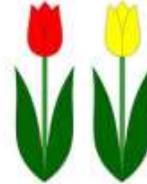




Feature Vehicle:
1966 Thunderbird
owned by
Wally Wigand



Wally's 1966 Thunderbird



Edsel Tour

submitted by
Diane Assenmacher and
Emily Klopfenstein

In late 1999 I was driving around and came across this 1966 T-bird parked in the front yard of a house in Southeast Detroit. I stopped and looked it over, got the phone number off the for sale sign and called the guy about price and details. The next trip I drove it around the block and it seemed okay but needed some body work and paint. We negotiated a price and took my wife over to see it and take a ride. Everything was okay so my son drove me over to the house and I drove the T-bird home on December 31, 1999.



Group shot in front of Edsel House

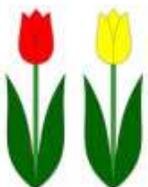
Since I have had the car I have done the following work on it but not all at once. Took off all the chrome and stainless and had it re-chromed and/or polished except the window frames. I have had the engine rebuilt which is a 428 q code by Jeff Boegler. Also, I have replaced the transmission, the front seats, dashboard, shocks and springs, tires and had

On Saturday April 6th, the FMRC had an outing touring the Edsel Ford / Eleanor Clay Ford home in Grosse Pointe Shores hosted by Bill Coombe. In attendance from the club were Brian and Mary Kuta, Bob and Diane Assenmacher, Raye and Emily Klopfenstein, Bob Guetschow, Bill Coombe, Curt and Laurel Gottlieb, and Mark Sapienz and Guest.

Once we all gathered, we were met by our guide, Judy, who took us room by room through the beautiful home on Lake St. Clair at a place known

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Continued on Page 6





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I want to thank everyone for their articles and newsletter materials. Visiting somewhere interesting this summer??? We would love to hear about it. Take some pictures and send them along with a quick article.

Editor, Beth Marschner

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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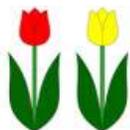


PRESIDENT'S PAGE

Again I have to talk about swap meets, car cruises, and car shows. The car cruises traditionally start up in the first and second week of May. You all attend these venues so please get out there and put a flyer in every hand you encounter. My son Rob and I attended the swap meet in Monroe and with help from a couple of other members we got about 2,000 flyers distributed. Tim Pusilo is still looking for volunteers for the work slots at the swap meet. Please call him at [313-278-1325](tel:313-278-1325) or see him at a meeting.

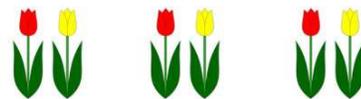
In May we are supporting the Varsity Ford car show on May 18th at Varsity Ford on Jackson Rd. in Ann Arbor. This is our main event in May. The car show supports the C.S. Mott Childrens Hospital. Call Skip Andersen at [810-229-2554](tel:810-229-2554). Please support this show so we can give back something for Varsity Ford sponsoring our car show. We also will be involved with the Dearborn Memorial day parade on May 27th. Al Orloff is handling this event. Al has a few slots to fill. Please call Al at [734-432-9308](tel:734-432-9308) and support our event.

For our June meeting on June 5th we will have Ron Helms talk to us about Amsoil and also this is the meeting that we have our mini swap meet held in the parking lot. Come early and shop around.



Finally our July meeting will be held on July 10th due to the holiday so mark your calendars.

Til next time,
Bob Guetschow



Welcome New Members

Steve Roberts (Georgia)
Rochester Hills, Mi.48309
(248) 505-6471
robertss@comcast.net



- 1965 Ford F100 Pickup
- 1966 Ford 7 Liter Convertible



Brian's Tip: Beating the Drums

by Brian Kuta

I just have to talk about this issue so near and dear to my heart this month. The issue is that way too many folks are blowing way too much money converting their cars from drum to disc brakes. Basically I agree that disc brakes, overall, are better than drum brakes, so now that I have said that we can move on. My hotrod, my '72 Maverick that you've read about in our Rotunda Times, was four wheel drum brakes until just five years ago. My car crosses the quarter mile at around 130 MPH, and those drums stopped the car just fine. As the car sits now I have the newer Wilwood disc brakes up front, but retain the original stock drum brakes in the rear. If you are going to

Continued on page 7

Rotunda Times



CALENDAR OF EVENTS

May 1st Club meeting

May 18th
6th Annual
VARSITY FORD
Car Show
3480 Jackson Rd., Ann Arbor
Contact:
Skip Anderson 810-229-2554
Joe Sabo (734) 332-1720

May 27th
Dearborn Memorial
Day Parade

Contact Al Orloff
(734) 432-9308



June 5th
Club meeting & Mini Swap Meet
AND
Guest speaker Ron Helm for AMSOIL

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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
emar916@gmail.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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APRIL 2013 FMRCOA MEETING MINTUES April 3, 2013



About 70 members in attendance for April meeting

Still a small crowd for the April meeting which Bob started at 7:38pm. The membership all recited the pledge to Hanks hat (which had a flag pin on it) as we did not have our usual flag to pledge to.

We welcome new member Jim Kosior who was in attendance. Guest Carl Johnson who owns a 1965 Ford custom 500 also joined us for the meeting.

March meeting minutes were read, approved and accepted as read with no questions or comments.

Stan read the treasurer's report. There were no objections, no questions and the report was approved as read.

Terry reports there are 279 renewed members including Jim mentioned above. Bob continues to call members that did not renew to see if he can get them to rejoin.

Jim Crawford continues to do a great job on the website. He mentions that it is up and running and is always looking for new ideas for the website.

Bill Coombe, our activities coordinator reminds the members of the April event set for April 6th to tour the Edsel house. About 12 people have RSVP'd so far so if you are interested reach out to Bill. The tour begins at 1pm and the club will pick up the \$8.00 cost for members and guests. The tour takes about 60-90 minutes.

We got the approval to work the Classic Auto Auction April 27th and 28th. Need about 25 volunteers. The auction is held at Rock Financial Showplace in Novi and will run as it did last year. All the same privileges are also included too!!...food, shirt, bidding paddle.

The club will also receive a \$500 donation for helping out.

Bob reports that the vendor spaces are starting to come in. We are almost half way to covering the base cost of the new venue! The swap meet is advertised in a nice ½ page ad in Cruis'news.

Our speakers were Charles Burns, General Manager of the Grand Prix and Sarah Geraci from



Charles Burns,
general manager of
the Grand Prix

the GP volunteer program. Charles spoke about some changes to the upcoming race and Sarah spoke about exciting opportunities to get "close to the action". Volunteering is the way to go. You work a shift, you enjoy the race and all the perks along the way. Visit

their website [Detroit Grand Prix](http://DetroitGrandPrix.com) for more information.

Tim reports that the constitution is done. Just need to mark up some changes. Board will review, club will review, and finally an all membership vote.

Bob and Rod are working together to see if they can coordinate more guest speakers for the meetings.

Tim continues to fill slots for the work roster. The rosters will be available at all meetings. Sign up and volunteer. When signing up please note your shirt size. We need your help so fill those slots.

Rod suggested that the meeting normally held on July 3rd be moved to the following Wednesday,

Continued on page 9



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1966 Thunderbird

Continued from page 1

it painted. I had 2 rear quarter panels replaced at the time, rear bearing seals, and replaced the rear brakes. All of the chrome was taken off the car before it was painted. I have had a lot of fun with it over the years. I have a suggestion for anyone who buys any car that needs to be restored that they join a car club right away and get info and help from the members.



Edsel Tour,

Continued from page 1

as Gaukler Pointe. The home, which was built in 1926, was designed by Albert Kahn, and much of the furniture has an English "Cotswold Cottage flavor". The drawing room was furnished by the Fords in a French Provincial style. The home, along with the fabulous antique furnishings and hand-carved paneling in various rooms imported from Europe (much of it dating back to the 1600s), has many original paintings by renown artists. Their



Tour Guide, Judy

Renior, Degas, and Van Gogh paintings are exact reproductions as the originals were donated to the Detroit Institute of Art. A casual downstairs room and several of the upstairs bedrooms were refurbished to a more modern look in 1936 by architect, Walter

Teague. Those bedrooms probably appealed to the Ford boys, Henry II, Benson, and William Clay as it gave their rooms a more up-to-date appearance. Unfortunately, Edsel only lived in the house for 13 years due to his death at the young age of 49. Eleanor continued to live there for approximately 30 more years until her death in 1976 at the age of 80.

The grounds, totaling 87 acres, are magnificent. One can only imagine the beauty in the summer

with all of the professional landscaping, trees, and flowers in bloom. After the tour of the main house, we were then escorted to a child's cottage which belonged to the only daughter, Josephine. The interior of this cottage is charming with small-scale furniture and toys.

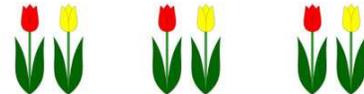


Josephine's House

The big attraction for the men of the group was the last building toured, the eight car garage with a turntable. All seemed to enjoy viewing the various vehicles enclosed

which include a 1941 Lincoln Continental Cabriolet, a 1938 Lincoln K Brunn Brougham, and a 1934 Brewster Towncar.

The tour culminated with dinner and conversation at the Ram's Horn Restaurant down the street from the Edsel Ford home. The day of touring this magnificent home was enjoyed by all.



FEATURED ADVERTISER

This month our "Featured Advertiser" is Hydro-e-lectric. Hydro-e-lectric is a family owned business established in 1976. The business is owned by Erica Woody and her daughter, Amanda Smith is the general manager. They are known as the Hydraulic America Convertible Headquarters. All hydraulic repair parts are USA made. Please check out their ad for all they do.

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Brian's Tip: Beating the Drums

Continued from page 3

be braking more extremely than this writer, perhaps you do need to consider disc brakes. If you are doing what most do with a specialty car, then maybe you need to consider just do your drum brakes correctly.

Many that have already converted their front brakes to disc, or have a car that came with them, have the dream of finding a complete rear end out of a Lincoln Versailles that they can stuff under their present ride. It's quite a bit of money, and for sure a lot of work to make this change, especially if the disc brake rear end you bought is not the exactly same measurement from flange to flange. You now may not have a 'concourse' car, a pure stock car, and may hurt the value of the car, or compromise it, unless you keep everything from the drum brake originality. You can now have parking brake issues, and may need an adjustable proportioning valve to maintain the correct front to rear braking bias.

Moving right along here, let's make sure you all know the many different pads/linings available. There are riveted, bonded, bonded and riveted methods of attaching the standard, organic and semi-metallic materials to the metal itself. So brake 'fade' is understood correctly, know that fade is caused by the pads or linings heating up, then dispelling gas, which then causes an air gap between the brake material and rotor or drum. This condition is much the same as a bald tired car hydroplaning on a wet road, and we all know what that lousy experience is like to deal with. I strongly suggest never using organic pads, as those damned things almost got me killed several years ago. To me, linings should for sure always be riveted, as that gives the gases a place to escape.

For my very high performance hotrod, when I had the drums on all four, I used bonded and riveted semi-metallic shoes in the front and stock material shoes in the rear. Many folks have the idea that semi-metallic shoes tear up the drums, but really, even though they do cause a bit more wear, how many miles are you really going to drive your cars each year. I am not much of a believer of cutting late model rotors, mostly because they always seem to warp after they are cut. If you cut drums, which like rotors have the dimension stamped on them as to how are you can cut, then the shoes need to be arced (belt sanding device) to fit the shoe to the bigger inner diameter of the drums correctly.

Hey, don't be cheap when you are taking the time to do this job, as any money you 'save' is mostly silly nickel and dime stuff anyways. When you do the job, make sure to always use new hardware and new wheel cylinders, unless you have the correct tools to rebuild the wheel cylinders. Check to make sure you have the exact length new pins, just buy the new springs and don't be intentionally dropping the old springs on the cement listening for the 'clunk or ching' sounds, knowing

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Postcards from the Past

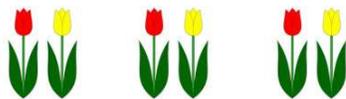
by
Lou Ironside

This month we have a more recent postcard showing a replica of an antique filling station on county road #52 in Binghamton, N.Y. The station is a replica of one



Antique Filling Station

originally run by the great uncle of the owner. The car, is a father son project 1931 Ford coupe owned by Fred and Dave Hazencamp, also of N.Y. The card is from the Pergl of Binghamton Co. which reproduces replacement gas pump globes and other restoration supplies for antique gas pumps and air pumps. If you have ever been to Hershey they are located in the Red Field. The card was mailed out to former customers showing how some of their reproduction items were put to use.

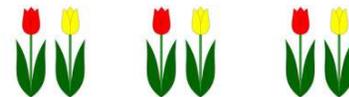


The Roving Reporter:

Two swap meets to report on this month, one small, and one quite large. First, the Corvette Club swap meet at the community center in Waterford, Mi. Although a small meet, we were bored, it was cold, so why not go to a swap meet...any swap meet. Although most of the vendors were selling either Corvette or race car parts, there were a couple vendors selling some older Ford parts. One fellow in particular had almost nothing by early Ford parts, so Terry and I were able to spend quite a bit of money stocking up for upcoming projects. This proves that you never know what you will find at a swap meet....even if it is for Corvettes!

The second swap meet was the annual Monroe swap

meet which was formally run by the vintage Chevrolet Club, but is now "owned" by Nick Avina. I have been selling at this meet for over 30 years and have always done quite well. When it was sold to a private individual I figured the meet was going to slowly fade away. Boy, was I wrong! Nick and his wife Sue have expanded the meet considerably, and I would guess that this year alone there was a 20% increase in vendors. The crowd was huge, and the three of us that got spaces together did better on selling than any year in memory. Nick has kept the entrance and vendor space costs reasonable, considering that most private owners of swap meet "gouge" the public. That alone helps the meet continue to attract both vendors and spectators. There was a large indoor car show, a D.J. spinning tunes, a big car corral, and the meet is again becoming one of the "must attend" shows in the Southern Michigan area. If there was any downside it was the food vendors....they must have thought they were at Hershey with the prices they were charging! Other than that, a show well worth either vending or attending.



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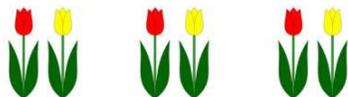
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Brian's Tip: Beating the Drums

Continued from page 7

that springs loose resiliency from heat and cold over time. Backing plates do now last forever, as many seem to think. Those backing plates need to be carefully checked to make sure those rub pads are the correct height, or the shoes will not mate correctly to the drum. If you can't buy backing plates, those rub pads can be welded back up to the correct height, but avoid that if at all possible. If you do have to remove the brake lines, spending a couple of bucks for a tubing wrench is a good investment, and using some anti-seize putting it all back together again is always smart, along with using a small dab of white grease on the rub pads.

Note that the primary shoe, the smaller of the two with less lining, always goes to the front. Also note that it's the rear shoe of the rears modulates the self adjusters when you are backing up. One area open for discussion is whether or not to lubricate those self adjusters. Some say yes, some say no, but no matter what you believe they must be cleaned thoroughly. Personally, after I cleaned them, I never put any lubrication on them, as they are made very loose, and I believe the lubrication of them collects dirt impeding their workability. Oh, what the heck, since you're really doing the job the way it should be done, consider replacing those brake hoses, and I don't just mean the front hoses because they get a lot more up/down movement, replace that rear one too so you can sleep at night. Lastly, and I have mentioned this in other articles, just don't fool around saving a few pennies, flush out and replace that brake fluid with whatever fluid is correct for your vehicle. No, don't get and flashes of brilliance and even consider changing to synthetic if the vehicle does not call for it, as any changes can attack your seals and rubber parts. Note that brake fluid is glycol based, and not a petroleum product as many think it is. Dirt does not get into the system, as it is sealed, so when you see the fluid getting darker, it is absorbing water and getting to be super saturated. Too much water in the fluid means it could freeze in the winter, thus causing your vehicle not to stop, or steam in the hot summer again causing the vehicle to not stop. Remember, as my own Dad told me, "when they don't start, that's something, but when they don't stop, that's something else"!



Meeting Mintues

Continued from page 7

which is July 10th. The membership approved the change.

Hank reports that Jim Ullery is currently in rehab however his health is failing and not doing well.

Car talk, show and tell and 50/50 raffle round out the evening which ended at 9:24pm.



EDSEL TOUR PHOTOS

Visit our website at fmrcoa.org to see more photos of the Edsel tour

submitted by Mark Sapienz

RUSTED AFAR?

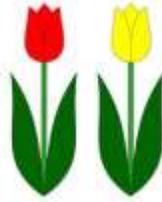
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APRIL SHOW AND TELL

Below we have 1949 Ford sales literature brought in by Coombe



and the Ford "Forty-Niner" flyer brought in by Larry Wolohon



Bill Coombe shared more of his hard to acquire license plates

Bob shared this Gold Medal Award for the '49 Ford





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Rotunda Times

APRIL CLASSIFIEDS

FOR SALE

- (2) Late model 302 Ford engines. One is stock and essentially new. One is modified, with TFS alum. heads, low mileage. (1) '49 Mercury flathead engine. I have no background on it, but it turns free, \$400. (1) '52/'53 Mercury engine. Ran well when removed many years ago, \$1200. Both are complete with manifolds, flywheels, clutches and accessories. (1) '40 Ford flathead engine. Pistons are seized but the bottom end looks decent. Includes flywheel and clutch. (2) C4 transmissions. One rebuilt, no convertor or convertor housing, the other is complete, used but operating well when removed. \$125 each. (1) early flathead automatic transmission. Lou Williams. 734-522-2548.
- 1988 Lincoln Mark VII LSC over 100k. Minor surface rust. Everything works. Cold A/C. Air Bags recently replaced. Runs excellent. \$2500 or best. Bill Sulak. 313-565-2591.
- 2002 Lincoln Continental, 82K on the clock. Great running car. Fully loaded with all available options. Last year for the Continental. Tan with full leather interior. Club price only \$7,500. FMRC member bonus - purchaser will receive a one year paid membership to FMRC and FULL tank of fuel upon delivery. Must be current member to receive member bonus. Call to schedule a test drive. Jerry Ostalecki at 248 344 4063.
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