. Displayed on the main  
*Continued on page 8.*

# The Rotunda Times



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## Editor's Message



We are again delighted to have received a Golden Quill Award from OCW! I'd like to thank our Newsletter Staff and our members for providing the outstanding materials that made this possible!

This month we thank Bill Stanley for his Feature Vehicle material about his beautiful '56 Ford F 100. We also thank Roxanne Fontana, Van Nazarian, and Phil Lyon for their articles and photographs, our team of Staff Contributors for their materials, and Denise Rohde for the President's Page banner.

## We need more Feature Vehicles! The queue is empty!

If you want to report on an event that you attended, please let me know. Just give me a call (734.717.5444), email me, or put something in the mailbox. Typically, it really doesn't take more than a 10-15 minute conversation to get great "stuff" for an article.



## FMRCOA

**FORD AND MERCURY RESTORERS  
CLUB of AMERICA**

P.O. Box 2938 • Dearborn, MI 48123

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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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Consider the 15<sup>th</sup> 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](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**



First of all I would like to thank Bob G. for filling in for me at our last meeting. As the old saying goes, life gets in the way of life.

Our tours lately have really been ones of interest, especially the open houses. Some interesting stuff going on out there in the automotive field!

There are so many rumors going around lately that it's very difficult to separate fact from fiction. The latest one being the Senators who want to increase the ethanol content in the gasoline mix. The mixture would increase it to the point that it would be useless in our old vehicles. What are they thinking? I guess what it all boils down to is that money is so tight in our government that they are looking at anything to raise money. (You may want to attend the meeting at EMS about oil and fuel on June 4 (see page 5).) If it moves....tax it!

Congratulations to Steve Rohde and the Rotunda Times Newsletter Staff for winning a 2010 Golden Quill Award from Old Cars Weekly!

Once again, at the risk of sounding like a broken record, let's each do our part for the upcoming swap meet. Pitch in and sign up to work a shift. The more volunteers the less each individual has to do. Remember one thing; this is our only revenue....it's based on our swap meet. It supports us for the year. The weather so far has not been encouraging...a lot of rain-outs....that is not good. One thing any club does not need is a wipeout, and that would hurt us badly. Let's stay positive and pray to the Sun God for a beautiful weekend.

**Art Cervi, President**



## More Volunteers Needed for the 2011 Car Show & Swap Meet



**Please contact Brian Saylor at:  
248.486.8851 or bsaylor22@charter.net**

## 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](mailto:jcrawfol@myway.com)

Art Cervi at 248.553.8897 or [luc\\_acervi@yahoo.com](mailto: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!*

|                   |  |
|-------------------|--|
| <b>June 1</b>     | <b>Club Meeting</b>                      |
| <b>June 12</b>    | <b>Wilson Barn Show (see below)</b>      |
| June 18-19        | Motor Muster                             |
| June 25           | Downriver Cruise                         |
| <b>July 6</b>     | <b>Club Meeting</b>                      |
| July 9            | Cruisin' Michigan                        |
| <b>July 16-17</b> | <b>FMRCOA Swap Meet and Car Show</b>     |
| <b>July</b>       | <b>Club Picnic TBA</b>                   |
| July 23           | Telegraph Cruise                         |
| <b>August 3</b>   | <b>Club Meeting</b>                      |
| August            | Dearborn Homecoming TBA                  |
| August 20         | Woodward Dream Cruise                    |
| <b>Sept. 3-4</b>  | <b>Overnighter (see Hank Dawson)</b>     |
| <b>Sept. 7</b>    | <b>Club Meeting</b>                      |
| Sept. 9-12        | Frankenmuth Auto Fest                    |
| Sept.             | Crosspointe Car Show (P. Lyon)           |
| <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> |

## WILSON BARN SHOW

Mike Fontana is coordinating our participation in the Wilson Barn Show on June 12.

Please bring your completed registration forms to him at our May meeting. Forms will also be available at the meeting or see: <http://www.mhraonline.org/2011%20Barn%20Show%20Flier.pdf>



## YOUR CAR!

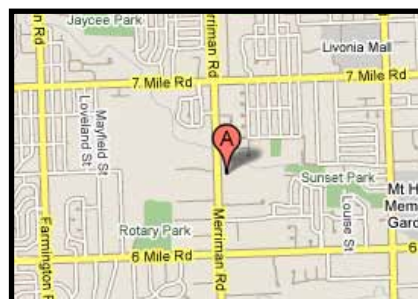
The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and / or mechanical condition. Simply mail or e-mail us your article accompanied with a photo to:

**STEVE ROHDE**  
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 ROTUNDA TIMES  
 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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## May 2011 FMRCOA Meeting Minutes May 4, 2011



Bill sells 50/50 tickets to our enthusiastic meeting attendees!

The meeting opened with appropriate respect for the flag and Dick Monroe asked that we dedicate the anthem to the Geronimo Seals team and their heroic actions. Guests were Frank Remenar and Dan Boehm. Frank is the president of one of the Model A clubs and has several Model A's. I know Dan from several years back and at one time he worked in the restoration shop at Greenfield Village museum.

Bob conducted the meeting in Art's absence.

Due to some inappropriate behavior at last months meeting it was decided by the board to appoint a sergeant at arms. We went for big and strong. Roger Hodyka representing strong, and alternate Cole Grandy representing big. That should keep the peace!

The April Minutes and Treasurer's report were approved. After his report Steve, announced that our newsletter again won a Golden Quill Award from Old Cars Weekly! Our website was updated and Steve said that it gets around 2000 hits per month. More info will be forthcoming next meeting. Terry indicated that we have 357 members and 114 were present at the meeting.

Al Orloff is again spearheading the Dearborn Memorial Day parade. We were reminded of our annual mini swap meet in the parking lot at the June meeting. Come early!

Charlie Rivers reported that our swap space sales are behind schedule. Help is needed to get our fliers into the right hands. Take the size stack you think you can pass out.

Brian Saylor still needs lots more names on the work roster.

With this many members if everyone does his or her part it should be a piece of cake. There was discussion about parking issues and Dick Monroe will look into the possibility of marking some of the grass parking spots.

Hank has done an outstanding job of organizing the overnighter and the event is filling up fast. Mike showed the swap meet T-shirts and took applications for the Barn shw. The June meeting will be the last chance to sign up for that. Bill Tymoszyk did the Show and Tell session with some help from Cole. Some car talk and the 50-50 raffle wound up the evening. No joke this month. Art has to come up with two in June.

**Phil Lyon and Beth Marscher**

### WELCOME NEW MEMBERS

**Ron Roehrenbeck (Sarah Jane)**

(614) 367-9232

[rjroehrenbeck@att.net](mailto:rjroehrenbeck@att.net)

*1957 Ford Fairlane Convertible*

*1979 Ford Ranchero*

**George C. Weisbrod**

(256) 362-8088

*1964 Ford F-100 Stepside Pickup*

*1965 Ford F-350 Dually Flatbed*

*1979 Ford F-100 Stepside Pickup*

*1980 Ford Fairmont 2dr.*

### Open House / Seminar

**Saturday, June 4, 2011**

**11 am to 3 pm**

**Hot dogs, Pop, Pop Corn**

**Seminars Starting Around Noon On:**

**Oil & Additives (Zinc Issue)**

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## 1956 F 100, *cont. from page 1*

Restoration began and proceeded. As the boys graduated from high school and went on to college work came to a standstill,” Bill continued. After sitting in the garage and barn for sometime the process started up again with Bill’s friend Cliff McKillop helping him. But progress was slow as their time was limited.

“Then, in 2008 I decided that, if I wanted the truck completed in my lifetime, I needed to have someone do the job. The truck, all parts and a multitude of new parts I had accumulated were moved to the shop of Jim Hitchcock who took on and completed the job. Last summer (2010) I drove the truck for the first time and have been enjoying it since,” Bill exclaimed.

Bill attended High School at Detroit Country Day and lived in the Ferndale area. His first car and transportation to high school was a 1951 Ford Victoria. Bill attracted sufficient attention with the car and his driving style that they warranted mention in the school year book under Bills biography.

Upon high school graduation in 1953 Bill attended Alma College. Collette and he were married in 1955. After graduation from Alma College, Bill attended medical school in Des Moines, Iowa. He earned his Doctorate in Osteopathic Medicine and returned to Michigan. After residency he practiced obstetrics and gynecology at Henry Ford Bi-County hospital and retired from there in 2003 after 37 years.



**Bill's Truck before restoration!**

Bill said his interest in cars came in part from his Dad who like nice cars (and also was a Dr.), growing up around Woodward Ave. and his grandfather who was a mechanic for Pierce Arrow. “My grandfather was transferred from Buffalo New York to Michigan when a fleet of Pierce Arrow trucks were sold to a local coal co. and he was to maintain them.” Bill also remembered how his grandfather had a metal lathe in his basement and would always help with repairs and mechanical work that Bill’s cars needed.

Bill was the subject of a feature member article in the April, 2006 Rotunda Times. A video of him with his truck can be found at: <http://www.youtube.com/user/SteveHotRod#p/u/7/LmolVNR0nQI>

**MORE PHOTOS ON PAGE 16.**

## Book Review: **'40 Ford** by Joseph P. Cabadas by Steve Rohde



When Joe Cabadas spoke at a FMRCOA meeting a while ago about his upcoming book, the members were very interested. I, too, was really eager to read his new book “ ’40 Ford” and was not disappointed at all! There are six chapters in the 160 page book and they deal with a lot more than just the ’40 Ford.

The first chapter, entitled “Strategy Takes Shape,” discusses the significance of the 1940 Ford and begins a wonderfully put together history of Ford Motor Company from its beginnings through the 1930’s that is carried throughout the book. Besides discussing the short lived Model A and the development of the flathead V8; the Ford organization and people, including the autocratic management style of Henry Ford, are contained in this chapter.

Chapter 2, “Radical Departures,” begins with the introduction of Ford’s 1937 vehicles highlighted by the \$500,000 extravaganza in New York to debut them! The chapter delves into the labor issues at Ford and Harry Bennett’s “totalitarian rule.” It ends with Ford’s 1938 vehicle plans, and the fact that the economy was heading downward.

The evolution of Ford’s 1938 and 1939 vehicles (including the first Mercury) and the organization and people that produced them are the subject of Chapter 3, “Design Prevails.” Ford’s relationship with the Nazis, his family, the UAW, and other Ford executives including Harry Bennett are also described in this chapter.

Chapter 4, “Ford for Forty,” details Ford’s vehicle lineup for 1940 and how it spanned the entire car market. It also describes the styling, comfort, and performance characteristics of these vehicles. In addition, Ford’s marketing of these vehicles, including having Roy Rogers as a spokesperson at the New York World’s Fair in 1940, is discussed.

Chapter 5, “Balances of Power,” outlines Ford’s presence in Europe and, more generally, around the world in the 1930’s. In Europe Ford was in many places including England, France, Spain, and Hitler’s Germany. It’s interesting to note that in Germany Ford initially resisted the German edict that all German cars’ parts must be interchangeable.

“Sand, Dirt, and White Lightning” is the title of the final chapter that provides a brief history of Ford in racing starting in 1901 in Detroit and progressing globally through the 1930’s. Various different types of racing in Europe, South America, and the United States are included, as well as the role of Fords and flatheads in the moonshine business.

*Continued on page 12.*



## Lewis Westfall's 1926 Model T Race Car Bonneville Bound: Part II - The Rest of the Story by Phil Lyon

When the hot rod from Kansas, driven by a couple of tired kids just out of high school arrived and pulled onto the salt, followed by a beat up old Chrysler, the more sophisticated California rodders were undoubtedly somewhat skeptical. Most of them no doubt had some experience with racing either at the dry lakes or at the two previous national meets at Bonneville in 1949 and 1950.

Like all good hot rodders, always willing to lend a hand, the race engine was reinstalled and the fuel tank was being filled. When a slightly orange fluid began to flow they all asked "What kind of fuel is THAT?" You'll remember that I mentioned the rusty inside of the fuel barrel which had tinted the mixture orange. Chuck, ever the humorist, answered, "Why, that's wheat squeezins!" "No, really, what is it?" Again came the answer, "wheat squeezins." Of course, the use of nitro-methane was in its infancy in those early years. When the car attained a speed of 137.19 Miles per hour, the car became known locally as the WHEATENA SPECIAL. The nitro part was not revealed to the competitors. It quickly gained some due respect from the California boys. They even provided a pair of Indianapolis racing tires for Lew to borrow.

The trip back to Topeka was not quite as challenging as the trip out West, but some of the memories are worthy of record. Again, the flatlands posed no major problems, but the old Chrysler, survivor of the war years, once more refused to be a tow vehicle in the mountains. The street ready engine had been returned to the chassis prior to leaving the salt. I don't know if a run through the clocks was ever attempted with that engine.

Lew was near his departure date for the U.S. Air Force so they had to do some of the driving at night to speed the trip home. Somewhere in the Rockies the brakes failed and Chuck, the

passenger, had to keep the roadster under control with the emergency brake! I'm surprised that an emergency brake was installed, but remember this was a street driven car. Exhausted, hungry, and not dressed warmly enough for the temperature at that altitude, they stopped for a rest. They had become separated from the Chrysler and after a bit of sleep they were awakened by a puzzled highway patrolman. They chose not

*Continued on page 9.*

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



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## DETROIT'S TIME CAPSULE, *cont. from page 1.*

floor was this red, behemoth of a machine, called a Scripps-Booth cycle car. (<http://detroit1701.org/Scripps-Booth.html>) It was a two-wheeled car, with small outrigger rear wheels for balance. It was the memory of this car that led me to investigate the presence of the collection in storage at historic Fort Wayne. Contacting Adam Lowell, one of the curators of the collection, escalated to arranging a tour of the facility. What started as a group of 10 interested auto historians soon became 28 people, curious about what the Historical Society had hidden away at Historic Fort Wayne.

We arranged for a morning visit, and taking the "scenic" route getting there proved to be an adventure in itself. Neighborhoods along the drive, once clean thriving areas of Detroit, were now something of a "war-zone," with debris all around. My hat is off to Mayor, Dave Bing, for even wanting the job!

Arriving at the gate to the Fort Wayne was like entering another world. Once on the campus we were mentally transported back in time. The state of disrepair notwithstanding, the buildings had an eerie, stately appearance. We drove slow, to grab a few "Kodak-moments" along the way to our destination.

Finding the Detroit Historical Societies' CRC (Collections Resource Center) building was not hard, and the weather was beginning to clear up, with sunshine appearing.

We gathered at the entrance, awaiting the group's assembly. Our guide appeared and we were ready to enter the CRC.

Once inside the building, we were briefed on what we were about to see, and given a little background on the collection. Most of the cars we would see would be inside clear plastic bubbles, and about half of the collection was out-on-loan to other museums around the United States. We were also told the storage area we would be entering is not heated. That being said, we marched down the narrow hallway toward the warehouse. Upon entering the storage area, lit only by skylights and a few incandescent bulbs, a strange silence overcame the group. We entered in awe at the history before us. More than just cars was immediately in view.

We then split-up, and started to explore the bubbles and what was within, along with adjoining rooms with pieces of history everywhere. Many marques we haven't heard of in years were tucked away in quiet stalls. Last year some cars left the warehouse for the Gilmore Car Museum, in Hickory Corners, Michigan. One important vehicle, the Rickenbacker, can now be seen at the Gilmore. One Fort Wayne highlight was the Detroit Electric automobile, owned by Henry Joy and driven by his wife, while Joy was president of Packard Motor Car Co. It sat next to a 1955 Packard!

Marques of the past were under many of the air-filled cocoons, along with BobLo Island relics, sculptures, sleighs and prototype automobiles. The 1964 Ford Cougar II concept vehicle, a Kermath 4-cyl marine engine, a Custer car, a Cadillac station-wagon prototype, a '30s Marquette, a Mustang II prototype with removable hard-top, a Pacer, a '57 T-Bird with a continental kit, '40s Packards and Buicks, Military Jeeps, A Cadillac Alanté, a Pontiac Fiero, a Kaiser, a hydroplane from the Motorsports Hall of Fame (now closed and some items moved to display at the Detroit Science Center), Civil War & Deck Cannons, even some very large boat anchors, and a 1920s Iroquois Steam Road Roller, were among the past, all residing there in silence.

This was a rare chance to see historical items first-hand, that are almost never displayed for public viewing, and a number of FMRCOA members took advantage of it.

**MORE PHOTOS ON PAGE 16.**

**DEARBORN 2011 SWAP MEET & CAR SHOW**  
**Belleville, Michigan**  
**July 16-17**  
**at Wayne County Fairgrounds**  
**I-94, Exit 190**

**\$5 Admission**  
**Swap Meet, Car Corral**  
**Open To All Makes of Cars/Parts**

**Free Car Show Sunday with Paid Admission**

*If you are tired of finding out what you bought on eBay wasn't as advertised, come to our swap meet and see what you are paying for!*

**Sponsored by the Ford & Mercury Restorers Club of America.**  


**Charley (248) 446-1534    Larry (734) 454-4816**

## Sign Up for the Overnighter!

**Hank Dawson will be taking deposits for an overnight car cruise during Labor Day weekend at our May Meeting. Rooms are filling fast! Please call him at 810.231.3184 for more information**

## A Note from the Treasurer

This month was a fairly typical one. Swap Meet transactions are beginning to ramp up.  
**Steve Rohde, Treasurer**



## Brian's Tip: *Compression Testing* by Brian Kuta



Every now and again your periodic maintenance should include a compression test. Compression testers come in a couple different configurations: the press and hold it in the hole type, and the much better screw it in the spark plug hole style.

It is best to do this check when the engine is warm with all spark plugs removed. Spin the engine a few times to clear the chambers of any static gasses. Record the compression, then inject a couple squirts of oil into the cylinder, and again check the compression.

No more than 10% difference in compression should occur between cylinders, or between the 'dry' and 'oiled' compression checks. Sometimes a greater than 10% differential occurs when the cylinders are dry, but is reduced when they are oiled. This is not uncommon and may indicate only a temporary loss of ring seal due to excessive fuel intake.

Recheck compression after about 500 miles. If a single cylinder shows higher compression than others, inspect the spark plug from that cylinder for signs of oil residue or heavy carbon deposits. That cylinder could very well have a valve seal problem.

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## BONNEVILLE BOUND, *cont. from page 7.*

to mention to him the problem they were having with the brakes. The officer told them that he had seen some boys in an old car with a trailer not far away pulled off for a rest. The roadster and its tow car rejoined and they limped to the next town and waited until morning. A broken brake line on the "power brake" setup had caused the failure. After that minor repair to what could have been a catastrophe, Lewis did make it home in time for his induction physical.

From this group Chuck and I are the only ones still alive and kicking. This stuff doesn't rub off easily. Chuck has two Ferraris, and a vintage Morris race car. I am still building two 29 Model A roadsters. There has been lots of recent interest in digging up some of the old history from the early years of hot rodding. Compared to California, Kansas was not a major player in the beginning. But our club, The Topeka Drag-Ons, was only one year shy of being a charter member of the NHRA. I felt that some of this story should be made public.

## VICARY MUSEUM, *cont. from page 1.*

50-years to accumulate. He and his wife amassed a collection of Ford related items that is second only to The Henry Ford Museum for number of items.

Mr. Vicary began his admiration of the Ford family as a young boy. While riding his bike working his *Detroit Times* route, he waved to a man across the street and the man waved back. That man was Henry Ford and so began Bill's lifelong passion for all things Ford. That may be oversimplifying things as Bill's true admiration of Henry Ford is based on Ford's "innovation and ability to get things done." Bill now has one goal: "to collect and preserve the footsteps created by the Ford family." He has met his goal and beyond.

Everywhere you look are items related to Henry Ford. There is a sharp 1956 Thunderbird, a couple of nice 1929's, along with pedal cars, boats and planes, dozens of books, magazines, and photographs. There were numerous items from the Henry Ford vessels including the William Clay Ford and the Henry Ford II. The window sill held a row of Jim Beam bottles (empty, of course!) disguised as Ford automobiles. Even the restrooms are



Items in the museum featured in the 2003 *Ford Century* book.

caught up in the frenzy – you either used Henry's or Clara's room. There was Ford tomato juice, toilet paper, signs, gas pumps, bicycles, charcoal grills and charcoal briquettes (where do you think "KingsFORD" originated?).

Being a Ford club, we had plenty of memories conjured up by the collection. Greg Petrovich recalled where he was when the Rotunda burned. Dick Moote had to smile when he saw the collectible coins from the Rotunda – the same ones he had as a kid. Standing by the replica of the Diego Rivera frescoes, *Detroit Industry Murals*, Brian Kuta recalled his father explaining the subtle details. Mrs. Vicary had her passions, too, and Jeff Gniewek was happy to see the 1971 Mickey Mouse watch, the first time Mickey had yellow hands – just like the one Jeff was wearing.

For a wet, gray April day, it was a great start to the 2011 Garage Crawl season. There was something in this collection for everyone. Thank you to Larry Wolohan for working with Mr. Vicary to share his treasures. FMRCOA is off to a great season!

**TO BE CONTINUED NEXT MONTH. MORE PHOTOS ON PAGE 16.**

## Boys & Their New Toys

### My New Old Ford by Mike Fontana



Mike's new 1936 Ford.

This all started out with a Sunday morning trip to the Monroe Swap Meet to hand out flyers for our Swap Meet. After about three hours, we made it back to the truck and were ready for lunch. As we got on the road, Gene Johnson told Phil Lyon, Ed Danes, and me about an estate sale with some old Ford parts. We just had to check it out.

As we pulled in the drive, we could see a lot of fenders, frames, motors and miscellaneous body parts -- but the best stuff was in the garage. A lot had been sold already but there sat a 1936 Ford 4-door Deluxe in primer that had been sitting for at least 20 years, judging by the amount of dirt on it. As we looked closer, we could see the body was in perfect condition and never a spot of rust. The next thing we knew, we had bought it and it was sitting in my garage.

After sorting all the parts that came with it, we had about six boxes of extra parts to sell at our swap meet. The car is in great shape and our next step is to DA the body, get a fresh coat of red primer on it and on the market again. This car will be a great original or rod for someone. Once again, we have had a great time hanging out with the guys in the garage with our boxes of treasures and the diamond in the rough...

### My New Old Oldsmobile by Steve Rohde



Steve with 1901 Oldsmobile 3/4 scale replica at Midland auction.

My wife and I always like to go to the Michigan Antique & Collectibles Festival in Midland at least once each year (sometimes all three times). I've bought many car parts there and even several cars while my wife shops for antiques.

Last June they had a car auction in addition to a car "corral" lined with antique cars. I immediately was attracted to a bright red 1901 Oldsmobile replica. It's a 75% scale model powered by an 8 HP Briggs & Stratton engine. I bid on it and won.

The owner was there and gave me some pointers about the car. He also gave me a copy of a 1960 *Mechanix Illustrated* that gives complete plans on how to build this car. The cover shows Arthur Godfrey sitting in it!

My intent will be to do some minor work on the car and then trailer it to various events!

The September 1960 *Mechanix Illustrated* provided complete plans for building the 3/4 scale replica of a 1901 Oldsmobile.

The cover shows entertainer Arthur Godfrey sitting in the car.



**MORE PHOTOS ON PAGE 16.**

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## May Show & Tell by Bill Timoszyk

The May Show and Tell had a real diversified group of items.

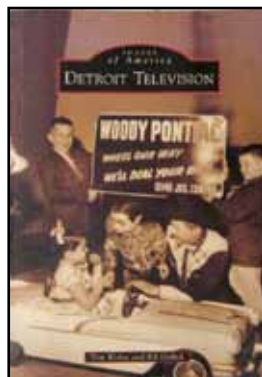
Bob Haas brought a hardbound book circa 1957 entitled "How Automobiles are Made." This photo/text book follows a Ford car from its very inception to its final assembly.



"How Automobiles are Made" book by David C. Cooke.

Ambrose Biondo displayed a relatively new hardbound book "Early Detroit TV" that depicts Detroit area TV shows and personalities in their early years.

This book traces Detroit broadcasting history starting on October 23, 1946 when WWDT shot a signal to the convention center, part of a "New Postwar Products Exposition." The medium has influenced the city's personality and social agenda ever since. It is written by journalist Tim Kiska.



Harry McAuliffe showed us a photo of Connie Kalita's first dragster (looks like it was Chevrolet powered).



Connie Kalita's first dragster.

Jack Van Gechten brought photos of a pedal car museum in Shipshewana, Indiana.

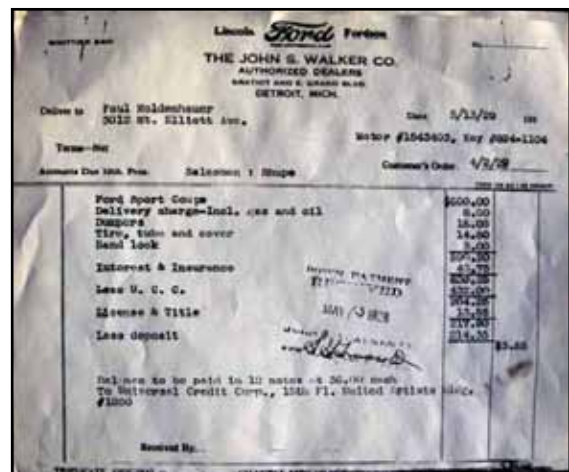
Larry Wolohon displayed a 1941 Ford Mercury Lincoln



Cover & inside pages of 1941 1941 Ford salesman's manual. Dealer Salesman's Reference Manual. These were assigned to each salesman's desk for a quick reference for vehicle stats. He also had a pair old Ford script pliers from a Ford tool kit.



Ford script pliers.



Note \$550 base price for 1929 Ford Sports Coupe!

Tom Eriksen showed a 1929 sales receipt from a Detroit Ford dealer for a new Ford Sports Coupe. The base price was \$550!

*Continued on next page.*

### 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!**



## SHOW & TELL, *cont. from page 11.*

Ray Mickiewicz educated us about reamers for installing new valve seats in a flathead Ford block. Samples of the replacement seats were also displayed.

Reamers for installing new valve seats in a flathead Ford block. Note also the replacement seats.



Thank you for sharing. See you next month!

## Minutes of the FMRCOA Board Meeting April 21, 2011

The meeting started at 6:30pm with Art Cervi, Bob Guetschow, Phil Lyon, Brian Saylor, Hank Dawson, Bob Haas (Guest) in attendance.

Items discussed/decisions included:

- Approval to mail the existing nametags that have not been picked up.
- Bob G. will keep a \$25 balance for the purpose of buying and sending sympathy cards.

Bob Haas made up a proposal for documenting the swap meet layout procedures including man-power and equipment requirements, consumable materials, building and fence changes, and the dumpster location.

Updates of progress about the swap meet were discussed including the car show, food vendors, and traffic control. Nancy from the Motorcity Heritage (speaker at April '11 meeting) will get a spot under the covered area in front of the merchant building.

The Stan Miller / Dick Monroe incident was discussed. Both parties were deemed out of order.

- The Board of Directors agreed that a letter of reprimand will be issued / mailed to both parties.
- New rules are to be applied to the by-laws that will forbid any physical contact with the risk of expulsion.
- A Sergeant-at-Arms will be appointed by the end of May.

Hank Dawson discussed the progress of the Overnighter Trip. A second hotel (10 rooms) has been reserved until August 1<sup>st</sup>. Contact Hank directly to sign up.

The meeting adjourned at 8:50pm.

**Brian Saylor**

## BOOK REVIEW, *cont. from page 6.*

In summary, this is an extremely well written, encompassing book with exceptional photographs. It goes well beyond the '40 Ford in that it really traces the history of the Ford Motor Company and its products through the 1930's. It also provides much insight into the personality of Henry Ford and his relationships with his family including Edsel Ford, and his employees. I would strongly recommend this book to anyone interested in the history of Ford Motor Company/pre-war Ford vehicles.

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| 1962-72 Fairlane-Torino | 1939-64 Ford Tractor           |

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## Postcards from the Past by Lou Ironside

This month we have a postcard of the rock gardens at the Ford Hydro-Electric Plant, in Iron Mountain, Michigan. It is pretty easy to date this card since it was mailed on February 23, 1943 from Iron Mountain to Oak Park, Illinois. Nothing too exciting in the message, as Joyce was writing to a friend telling her that she was sick, and looked forward to going back to work in a couple days, I guess that not all messages can be exciting.



Ford Hydro-Electric Plant, in Iron Mountain, Michigan.

## The FMRCOA Roving Reporter: *In and Out of Michigan!*

Two swap meets to report on this month: one in-state, and the other out of state.

The swap meet in Monroe, MI was again a good meet, the promoter added spaces, along with a second inside building with some show cars, and they also really advertised the meet well. Unfortunately, due to a very cold and windy day, the spectators were there, but they kept their hands in the pockets to keep warm, and made very quick passes before leaving to a warm car to go home. Most vendors reported low sales, but it wasn't for a lack of good parts. We can only hope that next year the weather in Michigan actually gets better in the spring.

The second swap meet we attended was the annual Pate Swap Meet in the Dallas / Fort Worth area. Several of us travel to this event on an every other year basis, and always come home with a van that is full. This year was no exception, and the van came home with parts for Mustangs; 1955 Fords; and, of course, Model A's. The weather was perfect with 80 degree days, sunshine, and a gentle breeze. Although only 2000 spaces (as compared the Hershey with 8000) the sheet metal is rust-free, and the cars and trucks for sale are very reasonable in relationship to what is for sale locally. Parking is \$5 and there

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is plenty of room available. Admission is free and there is a free parts hauling service. The clubs that sponsor this meet go out of their way to make everyone feel welcome! If you ever find yourself in Texas at the end of April or the first part of May, it is a meet worth visiting.

Finally, two other local meets which I can only report on "second hand" as I was in Texas the same they were on. The Fowlerville meet was reported to be real good on Saturday, but very "sparse" on Sunday. The Bearing Burners meet on Sunday in Warren had rain early in the morning, but the swap meet was reported to be good. However, the weather kept quite a few of the show cars away. This is the second year for rain at the Bearing Burners show...maybe next year will be sunny!

## Classified

May 2011

### For Sale


- Complete AC setup for 1968 Mustang. Scott Vorath. 734-770-8519.
- 4 N.O.S 1991 Mustang pony wheels with N.O.S. center caps. \$500.00. Nick. 313-468-3687.
- Oil Pan new Milodon brand for 351 Windsor engine. \$125.00. Jukebox 1950/51 seeburg M100 BL restored with 300 extra 45 rpm records and service manual. \$3,500. Roy Stull. 248-553-0420.
- Car brochures, all makes & models from 70's to 90's. Very reasonable. Y Block engine top valley pan \$20. Pair 1955 tail light housing and lenses Ford Script. \$45.00. Hank Dawson. 810-231-3184.
- 1978 Mustang 2dr., V6, auto air T-Top. \$2,500. Steve Wolsh. 734-284-6772.
- '49-'53 Flatheads engine parts: 3sp trans & linkage \$90; NOS drive shaft ends \$20 each; Radiator and Support Brackets - \$100.00; Heads - \$65 each; Intake - \$65 each; Exhaust Manifolds - \$25 each; V-8 Pistons, Rods, Rings - \$80.00; Oil Pans - \$50 each; S.S Flex Fan & Pulley - \$90.00; Oil Filter & S.S. Cover - \$100.00; Timing Chain Cover - \$25.00; 12v Fan & Alum Shroud - \$125.00; Distributor/Coil/Wire - \$50.00; Water Sending Units - \$40/Pair; Alum Crank Pulley (New) - \$85.00; Alum Crank Pulley (Used) - \$40.00; Chrome Oil Pan Rail Set - \$30.00; Alum Offset Gen-Bracket - \$70.00; 12v Chrome Alternator - \$70.00. Ken Carver. 586-293-1284.
- MISC. Parts: 49-56 Conv. Top Set (motor, cylinders, relay, wiring 6v - \$120.00; 49-51 Mercury N.O.S. Door and Window Handles - \$65 each; 49-51 Poss.52-53 6v Power Window Set (New) - \$90.00; 49-51 Ford Style Foxcraft Skirts (Mercury Style) - \$150.00; GM Tilt Column Set up for 49-51


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Ford, out of a Floor Shift Car - \$125.00; Inner Fender 49-51 - \$75.00; Fuel Door 50/51 Guard and Lock N. O. S. - \$60.00. I have some '64-'66 T-Bird parts and some GM. Call and check. Ken Carver. 586-293-1284.

## Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 600 CFM Holly. Jim Shumaker. 248-647-8691.
- '42-'48 Ford skirts. Roland Arnt. 248-478-7942.
- 1923 Model T rear tire carrier. Tom Gehringer. 313-386-2310.

## Classified

April 2011

## For Sale

- F100 Fiberglass hood, NOS passenger running board. Bill Stanley. 248-321-7871.
- '65/'66 Galaxie power steering box - NOS - John Stasiewicz. 586-286-3265.
- Ford 3 speed manual transmission - fits 292CD1 engine. Gerry Radtke. 248-684-3408.
- 2008 Jeep Wrangler, 4dr, \$22,500 or best offer. Dave Bednarczyk. 248-765-3509.
- Eagle car lift. New, still in the crate. 110 volt. Cost \$3,100, will sell for \$2,800. John Miller. 586-756-4279.
- 1960 TBird seats, front buckets and rear bench, black, decent condition. \$225. Dean Styles. 734-626-4052.
- 4 Keystone 15" wire basket style chrome wheels very nice \$275. Jeff Martoia. 734-812-9255.
- 1964 VW Dune Buggy, max taxi four seat. Needs minor repairs. \$2,300. Steve Thomas. 734-287-8236.

## Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1989 Mercury Grand Marque left side tail light lens. Must have. Paul Conforto. 313-801-8131.
- 1962 Ford Galaxie 500, or Sunliner convertible. Jim. 313-467-7789.
- 1923 Ford Model T roadster rear spare tire carrier. Tom Gehringer. 313-386-2310.
- 351 c 4V heads - iron or aluminum. Rod Kurowski. 517-467-2404.
- 1965/66 Mustang ¼ window glass - convertible - carlite clear - R & L, still need. Grant Beard. 248-305-8031.
- Name and telephone number of Mercury parts dealer in LaSalle, Michigan. Gary Sharkas. 734-525-3652.
- 2009 Mustang 18X8 polished wheels. Set of 4. NOS \$400. Jeff Gniewek. 313-460-9879.



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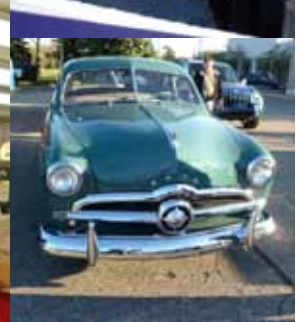
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