

The Rotunda Times



Volume 7 No. 6 The Official Monthly Publication of the Ford & Mercury Restorer's Club of America June 2011

Feature Vehicle: 1940 FORD Tudor owned by Greg Petrovich



“While I was growing up, I always liked Ford’s 1940 models. I really thought that they were the prettiest car that I had seen,” commented Greg Petrovich as we discussed his beautiful 1940 Ford Tudor. “Then, when I saw a tan one at our swap meet in 1997, I began to think about that model again. Although I wasn’t crazy about the color, I thought about it and ended up buying the car from club member Gene Machinski,” he continued.



The functional and very attractive dash.

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The 24th Annual Wilson Barn Show by Roxanne Fontana



Club members are serve lunch at Dick Monroe’s “Road Kill Cafe”!

The 24th annual Barn Show was held on June 11, 2011 at the Wilson Barn in Livonia, and was hosted by The Road Knights and Friends of the Barn. The day began with a chilly start as about 20 FMRCOA club members and friends gathered to enter the show together. Heads turned as our

Continued on page 6.

Mark Kirby Brings His New Motor to Our FMRCOA Meeting Story and Photos by Vahan Nazarian



This '34 has an aluminum flathead in it!

Here’s a man-on-a-mission... After years of starts, stops and naysayers, with a healthy dose of long hours and hard work thrown in, it’s finally coming together.

Continued on page 9.



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Editor's Message



This month we thank Greg Petrovich for his Feature Vehicle material about his beautiful 1940 Ford Tudor. We also thank Roxanne Fontana and Van Nazarian for their articles and photographs about the Barn Show and the Mark Kirby's aluminum flathead, respectively

And, as usual, thanks go to our team of Staff Contributors for their materials, and Denise Rohde for the President's Page banner.

If you want to report on an event that you attended or an award that you received or something else, 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 15th of the month as a deadline for getting announcements or other materials to me for that month's newsletter.

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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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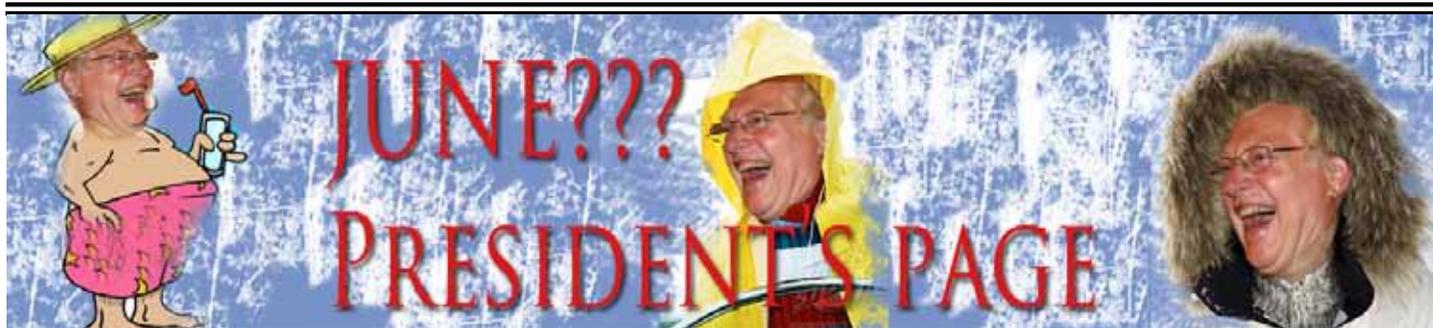
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Finally, don't forget to visit our website www.fmrcoa.org where you can read these newsletters in color and see more event pictures, and videos. As webmaster I would welcome feedback!

Steve Rohde, Editor



The Rotunda Times



June 2011

Our 42nd anniversary and still going strong!

And what a fun night it was! The mini swap meet brought out several vendors but I was surprised that we didn't have more club cars for the car show portion.

It was so nice to have Mark Kirby as a guest and give use a nice talk about his new aluminum flathead engine. It was nice that he was able to talk about it outside and then once again during the meeting. I'm also pleased that Mark is now an official member of FMRCOA as he signed up that very night! Mark will be at our swap meet and car show demoing his engine. I'm sure it will spark a lot of interest from our spectators.... and vendors as well.

The pieces are going together for our meet. The biggest thing we rely on is manpower, and that's where you come in. Hopefully everyone is signed up to work somewhere. My compliments to all of our chairpersons as they have worked so hard putting their teams together.

I would be remiss if I didn't congratulate our members that attended "The Barn" this year. Out of 21 participants, 12 were awarded trophies. Great job! And a big thank you to Mike Fontana for coordinating this year's event.

Just one more meeting to tie up any loose ends and it's off to the meet we go. Let us all pray for good weather and a great turnout. Let's bring out those club cars for Sunday's car show.

Art Cervi, President

A Note from the Treasurer

This month was another fairly typical one. Swap Meet transactions continue to ramp up-- particularly advertising.

Steve Rohde, Treasurer

WELCOME NEW MEMBERS

Dennis Parus (Marla)

PO Box 6004
St. Charles, IL 60174
630-377-1009
dfp67@aol.com



William Coombe (Joyce)

PO Box 5967
St. Clair Shores, MI 48080-5967
586-293-0662
bcgrandmarquis@gmail.com
1967 Lincoln 4dr Sedan

Vaughn Koshkarian (Stella)

Milford, MI 48380
248-505-3851
kosh@people.com
1940 Ford Coupe
1941 Ford Convertible
1934 Ford 3 Window Coupe
1956 Ford Crown Victoria

Hal Stambaugh (Mari)

Fayette, OH 43521
419-237-2884
1930 Ford Flathead Coupe
1931 Ford Flathead Roadster
1949 Ford Flathead 2dr
1950 Ford Flathead Wrecker

Mark Kirby (Diane)

13624 Stowell
Dundee, MI 48131
989-274-8108
thekirbinator@oldschoolflatheads.com



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!*

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 14	Club Picnic
August	Dearborn Homecoming TBA
August 20	Woodward Dream Cruise
Sept. 3-4	Overnighter
Sept. 7	Club Meeting
Sept. 9-12	Frankenmuth Auto Fest
Sept. 24	Dick Kughns Car Collection Tour
Sept.	Crosspointe Car Show (P. Lyon)
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
 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!



More Volunteers Needed for the 2011 Car Show & Swap Meet



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

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**June 2011
FMRCOA Meeting Minutes
June 1, 2011**



What an enthusiastic looking group!

The meeting began a bit late this month due to the talk that Mark Kirby gave in the parking lot about his aluminum flathead engine (see page 1). Dick Monroe led the pledge of allegiance and the singing of the national anthem.

The May minutes and the Treasurer's report were approved.

Charlie Rivers reported that our swap space sales are behind schedule. Help is needed to get our fliers into the right hands. We've also increased the advertising in this area.

Larry Wolohon provided an update on the car show. More judges are needed for the show.

Brian Saylor still needs lots of more names on the work roster. With this many members in the club, if everyone does his or her part it should be easy to staff our swap meet and car show!

Mark Kirby joined us inside at the meeting and continued to answer many questions about his aluminum flathead, and flatheads in general. This Q&A basically comprised our "car talk" this month!

Show & Tell was conducted by Cole Grandy, we had our 50-50 raffle, and Art told a good joke to close out the evening!

Steve Rohde/Brian Saylor



In Memoriam

**David E. Cheklich
June 3, 1933 – June 11, 2011**



Long time FMRCOA member Dave Cheklich passed away on June 11. Dave was 78 and was the beloved husband of Vivian for 55 years, the loving father of Diane and Peter. He was also the brother of George E. Cheklich (the late Helen), the late Mary E. Wells (Deo) and the late Olga E. Cheklich.

Dave received a degree in Agricultural Engineering from Michigan State University in December 1956. He attended Wayne State University working toward a Masters Degree in September 1962 to June 1966.

Dave was Company Commander in the Army, Corp of Engineers responsible for the training of 400 inductees. He served an additional 3.5 years in the U.S. Army Reserves and achieved the rank of Captain.

Dave worked at Ford Motor Company Tractor Division for 33 years in various management positions. Following his retirement he worked an additional two years as a product quality manager at Hydralink Corporation. Ford missed him and asked him to return so he did and was a Quality Analyst for the car division for an additional 8 years. He worked on the launch of the Lincoln LS and was also involved in the F-series Truck and Thunderbird.

Dave enjoyed antique vehicle restoration. Included in his collection are a restored 1965 Mustang Convertible, a 1988 Thunderbird, and a 1950-era Whizzer motorized bicycle. He joined the FMRCOA in 1980 and served on our Board of Directors for many years receiving the 1987 Generator Award. Most recently Dave was the Club Historian for many years. Dave, until recently, would also spearhead the accounting process at our annual swap meet.

We will all miss Dave.....

Please send memorial tributes for Dave to St. Lazarus Cathedral or Beaumont Hospice.

1940 FORD, *cont. from page 1*

Besides needing some windows and an interior, everything else worked on the car and Greg drove it home! Indeed, Gene had rebuilt the engine and transmission and painted the car, and club member Larry Lothringer had rebuilt the two speed Columbia rear (a dealer installed option).

Over the next several years Greg replaced the windows and the under dash wiring harness. He also painted the dash and window moldings. Jose's Auto Trim in Lansing did a superb job of redoing the interior.

Greg drives his car at least once a week to car shows including the Motor Muster, cruise nights, and lunches with fellow club members at Three Brothers in Plymouth. The car has won many awards! Recently Greg participated in the UM antique car event (see page 10).



The interior of Greg's car is gorgeous and very roomy!

This is Greg's second antique car. His first was a 1958 Isetta that he purchased in 1972.

Greg, a retired Ford Livonia Millwright, has been married to his wife, Esther, for 36 years. Their children also have a bit of the car "bug"! His son owns a Cobra kit car and an antique truck, and his older daughter worked with dad on restoring a 1978 Ford F-150 pickup truck! Greg's younger daughter is currently taking a welding course!

When asked about our club, Greg, who has been a member for almost twenty years, responded, "It's the best car club. There is no other club that gives you the benefits that the FMRCOA does....the meetings, events, refreshments...."



MORE PHOTOS ON PAGE 16.

BARN SHOW, *cont. from page 1.*

mighty fine rides pulled in and jockeyed into position. The Barn Show is a great place to show off your car.

The club banner was hung, the tents were put up, chairs were set in place and the stage was ready for a great day of fun and friendship. The local band "Men in Black" began pounding out the beats as Harry McAuliffe, FMRCOA member and Road Knights member, took the mic. After the welcoming formalities, the 2011 Barn Show was officially open.

FMRCOA was well represented with new and long-time members sharing the day. Frank Fundaro, a new member, brought his 1936 Ford, with a 305 Chevy engine. He bought it from a former club member for his 44th wedding anniversary last year. He didn't tell me if it was a present for himself or his wife, but, either way, we're glad to see Frank is with us and brought the '36 back to the club.



Phil sure looks cold!

Our hobby is especially nice to share with family and friends and we had several family members join us for the day. Ed Goff had his beautiful '51 full custom on display and his brother, Jim, parked nearby with his '41 Ford convertible. Jim has had his '41 for 15 years and this was the first time he had it in a show. A flathead with 2 deuces on it, we all said Jim should take her out more often. Paul Coleman showed off his '57 Fairlane Sunliner Convertible, with the 292 Thunderbird Special, that he's had for about 12 years, near his son Jeff's 1970 Thunderbird. Mike Fontana showed off his dad's '46 Coupe while his brother-in-law, Brett Miller, had his 1983 Dodge pick up on display, and Steve Rohde brought his unrestored 1951 Studebaker Champion.

Larry Wolohon's '48 Ford had been running rough, and he worked with club members John Price and John Miller to get her ready to go. They installed a resistor to reduce the voltage and that did the trick. Once again, the members of FMRCOA came to the rescue and Larry was able to make it to the show.

Larry Miller must have grabbed his keys in the dark. He
Continued on next page.

The Rotunda Times

BARN SHOW, cont. from page 6.

accidentally brought his sharp '57 red and white Pontiac instead of a Ford. That's okay, Larry, she's a beauty and worth showing off. I guess Cole Grandy couldn't find his Ford either. He brought his '48 Allard to show off, but felt safer with it on a trailer as she isn't quite road worthy yet. Cole is forgiven for having a "trailer queen" in the name of safety!

Jerry Jablonski with his '64 Falcon Sprint Convertible was settled in by Bob Haas and his '54 Ford Convertible. Bob brought a friend, Vickie (a manikin). She didn't have much to say, but because she kept a smile on her face, I think she had a good time. Vickie is welcome to join us at the club picnic in August -- I don't think she'll eat too much.

Phil Lyon's '35 pickup with a souped-up flathead had a first-glance lookalike in John Macyda's '41 pickup. Two men were admiring John's truck as I walked by when one said "Man, that's a fine old girl." I hoped they weren't talking about me.

We had a lot to be proud of, but we weren't the only ones at the Barn Show. To our left were the Spark Plugs of South Lyon with a dozen beautiful cars on display. Patty Zellman of the Spark Plugs said they took 5 awards last year and were hoping for as many or more this year. On the other side sat Jeff Schembri of Ford Oval Repair with friends and about 10 cars. A long-time FMRCOA advertiser, they were "just having fun." Nearby was "Sh'Boom Gone Wild," a, 544 CI, 1250 HP, '48 Cadillac Sedanette; a replica of the Ghost Busters station wagon by Ray Stantz; a copy of the Monkee Mobile by Mel Gutherie; and a '41 Willys at 1/4 scale by Rick Caruso. There was definitely something for everyone!

Dick Monroe was hard at work manning the Road Kill Caf e and we were standing in line for hot dogs, chili, chips, pop and water. The aroma must have been drifting across the field as club members began arriving. As always, Chef Monroe did a great job at the grill. Thank you from all of us!

We know we can take pride in our club members and their cars, but it doesn't hurt to have others take notice, too. We received twelve awards this year. Outstanding Awards went to Mike Fontana, Darrell Harding, Bob Haas (was that for Vickie?), John Macyda, Ed Goff, Tony Kaluzny, John Szwest, and Frank Fundaro. Paul Coleman won Best in Class and Best Ford. Pat Kaluzny won Best in Class and the Ladies Choice Award.

It was a good day for FMRCOA. The friendship, the fun, the positive attitude, and the pride in the club and cars were evident. Dick Monroe and Mike Fontana teamed up to put together a great day. Thank you and congratulations to everyone!

Ed Goff points proudly to the rear end of his 2010 Taurus. Ed's son, Kevin, designed it!



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MORE PHOTOS ON PAGE 16.

Brian's Tip: *Timing Chains*

by
Brian Kuta

Timing chains should be checked for wear periodically because as they wear, they affect throttle (really 'foot feed') response, requiring additional throttle to move the same weight. Engines typically have a chain and two gears, which allows the crankshaft to drive the larger sprocket attached to the cam. Most folks do not concern themselves with timing chains, partly because they are hidden from view, and we are continually getting used to the lackluster performance because it takes so long for this downgrade to occur. Many of us just think the engine is just getting 'tired', and never really bother making checks to find out what is really going on inside the engine. Before you go tearing the whole thing all apart for a rebuild, remember that engines really do last a very long time, but certain components wear so slowly that we don't notice until it gets annoying, mostly because we knew how well they did run in their heyday. Sometimes the owners bandage this issue by advancing the timing to get back some of the mileage and power.

The logical time to change the timing chain is when the engine is torn down for a valve job, or some other similar fix. To find out if the chain is stretched and worn out, you need to take a long handled wrench to slowly turn the engine. Turn the engine in a clockwise direction until the initial spark timing mark is at top dead center. Now take a piece of tape, or some other material, to form a precise reference point between the distributor body and the rotor. As one person is turning the engine, the other can watch very closely to the reference point on the distributor and rotor. Now you turn the engine in the opposite direction very slowly. As soon as your helper tells you the rotor begins to move, you stop turning the engine. The difference between your previous position, top dead center, and the new position indicates the amount of timing chain slack you have in degrees. If you came up with more than nine degrees, it would be worthwhile to change the chain and top gear. When it gets to be up around 15 degrees, your car is getting ready to be towed to the fixit shop!

The distributor is driven by the cam, so the timing chain not only affects cam timing, it also affects the distributor. Since distributor position is adjustable, timing chain wear doesn't permanently retard spark timing, but your cam timing will be affected, and that cannot be adjusted externally. At the expense of being repetitive in my Brian's Tips articles, I have to mention again that in 1972 cam timing was retarded about seven degrees. Especially you heavyweights out there, you know, the men and women with those big Lincolns and

Thunderbirds with 429's and 460's under the hood, you really need to strongly consider pulling off that timing chain housing cover to swap out your stock gears with good ole solid steel gears, get rid of the nylon gears, and make absolutely positive to get the gear set prior to 1972 that has no retard cut into it. That means if you have some vehicle like a 1976 Lincoln or T-Bird with a 460, order the gear and chain set for a 1969 Lincoln 460, and not the one for your particular model year. With this relatively minor change to your engine, you will be amazed at the performance gain, and further amazed at the mileage gains!

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Info call Charley at: 248-445-1534 or Larry at: 734-554-4818 Visit us at www.fmrcoa.org to register!

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.

ALUMINUM FLATHEAD, *cont. from page 1.*

The June 1st mini-swap-meeting was fast approaching, and we've been getting rain and more rain. Wednesday arrived with clear skies and sunshine, and we started to breath a little easier. This was the day the Motor City Flathead founder and chief cook, was scheduled to be our guest speaker.

The swap-meet tables were set up in the parking lot as Mark Kirby drove up in the mule and parked Paul Rebmann's '34 coupe. Paul followed in his '40 Ford convertible, and Hal Spambaugh and Paul Schalk (Dr. Flow) came in with the "secret goodies" in the back of the pick-up truck.

The mule immediately drew attention. Mark knew a lot of the members, and started to mingle. As did Paul Rebmann.



After club members had their "snack," Art Cervi announced that we would meet in the parking lot, for Mark Kirby's presentation.

The tailgate of the pick-up was dropped, and Hal and Paul began moving shiny aluminum parts to Mark, who was stationed behind the tailgate.



Above: Mark mingles with club members. Below: The crowd gathers to hear Mark speak.

Members gathered around, several rows deep, as Mark began to talk about his new engine, and point out the many improvements. It became evident from the beginning that Mark had done his homework; from the design, the many engineering features, and the attention to every manufacturing detail,



Mark discusses details of the new flathead.

Mark and his team have put together an engineering masterpiece. The mule has over 15,000 road miles on it, from coast-to-coast, and is running flawlessly!

As Mark described, in his presentation, his engine can be built for many types of installations including oil filter and distributor locations and different types of heads. You can have your cake and eat it too!

The block weighs in at a fraction of the original cast iron engine, a mere 75 pounds, without sleeves installed. Precise cooling water flow is controlled by Mark's proprietary cylinder heads, oil pressure is bulletproof, and excellent flow characteristics designed by Paul Schalk (Dr. Flow) all add up to, "One Hot Number"!

Before the members returned to the meeting hall, Mark fired up the mule. The sound trumpeted power and dependability, and a sweet sound it was!

Some casting details will be will be worked out soon, and blocks will begin to be cast before the leaves fall.

Here is a new engine that hasn't been designed and built by a committee, and production is not going to be controlled by bean-counters. This is "Old School," which means craftsmanship and duration of service is alive-and-well with Mark's new engine.

Oh, a couple more things... this is a 327 cu in Flathead... are you listening, Arkus?

(Mark joined the FMRCOA before leaving the meeting that night).

Mark has also decided to join us at our July, Belleville Car Show, by inviting the "Old School" Flatheads to display at the FMRCOA Car Show. It will be called the "Old School Invitational." Mark has moved the date of his "Flatheads Nationals" show, held near Dundee, MI., back a week so as not to conflict with our July Belleville Show.

If you would like a 16" x 20" poster of the mule, Mark has them for sale @ \$15.00 ea. (See page 16!)

For \$20.00 Mark will autograph it for you.

The large 20" x 30" poster that was in front of the mule is also for sale @ \$40.00 ea. E-Mail Mark Kirby with your orders:

thekirbinator@oldschoolflatheads.com or

thekirbinator@shadowrods.com

MORE PHOTOS ON PAGE 16.

Boys & Their New Toys

My New Old Trailer by Mike Fontana



This was our first camp out with the BeeLine camper and '46 coupe!

Camping has always been fun for me even as a little guy with my parents; and, later, with our kids as they were growing up. Last year we bought an old BeeLine 13 foot camper from a friend and Roxanne and I decided to restore it.

We worked all fall and winter putting in a new floor, recovering the cushions, and varnishing it. Dick Monroe redid the table and counter top, and Roxanne made new curtains. This spring was time to redo the outside. The only problem was that it rained every other day. After a lot of sanding and priming it was time for paint. I took a trip to Tractor Supply and found a great deal on enamel paint: \$37 a gallon (plus primer and thinner). I figured if this paint went on tractors that sat out all the time, then it was good enough for my \$600 camper!

Finally, after the white was painted with help from Phil Lyon, it was time for the yellow paint. Once again rain. We finally had about four hours of dry skies so we added two extra caps of hardener and started spraying; and, by the time it started raining again. the paint was dry. The next day it was time to hook up and head out to Camp Dearborn for the Tin Can Tourists Campout with my '46 Ford coupe. If you like old campers and old cars this was the place to be!

We had one of the best weekends with a lot of fun people with the same hobbies .You can get on the Tin Can Tourists website <http://www.tincantourists.com/> and see about 150 old vintage campers and cars. It was fun going in all the old campers and talking about their cars and current projects. This camp club is a class act and Camp Dearborn would be a great fall FMRCOA color tour stop. I'll try and set it up if the club would like me to.

I'm not sure what was the most popular: the old BeeLine , the 46 Coupe , or our new puppy Willie --but i sure had fun talking about them !

FMRCOA Members Participate in UM Event by Steve Rohde

On Monday, June 20, 2011 FMRCOA members and members of the Livingston County Model A Club participated in a unique event at the University of Michigan (UM). The UM hosted the Presidents of nine prestigious American and British Universities for a meeting on campus.

Eleven antique cars transported the guests from downtown Ann Arbor to the Michigan Stadium for a dinner with a Vintage Michigan theme. Included in this lineup were seven Model A's (Frank Remenar, who was at our May meeting, drove his beautiful 1929 Model A Roadster pickup), Greg Petrovich's 1940 (this month's feature vehicle), and Lynn Stringer's 1934 Ford. In addition, Jack Beatty brought his 1916 and 1925 Detroit Electric cars. These are absolutely remarkable! Jack drove one and Eugene Napolitan from the UM (who helped me organize this tour) the second. We even had a lady Model A owner/driver – Dea Knopf. Dea drove her gorgeous 1929! Jack Hamel drove his Model A and helped locate other Model A's for the event.

The lead car for the drive to the stadium was my 1926 Model T pickup truck that's a true "parade" car. I had the privilege of transporting Mary Sue Coleman, the President of UM. When we got to the stadium, photographers took pictures of the guests in front of the cars, and we were provided with refreshments. It was a fun event and was appreciated very much by the UM and the participants....

PHOTOS ON PAGE 16.

**Your Ad
Could Go Here!
Please Contact:
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June Show & Tell

Cole Grandy ran the Show and Tell this month as Bill Timoszk wasn't at the meeting. And, like last month, we had a diverse group of items!

Bob Topping brought in '38-'40 wheel cover for a Ford 1 ton truck.



Ford truck hubcap.

Cole Grandy displayed some plasma cut signs. They sell for about \$10/lb and can be made with any wording. He brought in ones that read Ford, Flathead, Indian, Schwinn, and V8. The vendor who makes these is typically at our swap meet.



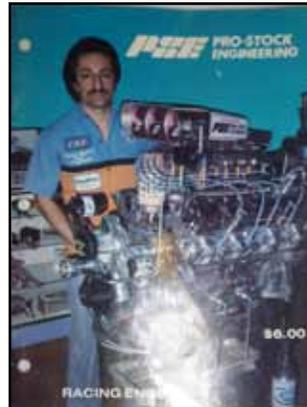
Plasma cut metal signs.

Mike Fontana came equipped with a 1916 amp/volt tester.



A 1916 volt/amp meter.

Scott Vorrath displayed some racing catalogs from 1985, and Hank Dawson brought in some new Thunderbird post cards.



Left: Pro-Stock catalog.
Above: Modern T-Bird postcard

Larry Wolohon brought in a 1940 deluxe sedan delivery 1/32 scale die cast car.

And last but not least, Phil Lyon lit up a Ford-Mercury neon sign that he had purchased from a fellow club member.



Left: Ford-Mercury neon sign.
Below: 1940 delivery van model.



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

This month our postcard is of the soon to be demolished Henry and Edsel Ford Auditorium. Originally intended to be the home of the Detroit Symphony when built in the mid-1950's, the symphony soon moved to another venue due to poor acoustics.



The Henry and Edsel Ford Auditorium.

Minutes of the FMRCOA Board Meeting May 25, 2011

The meeting began at 6:10 PM. In attendance were Art Cervi, Hank Dawson, Bob Guetschow, Tim Puslio, Steve Rohde, Brian Saylor, Charley Rivers (guest), and Larry Wolohon (guest).

Hank brought the Board up to date on the Overnighter. Plans are going well with 20 rooms already rented. Steve will get Hank the forms he needs to see if we can get a state tax reduction on our expenditures*.

Most of the meeting was devoted to a discussion of Dearborn '11. Charley indicated that swap space rentals were progressing rather slowly. Advertising in some of the local papers has helped. Art will procure the golf cart,* porta-john services,* will contact the security guard*, and the food vendor. Brian indicated that a lot more help is needed in a number of areas including the car show (40 short), and the car corral. The need for members to sign up on Brian's work roster was emphasized.

Larry discussed the car show status. Only a few cars have registered thus far (but that is typical). He also found some trophy vendors that were less expensive than previous supplier and will pursue getting samples from them.

The meeting adjourned at 8:30 PM.

Steve Rohde

* Indicates item accomplished since Board Meeting.

Several uses were planned for the building including the late Coleman Young wanting to turn it into an aquarium. It was used for a meeting hall for a while, but has been mostly abandoned for the past several years. Several weeks ago it was on the Channel 4 news, when they discovered the building was open with broken windows and doors. The city told the news reporter that it would be secured and that the building was scheduled to be torn down in the near future. Who knows... maybe it will.

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The FMRCOA Roving Reporter: In Michigan & Ohio!

This was a busy month for swap meets, as I personally attended four, and there were several more that I would have liked to attend. The first meet to report on was the annual "Cars & Parts" swap meet in Springfield, OH. It is always a big meet, but in recent years definitely lacking in early Ford parts. This year was no exception, as the Chevrolet parts seemed to 75% of what was available. I had a good time, but didn't bring home any great buys. They also have a fall swap meet, and one in mid-November, and those again have always been pretty heavy on the Chevrolet parts. These meets may soon go on my "no need to attend" list.



The Roving Reporter & your Editor bumped into each other in Midland!

The first weekend in June spells the Midland Antiques & Swap meet. There were plenty of vendors on that hot and humid day, and there were plenty of good old Ford parts to be found. There is always a large selection of parts, and the vendors seem to be those that only sell at one or two swap meets a year. Often we see the same vendors and the same parts week after week, but this does not seem to be the case with Midland.

The following day the Country Cruisers out of Macomb County held a swap meet in conjunction with the Armada Flea Market, in Armada, MI. There were only a few vendors in the auto area, but with several hundred spaces in the general flea market area, I found a few nice, and reasonably priced, Model A parts. Goes to show you what people might find on a shelf in a barn they are cleaning out.

Finally: our own FMRCOA mini-swap! We had a fair turn out on that warm and windy day, a few items and dollars changed hands, and hopefully everyone had a good time. I always make a point to get to the June meeting and the mini-swap. Next year lets try to double the amount of vendors....I know that virtually everyone has some odds and ends laying around they would like to part with. Keep it in mind for next year.

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June 2011

For Sale

- 1951 Ford N.O.S. ash tray for rear panel. Very nice. \$30. 1951 Ford fender skirts, not ribbed. \$250. 1954-57 block oil pump. \$20. 6 Volt coil & bracket. \$15.
- Y-Block timing pointer on block N.O.S. Perfect. \$10. Two Ford 4 blade fan blades. \$5 each. 4 nice 14" mustang wheel covers. \$75. Hank Dawson. 810-231-3184.
- Large wood border for pole barn. Never used. Make offer. Hutchison. 313-893-1880.
- Almost new. 670X15 BFG 2 3/8" white walls. If you want authenticities, make an offer. Al Majewski. 313-618-7989.
- '57-'59 Ford N.O.S and used mechanical and trim parts. Howard Voigt. 313-770-0332 or 734-944-6930.
- 1990 Buick Reatta Coupe handcrafted in Lansing. Includes owners manual with workers signature page, burgundy with tan leather 16 way seats. 99K miles. Very nice condition. \$5,900 or best offer. Rand Spanke. 517-861-1112.
- 1979 T-Bird. 28,000 miles. Florida car. Like new. \$7,800. Ken Toth. 734-516-5255.
- 1934 Ford pick-up parts. Gas tank \$150. Heater \$100. Tailgate \$50. Hoodtop \$50. 4 doors for '48 Ford \$50 each. Miscellaneous '48 parts. Mike McLennan. 248-669-2769.
- 1929 Ford Roadster pick-up. All 1969-70 Mustang running gear. All steel. \$16,500. Jim Robb. 313-291-3147.
- Ford 1933-1948 NOS and used parts. Bob Guetschow. 248-328-9113.
- Selling off the following cars: 1. 1970 Lincoln Mark III, runs. 2. 1970 Lincoln Mark III for parts or could be sold with car #1, runs. 3. 1976 Lincoln sedan. Texas car. Nice body and chrome. 4. 1978 Lincoln Mark V, 55K, runs good. 5. 1978 Ford F-150 Super cab pickup, 50K, original owner. 6. 1979 Lincoln collector's series town car. Excellent runner and driver. 7. 1979 Lincoln Mark V Bill Blass, 57K, rusty. For parts or ambitious restoration. Beautiful interior. Spare never down. 8. 1986 Mercury Grand Marquis 2-dr., 50K, not running. Cars priced reasonable, \$1,000 up. Call for full descriptions and prices. Bob Guetschow. 248-328-9113.

Wanted

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- Experienced sheet metal person to help me with rear quarter panel on my 1959 Lincoln. Wally Wigand. 734-522-6477.
- 70 Boxx 302 engine complete. Howard Voigt. 734-944-6930.
- '62 Ford Sunliner or Galaxie 500 convertible. Jim Crawford. 313-467-7789.



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- 1968 Mustang dash with tack. Jeff Gniewek. 313-563-6569.
- 1964 Galaxie 500 right outer headlight bucket (passenger outside). Art Cervi. 248-553-8897.

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 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.



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