



Feature Vehicle:

1966 Ltd.

owned by
Bill Burke



Bill's 1966 Ltd

I had purchased this car in 2012. I found it through Craigslist in East Detroit. The gentleman who had it suffered a broken marriage and had it sitting at his ex wifes house. Although on cement it had been sitting outside and was covered in leaves and sap. The trunk was full of water and the drivers rear corner was damaged. It was gold. We started it up to load it on the trailer but it ran really rough. It was a 1966 Ford Ltd with the 352 4v dual exhaust with 93,000 mi. The body not bad except for the rear drivers corner where it was hit. I got it home and the first thing I did was to get it running a little better. New plugs points rotor and cap with new wires. Bam it ran really smooth. I then put all new brake cylinders on it and bled the system all other parts were ok. Over to a gentleman in Dearborn Heights to work on the body. He replaced all rusty areas with metal and straightened out where it had been hit. He gave it back to me in gray primer sealer which I could then take my time deciding on the paint

Jackson, Michigan Auction

submitted by
Bill Timoszyk

On Nov 3rd, the estate of Donald W. Matteson of Jackson MI., was auctioned off, including his residence. Matteson was a lifetime Ford fan, and certainly had interesting careers in the military, civilian, and entrepreneurial segments of life. Retired from the U.S. Air Force, where he was a flight instructor during WWII, and CO of a Communications Squadron in Korea . He formed and operated several small business's related to the electronics field. An employee of Sparks-Withington Company of Jackson MI, originators of the Spartan Model A "aaaaoogah" horn, and house radios. He also was the curatorial consultant of communications for the Henry Ford Museum. In 1987 he authored and published a book entitled, "The Auto Radio, A Romantic Genealogy".

The auction had in its scope; 3 cars, real estate, several house radios, a tremendous amount of historic automotive and electronics/radio paper. There were some car radios, but they were mostly aftermarket. i.e Firestone, Stewart-Warner, Motorola, etc. The cars sold were all in respectable condition,



1956 Lincoln Continental Mark II



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Thanks to everyone for their great newsletter materials and articles. I really do appreciate it. Please remember that if you don't see your article in this month's issue, it may be in an upcoming issue.

Editor, Beth Marschner

FMRCOA

FORD AND MERCURY RESTORERS CLUB OF AMERICA

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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

If you go outside and listen very carefully and take a deep breath you can hear the winter weather breaking and smell the sweet smell of the coming Spring. With that in mind I hope on April 3rd, our next meeting day, the weather will be nice and let's get a good representation of our cars out.

We note the passing of long time fellow club member Phil Gadwell after a long illness. Phil had been a member since 1971. Our condolences go out to Linda and the family. See the memorial elsewhere in this newsletter.

The club visited the Ed Meurer car collection on March 2nd. We hadn't been there for a couple of years so we felt it was time to go back through as a lot of our members had never been there before. I invited a few members from the V8 chapter and the Lincoln club. We had about 60-65 members and guests in attendance, a good turnout.

Ed continues to add new cars to his collection. The club provided Pizza, salad, and soft drinks to top off the visit and a good day was had by all.

I hate to continue to beat the drum about the swap meet and getting the flyers out. We must all get our flyers passed out to Car Shows, swap meets, and car cruises. We all attend these venues. Please don't just take flyers to a swap meet and dump them on a table. Carry the flyers around and pass them out to all the people you encounter. Each of you are all walking commercials and sales people for the club. Talk to as many people as you can and hype up our swap meet. Do your job and help us through this difficult transition period.

Til next time,
Bob Guetschow, President

Know your firsts?
Match the automotive feature to the company that pioneered it

- | | |
|---------------------------|----------------------|
| 1. Air Conditioning | A. Oldsmobile (1939) |
| 2. Seat belts | B. Ford (1969) |
| 3. Automatic transmission | C. Imperial (1956) |
| 4. Intermittent wipers | D. Tucker (1947) |
| 5. Cruise control | E. Packard 1939 |

Answers on page 8



In Memoriam
Phil Gadwell
1940 - 2013

It is our solemn duty to announce the passing of long time member Phil Gadwell on February 24, 2013. He was 72 years old and had been ill for about 5 years. Phil had been a member since 1971. He is survived by his wife Linda, three children, six grand children and seven great grand children. The club will be sending a \$50.00 donation to St. Joseph Mercy Livingston Hospice in his name.

Rotunda Times



CALENDAR OF EVENTS

March 31st



April 3rd

Club meeting

April 6th

Edsel Ford House Tour

1:00pm

1100 Lakeshore, Grosse Point Shores
(between 8 mile & 9mile)

RSVP to:

Bill Coombe

586-293-0662 or

bcgrandmarquis@gmail.com

May 1st

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
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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FEBRUARY 2013 FMRCOA MEETING MINTUES February 6, 2013



70 members at the February meeting

Bob started the meeting sharply at 7:30pm and the traditional pledge was done.

Quite a small crowd for the meeting. Bill Burke who joined us in September was able to make it in for a meeting. Welcome.

Minutes from January were read by the secretary, approved with no questions and no objections.

Stan read the treasurers report which was also approved as read with no objections. Stan also reports that the 2011 tax form 1199 was not done. Stan was meeting with H&R Block later in the week to fix this problem. The club could be fined for the late filing but Stan will keep us updated.

Terry reports there are 253 members. Jim was not available to report on the website.

The club event to Ed Muerer's collection was cancelled for February and rescheduled for March 2nd. Ed's collection is located at 24000 Research Drive in Farmington Hills.

Bill Coombe, our events coordinator, reports on some possibilities for upcoming events. He would love some feedback and other ideas from the membership.

The newsletter is on its way.....on to old business.....

Our dinner dance was a success. Food was good, music was good, all had a good time. Bob thanked Mark for planning the event.

Tim is working with his committee on the bylaws; Rewording the suggestions, new paragraphs, etc. Those changes will be presented to the membership and then the entire membership will be allowed to vote on those changes.

On to new business.....The venue for this year's swap meet. Bob reports that he has moved forward, with the Boards approval, in finding a new venue for this year's swap meet. Bob, Greg Petrovich, Roger Hodyka and Mark Koehler were all involved in touring 5 different sites including Lenawee, Monroe, Fowlerville, Chelsea and Washtenaw. After considering costs, location and layout, Chelsea came out on top. There was huge money savings at this location, it has the buildings and restrooms included. Close to the freeway, camping is available and only 30 miles from the old location at the Wayne County Fairgrounds. The swap meet is set for July 27th & 28th. Flyers have been made and are ready to hand out. Advertise this event folks!!! Personally hand out the flyers. Don't leave em' and run...Talk to the people. There is more to follow on this topic and much more to discuss. Stay tuned.

Members had some car talk and Bob moved on to the presentation of the 2012 generator award. First, Bob presented Mike Fontana who was our 2011 winner, a generator plaque which takes the



Mike Fontana with his generator plaque

place of the actual award which is now passed on to the new winner. And the winner of the 2012 FMRCOA Generator Award goes to.....Wally Wigand! Congratulations Wally.

Bill Coombe had some license plates from Australia to share for show and tell. Greg

Covey has agreed to be car show chairman this year.

We drew the 50/50 raffle winners and Bob adjourned the meeting at 8:49pm.



Wally Wigand, our 2012 Genrator Award Winner

1966 Ltd.

Continued from page 1

color while doing other things for it. The windshield needed replacing. I took it to an auto glass place in Lincoln Park and for \$212.00 they put a new windshield in. He was a little upset to deal with all the excess chrome R&R but it just took a little more time than he thought. So next came new carpet (internet) and new dash cover (over instrument panel only). In the meantime I had a 390 cu in that I had rebuilt totally myself and it was burning a hole in the garage just itching to install in an applicable car. Out came the 352 & cruismatic. I put my 390 & C6 into the 1966 Ltd. Ran into problems with the C6 fit because of the longer tailshaft. Had it shortened at Shaftmasters. Quite a chore for an old guy like me to do solo. I am planning to rechrome the original bumpers. Right now I am in process of starting up my 390 with crossed fingers, thinking of a springtime road trip. Maybe around the block for starters. I think this hobby is addicting in the fact that you find yourself working on one but the eyes are always searching for that other car that could be your next project with intensions. At this writing My Wife and I have attended our first dinner dance put on by the F&M restorers club and enjoyed ourselves and met some fine people. We are looking forward to warmer weather and more get-togethers with the Club. I also look forward to more info and stories as I continue this journey with the Ford and Mercury Restorers Club of America

FEATURED NEW ADVERTISER

We welcome MERCURYLAND as our new advertiser. Mercuryland is owned and operated by Joel and Dee Ferris. They have been in business since 2004. They specialize in 1949-1966 full size Mercury's and provide new and repo parts and trim kits. They also offer a parts rebuilding service. Check out their new updated website you Mercury guys.



Jackson, Michigan Auction

Continued from page 1

appearing as having been stored inside;

- 1956 Lincoln Continental Mark II; 3 owners since new, green repaint, purported to have run recently sold for \$5000.
- 1962 Ford Galaxie 500 2dr. sedan; Metallic Blue. In family since new, 49,000 miles, Y-block V-8 automatic. Had not been run for a "few" years, motor turned. A bit crusty under the hood from storage on concrete floor. Sold for \$2000.
- 1967 Lincoln Continental Convertible; Presented well, listed as near driveable, run recently. This car was hard to view a it was in a dark basement garage. Sold for \$6300.

Due to other commitments, I had to leave early, but it certainly was an interesting.

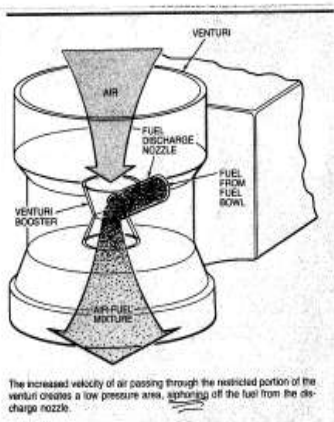


VOLUME VS PRESSURE

By
Brian Kuta

Bob 'Hot Rod Bob' Hunt, the owner of Kar-Go Carburetor Inc. and long time advertiser in our Rotunda Times, asked several months ago that I do an article about fuel pressure versus fuel volume, as there are a huge amount of misconceptions about this subject. He made me laugh when he suggested that obviously there is a difference, "because they are spelled differently"! I've been sitting on top of this request for quite a while, because it's not as easy as I thought it would be to define the differences.

The size of the fuel line is what determines the amount of fuel available for delivery. This is assuming there are no 'neck downs' in the line from the tank to the carburetor, as many times the fittings in the lines are smaller, thus rendering a larger fuel line to be incapable of delivering more fuel. Imagine taking a pipe of a given length, say one foot of 3/4" pipe. Now realize that only so much liquid, liquid being mass, can fit in to that given amount of space, and since liquid is virtually not compressible, only so much can be put in that space no matter how much pressure is exerted is on that liquid. Putting more pressure on your fuel



delivery system will not make your car perform better, and could very likely cause it to perform a lot worse than before you decided it needed more pressure.

All carburetors are pretty much designed to operated at maximum efficiency

at about 4.5 to 6.0 pounds of fuel pressure. Most mechanical fuel pumps, for sure stock fuel pumps, are made with a built in pressure regulating system to prevent too much pressure on the carburetor's needle and seat assemblies. If you exert too much pressure on this assembly it will 'blow' the needle off the seat and push the fuel past that safety fuel flow

Continued on page 9

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Postcards from the Past

by
Lou Ironside

This month I am deviating slightly in that this is not a postcard, but a ticket stub from the Glen & Mt. Washington Stage Co. The ticket is stamped Oct. 14,



Ticket stub from October 1955

1955, and was a souvenir of a ride from the base of Mt. Washington to the summit and return. What may be hard to see in this poor black and white ticket is that they were using 1938 Ford station wagons. If you look real close you will notice that there are three shown on the ticket face. The 1938 still had cable operated mechanical brakes, so it should have made for an interesting drive down the twisting mountain roads. But who cares, it was a Ford woodie wagon, it doesn't get much better!

The Roving Reporter:

Several swap meets to report on this month, as the winter season has begun with nearly a swap meet every weekend. The Jackson swap meet in the middle of January is sponsored by the local chapter of the AACA, and is nearing its 50th anniversary. I only spotted one empty table, and there was a fair amount of early Ford parts available. Although not a large meet, we are always able to find a few needed items for the current or future projects. The following weekend was the swap meet in Saginaw which is put on by the local Model A club. The swap meet was full, but unfortunately the club is letting in a lot of non-automotive vendors. I would estimate that nearly 20% of the swap meet was: bird houses, Avon products, and other assorted "non-automotive" items. This, is a quick way to kill a swap meet! Similar things happened to a couple other local meets, and the "car-guys" stopped coming to the meet; and the swap meets are no more. Will be interesting to see if this

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Answers to Know your Firsts?

- 1 – Packard (E)
- 2 – Tucker (D)
- 3 – Oldsmobile (A)
- 4 – Ford (B)
- 5 – Imperial (C)

*Courtesy of Reminisce Magazine
Submitted by Brian Kuta*

The Roving Reporter:

Continued from page 8

swap meet dies a slow death as people stop coming. The first weekend in February was the 50th annual swap meet in Kalamazoo. I have only missed two of their meets in the past fifty years, and always find a few hidden gems for my collection. The new facilities are great, there is plenty of room to move around the rooms, and there were plenty of car parts available. There did however seem to be fewer pre-war parts this year, with a greater emphasis on the muscle car parts. But, this is indicative of the direction our hobby is going. Fewer of us are restoring the cars of the 20's and 30's as the hobby matures. But still, this is one of my favorite swap meets, and well worth the drive. Finally, a swap meet in Springfield, Ohio put on by the local Chevrolet Club. The meet is open to all makes of parts, and I found a few really nice Model A parts to take home. What was really interesting however was the antique mall across the street from the fairgrounds. It was recently bought by an individual and re-named Grandpas Garage. The antique mall is entirely old cars, parts, and automotive collectibles. Since it had only recently opened the cases were only about 60% occupied. It is an unusual concept, and it will be interesting to see if the new owners can make a "go" of it. I spotted a lot of nice items in the showcases, several cars for sale in the booths, and plan on making this a regular stop when I am in the area.

Volume vs. Pressure

Continued from page 8

regulating device in the carburetor, then cause the fuel to leak though the boosters bypassing the idle circuitry causing a high idle, flooding, the car not slowing down with you pull your foot off the gas pedal, and a potential fire under the hood. Now imagine you have a 1/4" fuel line on your 460 cubic inch engine that is starving for fuel. Now you find a way to turn up the pressure on that small line with some aftermarket pump, so now you can now expect what I just mentioned to occur. The added pressure is just going to causes issues that you do not want to deal with so, you can now understand that the engine needs more fuel volume, still regulated at the 4.5 to 6.0 pounds of pressure to still have the carburetor function correctly, but deliver the needed volume of fuel to satisfy the needs of

the engine. In order to supply the increased volume, the plumbing from the tank to the carburetor needs to be a larger diameter. Remember that many engines, older engines in older cars, lawn mowers etc., work with a gravity system and no fuel pump, and they run just fine because the volume needed is being supplied to the carburetor and engine. Since the newer cars, much lower for design purposes, cannot have the fuel tank mounted above the engine, the fuel pump was made to get the fuel from the tank to the carb without depending on gravity.

You are all pretty familiar with my racecar, and as you can imagine that to run like it does it really loves to gobble up a lot of fuel quickly. My car was originally a 302 V-8, plumbed with 5/16" line from the factory that would never supply the fuel the Maverick now needs. I run a 280 gallon per minute electric fuel pump though half inch line to the fuel regulator, which keeps the pressure to the carburetor at about 6.0 pounds, but provides all of the fuel volume my engine needs. Bob Hunt also strongly suggested that I should mention that when buying a new fuel pump the pressure of that pump needs to be tested to insure it does not exceed 6.0 PSI, as stock and nearly stock should never exceed that fuel pressure, and he has found some new pumps coming out at 8.0 PSI and higher. Again, pressure and volume are different, so hopefully my article helps to provide understanding as to why those two words are spelled differently.



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FEBRUARY SHOW AND TELL



Bill Coombe brought in more of his extensive license plate collection.



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Attached are two ads from the February 1956 issue of Rod & Custom that Mike Steinhagen has loaned me. The skirt company was located just a few blocks west of Telegraph on Ford Road.

Submitted by Brian Kuta

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- 1955 rear bumper \$45. 1954 parking light housing \$45. 1954 6 button radio. \$150. Y block valley. \$20. Y block oil pump. \$50. Lake pipes "70" set. \$160. 1951 Ford rear ash tray. \$20. 1951 left side "custom" stainless \$10. Set of four white/red/blue new 14" ford holes. \$235. Hank Dawson. 810-231-3184.
- 1963 Mercury 4-door breezeway motor smokes. \$2200. Tom vonMeyer. 586-776-6116.
- 16" aluminum crown vic sport wheels, n.o.s., center caps, restored wheels by restock. 225-60-16. Michelin symmetry. \$550 obo. Nick Zakarian. 313-468-3687.
- Mustang Cobra wheels 2007 2-n.o.s. with strap on TPMS sensors. Jeff Gniewek. 313-563-6569.
- 1936 Ford radio for closed car. 1942 Ford n.o.s. face plate. Bill Timoszyk. 734-421-2076.
- 1965 Ford Pick-up frame-off resto, short bed, 6 cyl., 4spd/od, two-tone, \$7,500. Trades considered. Roger Hodyka. 517-282-4738.
- 1972 Ford Pick-up F250, no eng/trans, very little rust. \$1,000. Trades considered. Roger Hodyka. 517-282-4738.
- 1957 Ford car and Thunderbird shop manual. \$30. Laurel Gottlieb. 734-525-8445.

WANTED

- Used oil (waste oil). Bring to the meetings. John Miller. 586-756-4279 or 313-891-2640.
- 1971-73 Ford pinto parts and 32-34 pick-up truck parts. Roger Hodyka. 517-282-4738.
- 1983 Ford Bronco. Not running. Rusty for parts. David Brockette. 586-615-4403.

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