

The Rotunda Times



Volume 1 No. 9

The Official Monthly Publication of the Ford and Mercury Restorer's Club of America.

September 2012

Feature Vehicle:
1964 Mercury Parklane
owned by
Virginia Jedryczka



FMRCOA
Dearborn '12
Best In Show
Winner!!

This is a one family owned 1964 Mercury Parklane convertible that was built with "show car" treatment at Wayne assembly plant, Wayne, Michigan. This car was built for use on the "magic skyway ride" in the Ford pavilion at the 1964 New York World's Fair.

Henry Ford II and Walt Disney collaborated to create a ride in the Ford Pavilion that would be a travel thru time beginning in the Stone Age and progressing thru the future. Convertibles in every color were used to provide the seating for the people for the ride. This car is number 001 for this project. After being built at Wayne Assembly plant, she went to Carron & Company for modification to fit on a conveyor system which pulled the cars thru the "ride". The ride was 12 minutes long, and people would wait up to 4 hours to get in a car for this ride.

When the fair closed for the season in October 1964, the Parklane was returned to Carron & Company. There, they removed all the necessary modifications for the "Skyway Ride" and returned the car to original condition so it could be put up for sale on Ford's "B lot". The "B lot" was a used car lot for Ford salaried employees only.

My dad worked at Ford Motor Co. as an engineer. In December 1964, he and a co-worker visited the "B lot". My dad saw the Parklane and liked her "looks". He purchased the car for a whopping \$2,500. This price included a 3-year, 36,000 mile warranty. The joke at work was he bought a zero-mileage car that about 50,000 people had ridden in.

The car was a daily driver; every day to Ford engineering, church on Sunday, and on all our family vacations. She went up north Michigan;

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The Rotunda Times



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www.fmrcoa.org

Newsletter Staff

Interim Editor

Beth Marschner 248.231.4892
emarschner@twmi.rr.com
17445 Norborne, Redford, MI 48240

Display Ad Editor

Bob Guetschow 248.328.9113
rguetschow@comcast.net
16291 Worden Rd., Holly, MI 48442

Staff Contributors

Bob Guetschow	248.328.9113	
	rguetschow@comcast.net	
Louis Ironside	810.798.8803	louisironside@aol.com
	(The Roving Reporter)	
Brian Kuta	734.753.3788	mbhouse@charter.net
Mark Sapienz	734.676.5379	none
Terry Worful	313.271.2017	kercrest@comcast.net

Membership Secretary

Terry Worful 313.271.2017 kercrest@comcast.net

Club Historian

Bill Gipperich 586.826.8813 gipp@juno.com

Web Master

Jim Crawford 313.724.9117 jcrawfo1@wowway.com



Keep your articles and newsletter materials coming. I couldn't do this newsletter without your help. I am open to ideas so if there is something you would like to see in the newsletter, drop me an email or send it via the regular mail.

Interim Editor, Beth Marschner

FMRCOA

FORD AND MERCURY RESTORERS CLUB of AMERICA

P.O. Box 2938 • Dearborn, MI 48123

2012 OFFICERS

President	Bob Guetschow	248.328.9113
	rguetschow@comcast.net	
Vice President	Tim Pusilo	313.278.1325
	dean35aw@gmail.com	
Secretary	Beth Marschner	248.231.4892
	emarschner@twmi.rr.com	
Treasurer	Dale LeVasseur	248.807.2821
	fmrc2011treasury@yahoo.com	
Director	Mark Koehler	734.699.6900
	mark51koehler@comcast.net	
Director	Rob Martoia	734.837.1891
	martoia5@yahoo.com	
Director	Jim Crawford	313.724.9117
	jcrawfo1@wowway.com	

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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PRESIDENT'S PAGE

Well the touring season for the old cars is rapidly coming to an end; but we do have one more event on October 20th that definitely is going to include old cars and Ford Motor Co. history. Rod Kurowski has set up a tour of the old Ford Village Industries and includes stops at five of these water powered little factories. We also will view the Hubbard old car collection in Onsted and also a stop at the Ganton Auto Museum in Spring Arbor. This museum has been featured on the History Channel a few times. This should be a treat for all of us to see. The first stop is to be at Weller's in Saline at 8:00am and includes Coffee and Doughnuts to get us going and wide awake. We will end up at the Country Buffet in Jackson where we have stopped to eat on the Gilmore bus trips. The club will pick up the cost of the food and refreshments. Try to make it. This should be a good tour.

The membership rosters are in. Terry will have them at the next meeting for you to pick up.

On September 23rd some of our members gathered at the Baker's car cruise in Milford. Attendance was slim, but the weather was cool, breezy, and sometimes threatening, so that probably kept some of you away. We had about 12 cars and about 25 members and guests in attendance. I didn't hear any complaints so those that participated must have had a good day.

I was very saddened to hear of the passing of Doyle Julian. He was very ill and I'm sure he was uncomfortable. I talked to him a couple of times and his spirits were always up. Our hearts go out to his family. Doyle was the seventh member to pass on this year. I am sure that is a dubious record for us.

This October meeting is election time again and we will be taking nominations for all offices, except the Two Year Directors position. If you have a desire to serve you can get yourself nominated to run for the position of your choice.

Til next time
Bob Guetschow, President

Welcome New Members



Bill Burke (Nora)

Dearborn, MI 48124
(313) 441-2969
billybb17@hotmail.com

- 1966 Ford LTD.

Paul Voyles (Sheila)

Muncie, Indiana 47302

- 1954 Mercury Monterrey Wagon

In Memoriam *Doyle Julian*

1938 - 2012

It is my solemn duty to announce the passing of fellow club member Doyle Julian on September 22nd. Doyle was 74 years old and had been a member for 11 years joining us in 2002. Doyle was always a gentleman and he was one of the nicest men I had ever met. He will be missed. Doyle is survived by son Kenneth and two grandchildren Caroline and Quinci. The club will be sending a \$50.00 donation in lieu of flowers to the VA Ann Arbor Health Care System.

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CALENDAR OF EVENTS

October 3rd Club meeting



October 20th

Tour of the old Ford Village Industries

See the Presidents page for more details
or visit our website at FMRCOA.org

November 7th Club meeting

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

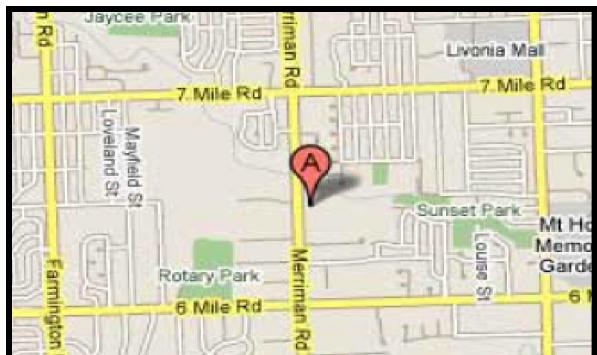
Dues are \$25 before and \$30 after December 31st.
Please mail your dues in or pay at a meeting!

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
17445 Norborne
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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September 2012 FMRCOA MEETING MINTUES September 5, 2012



91 members at the September meeting

Bob brought the meeting to order about 7:45pm and we said the pledge.

We had DJ Scruggs from Hagerty Insurance is our guest speaker.

New members Robert Klein, Ken Bright and Chuck Bachmeier received their membership badge. Howard Voigt receives his 30 year members badge. Congratulations!



Howard Voight receives his 30 year badge

Minutes were read and approved with no objections.

Dale read the treasurer report. No questions and the report was approved as read.

Membership count is now at 329. Renewals for 2013 are available. Renewals will be sent out to the membership very soon.

Jim has run into some computer trouble and will get the website updated as soon as he can.

Beth reminds members that newsletter materials are needed. Send them via email, us mail or at a meeting.

Roster is a bit late getting out but is on its way to the

printer. Tony Rainero's '69 Mustang is our feature car on the cover.

The Gilmore trip seems to have been a success. Everyone had a good time. Members didn't have any questions.

Members had an interest in a trip to Auburn.

Hines park cruise and club picnic had a great turn out. 92 adults and 10 kid. Food was good. Boogie Brian was there. We wanted to reserve the pavilion next year so we contacted Don Nicholson right away. Don assures us that the spot is ours.

A club event to Baker's car museum in Milford is set for September 23rd at 2:30pm. There is a space reserved for the club. About 25-30 people showed an interest in attending. Guests are welcome.

Club member Rod Kurowski has planned a fall color tour through Village Industries in October. The tour starts in Saline at Weller's restaurant and



Ken Bright gets his new membership badge



Robert Klein receives his new member badge



New member Chuck Bachmeier gets his badge

Continued on Page 9

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1964 Mercury Parklane

Continued from page 1

Indian River, Traverse City, across the Mackinac bridge, thru Wisconsin and Illinois. Our trip thru Wisconsin was during festival season and not motels were available. We stayed at a Ramada Inn and 6 of us slept in the Parklane. In November 1969, the Parklane took my dad and brothers deer hunting. Unfortunately, they didn't see any deer so she didn't get to carry one home. For Christmas 1969, the Parklane took all 6 of us to Florida. We didn't have to sleep in her this trip!! My brother graduated in 1970, so for his senior trip day, he was allowed to drive the Parklane to Cedar Point. He is the only one of us 4 children who was old enough to drive this car. The car was parked in the fall of 1970 due to a burnt valve. My dad bought a 1970 Mercury Monterey Convertible off the "B lot" to replace the Parklane.

The Parklane sat for forty years. In the Fall of 2010, we started a complete frame-off restoration. Every part was taken off and refurbished. After 15 months of a lot of love and labor, the car was finished and made her debut appearance February 24, 2012 at the 60th annual Detroit Autorama in Cobo Hall, Detroit, Michigan, where she won first place in her class of "Restored Convertible 1949 to 1964".

We are very proud to be a part of such an interesting history. We enjoy showing off the car and telling her story everywhere we go. Thank you for giving us this opportunity to share her story with you!

Submitted by
Virginia Jedryczka, Owner
Joe St. Pierre, Restorer

GONE, BUT NOT FORGOTTEN

KAISER (1946-1955). When World War II ended in 1945, ship-building magnate Henry J. Kaiser decided to start his own car company. The U.S. government wasn't buying ships anymore, and the auto industry hadn't released new models since the beginning of the war. Kaiser thought he could beat existing carmakers to market with flashy new models and change the Big Three to the Big Four.

Kaiser's 1946 models did make the Big Three's cars look dowdy and old-fashioned in comparison. The company's sales hit 70,000 in 1947 – but it soon ran into trouble.

Fate: Ford, GM and Chrysler shed their prewar image in 1947-48, and began beating Kaiser on price. The situation became desperate: some years Kaiser's sales were so bad that rather than introduce a new model, the company just changed the serial numbers on unsold cars and introduced them as the new models. In 1954 the company merged with the Willys-Overland (forerunner of the Jeep company); one year later the Kaiser model line was discontinued.

Courtesy of Leo Chouinard

FEATURED ADVERTISER

This month we are featuring Yesteryear Ford Parts. David Groh is the sole proprietor and has been in business since 1988. David sells FORD parts for 1932-1953 cars and 1932-1956 trucks. He also rebuilds Model A and V8 engines, starters and generators. David has been a regular vendor at our swap meet for many years now. Check out his business card and give him a call with your needs.



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Brian's Tip: Common Cold Start Issues

Submitted by: Brian Kuta

So your engine runs great right after a cold start, but begins to run rich shortly after start up. It continues to run rich until the engine is in full warm up mode, then it begins to run normally.

Assuming the choke was set properly years ago, and it has not moved, then it's time to look for what is causing this problem. The first check would be the pull off diaphragm. If that is okay then we need to check the thermostat coil or other heat sensing device for dirty and/or oily conditions. If the choke housing has a conduit coming from the intake manifold exhaust gas cross over, the tube needs to be checked for obstructions, because this would subject to choke bimetal to not enough heat, which would cause a very late opening of the choke. On just about all cars there is a bi-metal heat riser, which is located at the end of one exhaust manifolds where it bolts up to the exhaust pipe. When the engine is cold it's closed, thus forcing the hot exhaust gas to go though the intake manifold cross over channel and out the other exhaust pipe. If it's working correctly, and you have true dual exhausts, you will see the vapor coming out only one tailpipe until the heat riser bimetal gets warm enough to open up the heat riser. This passageway in the middle of the intake manifold needs to get warmed up in order for your fuel to vaporize correctly, and many times this passageway get clogged up with carbon from the rich start up mixture. Once your engine is up to full operating temperature you should check to make sure the choke is fully open. If it is not, the carefully touch the choke thermostat coil housing, and it should be uncomfortably too warm to touch. Before you go yanking off the intake manifold, make sure your choke linkage and heat riser are working freely, then recheck the other areas I just mentioned and have at it.

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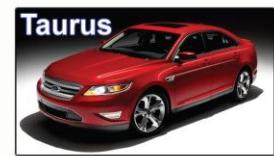
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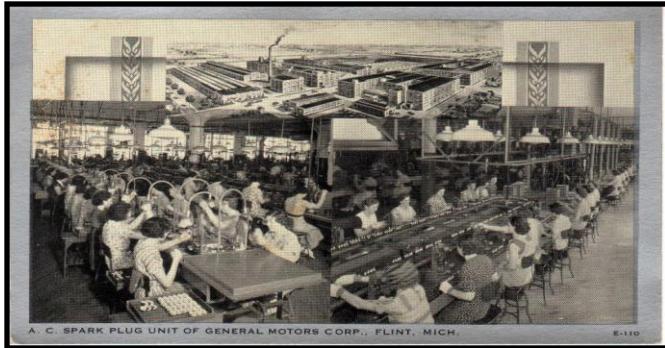
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Postcards from the Past

by

Lou Ironside

This month's postcard shows the interior of the A.C. Spark plug unit of General Motors. This facility was located on North Dort Highway in Flint Michigan,



A.C Spark Plug Unit of General Motors

and was only recently torn down. At the top of the card is an overhead view of the plant, and in the lower part of the card is a split showing both directions of the spark plug assembly operation. I tried to count the number of ladies in the photo, but there are easily thirty on each side of the moving assembly line! By the style of dresses, I would guess this photo to be from the mid-1920's to very early 1930's. Today these sixty plus individuals have probably been replaced by a machine that operates in some foreign country...so why do spark plugs cost \$5 + each ?? At least they last a lot longer than those in the 1920's.

The Roving Reporter:

I only attended two swap meets in the last month, both were small, but both were very productive. The Cruzin The Park meet in late August presented me with a couple small, but needed, items for my various projects. The weather was great, the crowd seemed the same as last year, and possibly there were a few more vendors. Basically a nice little swap meet. In early September the Livingston Model A Club puts on a nice little swap meet at the fair grounds near Fowlerville. There was a large jump in vendors this year (last year it rained all day)

but still it was small in comparison to most meets. However, there were many Model A parts vendors, and both Terry and I scored some very nice items...and very reasonable in price. If you happen to be a Model A enthusiast this is a great meet to attend. Next Month reports on: The street rod swap in Kalamazoo, Indianapolis swap meet, and of course Hershey!

BRUCE WOOLSEY
President

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Meeting Minutes,

Continued from page 5

will continue through Tecumseh, Brooklyn, and Manchester. The final stop is a private tour of Ganton car museum. This is a treat as this museum is not open to the public. The tour is set for October 20th at 8am. Approximately 30 people showed an interest in this event.

Bob Assemacher is coordinating the Greenfield Village Holiday Nights this year. This is a December event.

Bill Timoszyk asked if the October meeting would be change to accommodate those going to Hershey. Bob felt that this wasn't necessary as the participation to Hershey was low.



DJ Scruggs was our guest speaker. Hagerty insurance specializes in collector car insurance. He spoke to the club about their services and was available for questions. It turns out

that many members already use Hagerty and are very happy with them.

David Roussey and Bill Coombe shared their show and tell. The members had a little car talk, we had the 50/50 raffle and the meeting was adjourned at 9:24pm.

CPL Concealed pistol license

Club member price \$75, regularly \$100

Michigan Concealed License Class. The contents of this comply with existing Michigan Concealed Pistol Laws.

Instruction includes but is not limited to the following topics.

1. Safe storage, use and handling of a pistol. Including storage use and handling of firearms to enhance child safety.
2. Ammunition knowledge and the fundamentals of hand gun shooting
3. Hand gun shooting positions
4. Firearms and the law, including civil liability
5. Avoiding criminal attack and controlling a violent confrontation
6. Laws that apply to carrying a concealed pistol in Michigan
7. At least 8 hours of instruction, including 3 hours of firing range time.

Continued in next column

Firearms used in this class, are any handgun you might consider typical for home defense or concealed carry.

Class size is limited to Four students on the Range.
Call: 586-258-9720 for special arrangements or semi-private classes.

Instructor: James F. Wandrie

- Staff Sergeant U.S. Army Retired. Fifteen Years Instructor and Range Safety Officer
- Sergeant retired State of California Dept of Correction, Range Master/ Chemical Agent Instructor Twenty Years
- National Rifle Association Credentials. Range Safety Officer
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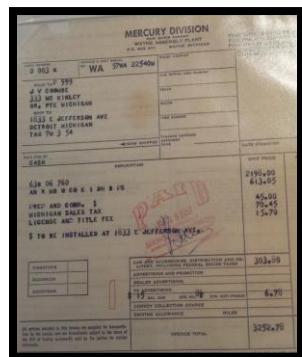
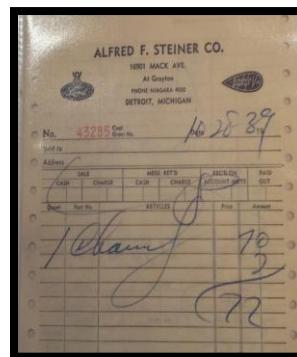
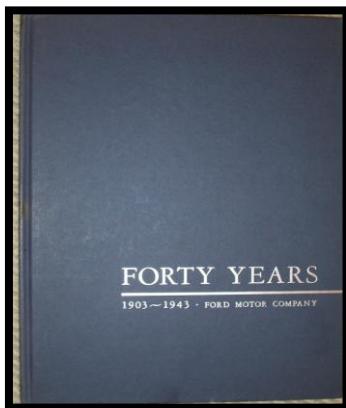
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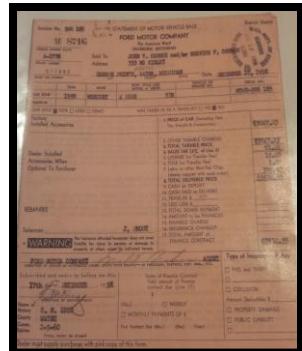
SEPTEMBER SHOW AND TELL

In the July issue of the Rotunda Times Rod Kurowski showed his Ford 50th anniversary book. Of course we have virtually all seen the 100th anniversary book, but recently at a garage sale I purchased the 40th anniversary book. I have never seen one before, and needless to say was excited to purchase it. The official title is: FORTY YEARS 1903-1943 Ford Motor Co. What is very unique is that there is a loose sheet inside the book telling us that this was one of Edsel Ford's last projects before his passing. And, that he had personally overseen the content of the book. The book has a Ford blue cover, is 9 3/4" by 13" and has 43 pages. It is well worth watching for as it contains interesting information on the Ford facilities and the war effort.

Submitted by Lou Ironside



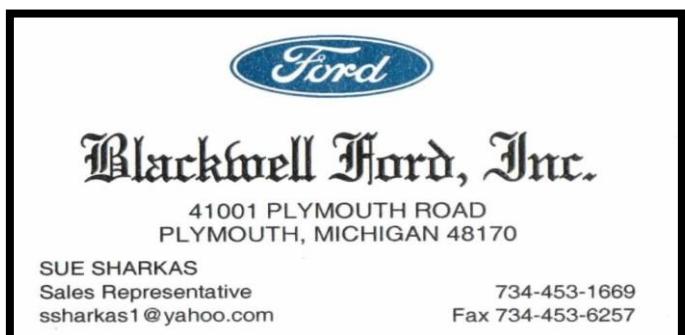
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FOR SALE

- 1949 Ford Club Coupe V-8, overdrive, new radial tires, rad., battery, and real nice driver. \$19,000. Vic Hollingshead. 248-474-4356.
- 1949 – 1950 Mercury trunk mat \$50. '49-'50 Mercury steel skits \$200. '50 Mercury motor and trans. \$1,000 from my car. Gary Sharkas. 734-525-3652.
- Four Shelby 500 15X10 mag wheels with F-60 X 15 tires. \$500. Howard Voigt. 734-944-6930.
- 1959, 352 engine disassembled. Came out of at 1959 Skyliner. \$400. Gary Holmstrom. 313-277-3475.
- (4) nice 1" white wall tires – 205-75-15 very good tread. All 4 for \$75. 1955/56 Ford rear bumper for re-chrome. \$55. 1955 Ford exhaust from muffler back, heavy gauge. \$35. 6-volt "power punch" Ford battery, used, one year. Always keep charged. Very good condition over \$100. Now, sale price to good home \$50. Set of two lock set for doors with key in box. \$50. Hank Dawson. 810-231-3184.
- Falcon, 1964-65 right door western rust free, not for hard top. \$100. Leo Chouinard. 248-437-0947.
- (4) 225X60X16 winter tires on mustang rims less than 500 miles. \$400. Jerry Worful. 313-271-2017.
- 1949 Mercury motor completely rebuilt never run. Call for details. \$2,600. Gene Johnson. 734-261-8334.
- 1965 Ford pickup body off resto, 6 cylinder, 4spd/od, short bed, red/black two tone, \$7,500, trades considered. Sahara 35' motor home diesel pusher, 57K miles. \$28,000. 1975 Lincoln continental doors and bumpers, no rust, will separate. \$400. Roger Hodyka. 517-282-4738.
- Miscellaneous '36 Ford parts. Lance Warden. 313-561-7584.
- 1935 Ford closed car radio – box, overhead speaker & panel, control head. Will separate. Bill Timoszyk. 734-421-2076.
- 1956 Ford Crown Victoria, glass top. Ground up restoration 1998. Gulfstream blue & white, 312, auto, PS, PB, PW, A/C, continental kit. \$58,500. Howard Voigt. 734-944-6930.
- American 1938-50 fire engine bed. No rust. \$500, OBO. Roger Hodyka. 517-282-4738.

WANTED

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1941 Ford super deluxe front fenders, hood, bumper brackets, front end parts. Larry Wolohon. 734-454-4816.
- 1956 jack, base and lug wrench, original equipment. Howard Voigt. 734-944-6930.
- 1970 Torino GT trunk lid and snorkel for the Ram air. Scott Dodge. 810-845-6106.
- 5X15 Ford rim's. Five wanted. '56 Thunderbird hub caps. Robert Klein. 248-534-9694.
- Cowel trim for 1940 Ford wanted. Greg Petrovich. 734-453-4354.
- '71-'73 pinto parts. '33-'34 Ford truck parts. '35-'38 frame or partial frame parts. '71-'73 Maverick parts. Roger Hodyka. 517-282-4738.
- 1934, 1942 Ford radio(s). Bill Timoszyk. 734-421-2076.
- 1966 Mustang convertible trunk lid. Richard Moote. 248-921-7957.
- Shift lever for a column shift for a C4 trans. Terry Worful. 313-271-2017.



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