



Feature Vehicle:
1936 Ford Tudor Deluxe
owned by
Bruce Book



1936 Ford Tudor Deluxe

I bought the car 3 years ago this summer in Amarillo, TX. The car was bought new in south Georgia. Spent most of its life in S. Georgia

The body has been off and everything under side was painted. The engine was rebuilt stock.

I put a 6 volt alternator, new type water pumps, a modern oil pump, turn signal system, a stop light bar, and front lap belts on since I've own it.

I have a retired friend that repaired the windshield crank out system. Boy does that work smooth now.

This car has a working radio and an ash tray. That was funny for me because I have never seen both in the same car!

What I really need is the switch that mounts over the throttle knob on the instrument panel for turning dash lights on & off.

Bruce Book

CAR TUNES

submitted by
Terry Worful

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first

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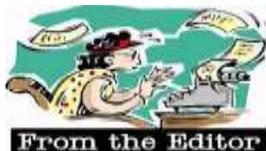
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My apologies to Brian Kuta. I accidentally cut out a good portion of his great TIP in last month's newsletter. So I am running it again in its entirety. I welcome your ideas, articles, and vehicles so if you have something you would like to share, send me an email: emarschner@twmi.rr.com.

Interim Editor, Beth Marschner

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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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Rotunda Times



PRESIDENT'S PAGE

Now that the weather is getting more Spring like let's see how many cars we can get out to the next meeting on May 2nd.

Last month I talked about the problem with the post office misreading the members address on the newsletter. I went to the Ypsilanti post office and worked out a solution to the problem with the Post Master. I have talked to a number of you and it appears you have got your newsletters delivered to you as expected.

We would still like you to continue sending your email address to Jim Crawford at jcrawfo1@wowway.com. Jim will send out the newsletter electronically to all of you that are on his email list.

We have just finished up April's event at Suburban Collection Showcase in Novi. I came out to the Auction on all three days and passed out flyers for our swap meet. I talked to many of you that were pushing cars and all of you appeared to be having a good time. I spoke with Tom Davis of Classic Motorcar Auctions and they felt that they couldn't have done it without us. Tom said he expects to come back next year and hopes to work with us again. A hearty thanks to Jim Crawford and Wally Wigand for their efforts in coordinating the event. I also want to thank all of you volunteers for a job well done.

We have two events in May coming up. First on May 20th we will gather for an Open House at Van-Tele auto with fellow club member and owner Alex Test as our host. Alex will take us on a tour of his facility and show us what they do there. I am going to invite a couple of other clubs to join us. We need to let Alex know how many of you are coming so he can have enough food and refreshments to serve us. RSVP to Jim Crawford by phone at 313-467-7789 or by email jcrawfo1@wowway.com. We hope to have a 2nd stop at club member Bob Fryz's car collection.

On Memorial day Al Orloff will be in charge of our clubs participation in the city of Dearborn Memorial day parade. You can call Al at 734-432-9308 for info or sign up. Be aware that participation is very limited for this event. Jim and Al will also be available at the May meeting.

A final note Tim Pusilo is still looking for volunteers to fill

the work slots at DEARBORN '12. Car Cruises are starting up so please get those swap meet flyers out.

Til next time,
Bob Guetschow

Welcome New Members

Mike Cortis (Karen)

Novi, MI 48377
(248) 672-8793
mikecortis@aol.com



Gerald Murphy (Laura)

Brownstown, MI 48174
(734) 323-8378
hellsentmeback@hotmail.com

- 1959 Ford Fairlane 2-Dr.

Jeff Schembri (Vanessa)

Livonia, MI 48150
(734) 422-6825

- 1968 Ford Mustang

In Memoriam *Jim Chapp*

It is our solemn duty to announce the passing of former long time member, Jim Chapp on April 2, 2012. Jim was a member for over 25 years and could not continue his membership due to his illness. Jim was a passionate old car guy and worked on his own cars. Jim is survived by his wife Jean and sons, Jim Jr. and Joe. He was preceded in death by sons John, Jeff & Jerry. There will be a memorial service on May 5th at 11am at St. Timothy Presbyterian Church located at 16700 Newburgh Rd. in Livonia, MI 48154.

Rotunda Times



CALENDAR OF EVENTS

May 2nd Club meeting

OPEN HOUSE VAN-TELE AUTO

Join us for a tour of Van-Tele Auto on May 20th. Our host is Alex Test and he will show us his facility and explain what they do. If you're interested, RSVP to Jim Crawford at (313) 467-7789 or email him at jcrawfo1@wowway.com.

We will have more details at our May meeting as well as on our website.

May 28th Dearborn Memorial Day Parade

June 2nd Club meeting
(Mini Swap Meet, details to follow)

The FMRCOA Membership Advantage!!!!

Your Board officers and editor 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 Beth Marschner, our ad editor. For more information on becoming a member go to FMRCOA.org or write to :

FMRCOA Membership Secretary
P.O. Box 2938
Dearborn, MI 48123

Dues are \$25 before and \$30 after December 31st.
Please mail your dues in or pay at a meeting!

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 email us your article accompanied with a photo to:

Beth Marschner
emarschner@twmi.rr.com
ROTUNDA TIMES
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Redford, MI 48240
248.231.4892

Our monthly club meetings are held 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 had the last several dinner dances. Moreover, it has an 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 6:30pm with a snack. And do bring a friend!



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April 2012 FMRCOA MEETING MINTUES April 4, 2012



93 members joined us in the "big room".

Bob started the meeting at 7:40pm.

Guests at the meeting included Mike Cortis, Larry Bernhardt and Mike Davis.

We recited the pledge.

Bob introduced our new advertiser, Automotive Hardware Solutions owned and operated by Mike Weiss and Stu Durocher. They are our feature speaker this month.

Kent Draper will also show the club members later his moisture eliminator device.



Mike Weiss & Stu Durocher from AHS

Bob issued name tags to a few new members in attendance, including Kent Draper.

Bob did apologize for the delay for the newsletter again. According to the Postmaster, the mail scanner picked up the addresses from the advertisers on the back page in error. This caused some of our newsletters to be sent to the advertisers instead of the members. We have made some changes which we hope helps. If you would like to be added to the email list, send Jim Crawford an email.

Club secretary read the minutes from March and were approved.

Dale read the treasurers report which was approved by Linda Dicks and Paul.

Terry Worful reports that the membership now has 324 members.

Jim Crawford continues to work on the website. The newsletter and additional pictures should be up soon.

As always, swap meet flyers are still available. We have a handful of vendors signed up but we have a long way to go. The work rosters are also available. We need this swap meet to be a success and we can't do it without your help. Please sign up.

Bob Milligan and Jim Crawford reported on the DST Industries tour held on March 17th. About 100 members showed up and Bob said everyone had a real good time. He does apologize for the shortage of classic cars but they hope to improve for next year.

Moving on to new business. The spring Novi Auction is coming up April 20th – April 22nd. We are looking for volunteers to help move the auction cars. Jim Crawford is organizing this event so contact him for more details.



Kent Draper gets his membership badge

Our events committee is looking to possibly coordinate a garage crawl in May. We would like to "crawl" to some of our new advertisers or re-visit some old ones. Details to follow.

Health updates: Mike Fontana is up and around and well enough to visit us at the meeting. Paul Coleman is recovering as is Cole Grandy. It looks as though Cole will be able to walk again but is currently in a full body cast and still has a long recovery ahead. It is reported that Doyle Julian and Russ Cote are both battling cancer. Sadly, we report the passing of previous member Jim Chapp who passed on 4/2 at the age of 76.

With the warm weather fast approaching, the possibility of changing the meeting time to later so there would be more "tire kicking" time was suggested to the membership. However, it was voted that the meeting time would remain 7:30pm and those with cars come to the meeting around 5:30pm.

Larry shared his show and tell and the evening ended with the 50/50 raffle.



Car Tunes,

Continued from page 1

radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another

boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

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FEATURED NEW ADVERTISER

We welcome AUTOMOTIVE HARDWARE SOLUTIONS as our featured new advertiser this month. AHS is a newer company owned and operated by MIKE WEISS and STU DUROCHER. These guys were our featured speakers at the April meeting. Check out their Ad and call them for all your automotive hardware problems and needs.



Brian's Tip: The 4bbl. Vacuum Carburetor (in its entirety)

by
Brian Kuta

It seems that there are some misconceptions about four barrel carburetors, particularly the vacuum secondary variety found on most street driven cars. In a two barrel carb, the enrichment circuit must be rather rich because that's the circuit that handles all power requirements from 6.5 inches of manifold vacuum all the way down to full throttle. In a four barrel carb, the secondary power system handles heavy and full throttle, so the primary power system need not be so rich. The result is a more precise fuel flow for varying conditions.

Many people seem to have the misconception of when those back two barrels open up. Full throttle does not automatically open up those back two barrels. The back two barrels open with engine demand. When the engine RPM rises sufficiently to require more air and fuel than the primaries can provide, a secondary air valve opens allowing the secondaries to go into action. Secondaries usually do not open below about 2,500-3,000 RPM regardless of throttle position, and do not open unless more than about three-quarters throttle is used regardless of the engine's RPM. This can vary a little with different carburetors, and/or different engines, but you get the idea.

On many engines it's hard to tell when the secondaries open. On others, the engine makes a definite 'howling' sound, which is certainly more audible with an open style air cleaner rather than the stock or closed style air cleaner. I would never suggest running without the air cleaner to hear those secondaries opening, but if you are looking for evidence of when they do open, you could wire the secondary air valve linkage immobile to check the difference under full throttle operations. If you do use wire, make sure you are not interfering with linkage operations, as you do not need to have those back two barrels remaining open when you do lift your lead foot off the foot feed.

For whatever reason, four barrel carbs have gained the reputation for being gas hogs, but they really are a much more efficient design if calibrated properly. Yes, they will use more fuel at heavy or full throttle, but they are allowing the engine to deliver more

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Postcards from the Past

by
Lou Ironside

This month's post card is of the branch and service station of the Ford Motor Company of Canada Limited, in Montreal, Quebec. The post



Ford Motor Company of Canada Limited

card is un-mailed so it is hard to date it exactly, but if you look at the cars in the picture with a magnifying glass they have brass radiators. That, would put the card in the pre-1916 time frame, but of course the cards could have easily been used unchanged up in to the 1930's. The building is similar, but not exactly the same, as the branch in London, Ontario which I showed a year ago. Wonder if they were all designed by Albert Kahn ?

The Roving Reporter:

Only two swap meets to report on this month, and both are Ford related. First, the Mustang swap meet on the last Saturday in March at Village Ford dealership in Dearborn. As always, this was a nice small meet which is obviously geared towards the Mustangs and some performance Ford models. There was a decent crowd, and as always there were some really great parts available. Although not a large meet, if you have a 1960's era Ford product, this is a good place to search for parts.

The second swap meet was the 42nd annual swap meet put on by the East Side A's car club at Milne Ford. The weather was ideal, and the crowds were some of the biggest ever. They sold over 125 tables, along with some car corral spaces for a new club record. There was a good mix of Ford parts, with pre-1940 parts being predominant. If you are interested in early Fords, this is a "can't miss" swap meet. I was told they are already planning next year's meet, and are hoping for even more tables sold.

Finally...our own FMRC swap meet is only a few short months away. I urge every club member to pass out flyers, encourage people to purchase vendor spaces, and of course sign up to help out during the meet. I have been selling at the FMRC meet since the very early 1970's, and as a 30+ year member I have helped out working at every one since I became a member. Ours is a GREAT meet, let's all help to keep it that way!

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Brian's Tip, The 4bbl. Vacuum Carburetor *Continued from page 7*

power when it's needed, or just wanted. When running along in mid range, the four barrel is definitely more efficient, and it's certainly more fun to drive knowing you have more under your foot if you need or want that extra power.

If you are going to consider going from a two to four barrel carburetor, you will no doubt consider the many choices out there so, read carefully before you spend those hard earned buckaroos. Since I doubt that anyone making this change would really would do this to save money, I strongly suggest you consider changing the intake manifold at this time to upgrade to one of the more modern aluminum after markets intakes now available, as they really are much more efficient.



Last words here on this subject, at least for now. On many four barrel carburetors there is another misconception, that being if you put a

small screw and nut though the vacuum secondary linkage arm it will force the back two barrels to open like a mechanical carburetor. By doing so, you could be foiling this safety feature. The back two barrels can be tailored to open at different engine RPM's, but that is done by changing the spring, and therefore the tension, inside the vacuum secondary housing. Much of the reason for the Holley carburetor's popularity is because there are so many aftermarket items you can purchase to tailor those carburetors to do whatever you want it to do. Lastly, and not to forget, if you happen to be playing around with your car, especially after it has sat around doing nothing for a half year, and you do put that go-pedal to the floor and it does not return after you lift, remember to turn off the ignition!

Car Tunes, *Continued from page 6*

WHATEVER HAPPENED TO....

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

MEET OUR NEW MEMBERS

❖ I'm **Dave Kunz** I was Born Oct 6, 1943 in Detroit. I'm a retired Auto body Designer. My first car was a 1934 Ford 5 window coupe with full race f.h. I started collecting cars in 1982 with a 1965 Comet AFX-427. My other hobby is "O" scale trains I have the largest lay out in S.E. Michigan. If I could have any other car but a Ford it would be a 1903 KUNZ because it was the first mass produced auto by John L Kunz Machine Co., before selling out to Nash. I work on My own cars. I joined FMROCA because Pres. Bob had a long talk with me.

❖ My name is **Ray Sanders** I was born on Sept 25, 1960 in Michigan. I'm a service consultant. My first car was a '69 Datsun Z200. I started collecting cars in 1982, with a 1968 Camaro which I still have. I also like wood working. Of course my other car other than a Ford would be that Camaro. I work on my own cars. I joined the FMROCA for fellowship.

❖ I'm **Paul Kuch**, I was born on Oct 29, 1955, in Detroit. I Married Denise in May of 2005. I'm a retired tool & die maker. My first car was a 1963 Dodge Fury. I started collecting cars in 1975, with a 1965 Chevy Impala Convertible. I also like to fish. I work on my own cars.

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APRIL SHOW AND TELL

Our members didn't have much to share this month. If you have something you want to share, bring it to a meeting or send it with a fellow member. We'd love to hear about it.



Larry Wolohon shared his 1934 Ford instruction book & 1941 Ford reference book

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Can you find 29 names of Lincoln/Mercury vehicles? See next column for work word list.

Submitted by Mark Sapienz

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