



## ***NO APRIL MEETING OR ACTIVITIES***

### ***MARCH FEATURE ... HAPPY BIRTHDAY JIM***



This past January I had the awesome opportunity to go to the Scottsdale Arizona Barrett Jackson auto auction. Last year when talking to my son who lives in Arizona, I mention that going to one of their events was something I would like to do.

Well to my surprise for my November surprise birthday that my daughter Shelly and my wife Deniece and family surprised me with, my son Jim, daughter-in-law Lisa, and my grandkids Keenan and Makenna surprised me with tickets to the Barrett Jackson show and flight tickets also. What a great surprise, the party and all the gifts I received and all the cake and ice cream I ate.

And just as I expected it was one of the best auctions I've ever been to. January 18th my son Jim, my grandson Keenan and I all headed to the auction. Here are just a few of the pictures that I took on our trip. If you go to our Facebook Ford and Mercury Restorers Club of America page you will see I have posted a lot more pictures of my party and Barrett Jackson.



***ADDITIONAL PHOTOS ON PAGE***

# The Rotunda Times



**The Rotunda Times**  
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## **ATTENTION ALL MEMBERS**

When you hear of a member/spouse's death, please get all the information such as the funeral home and address, viewing times and dates, and the service time and date.

Then contact one of the following people:

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734.259.8079 or [jcrawfo1@wowway.com](mailto:jcrawfo1@wowway.com)

**Bob Guetschow**

248.328.9113 or [guetschowr@yahoo.com](mailto:guetschowr@yahoo.com)

These folks will ensure that the membership at large knows of the death.



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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.

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## **2020 MARCH PRESIDENTS REPORT**

Hello Members,

I hope everybody is staying well and safe as we deal with this global situation. The Board has decided that we will be canceling our 2020 May Dinner Dance. We can always have our dinner dance later in the year. The club meeting in April is canceled also because of our meeting facility being closed. Along with all activity that was scheduled for the month of April.

At this time we are still planning on having our 2020 Swap Meet in July. But we are monitoring that situation as time goes by. As of now we know Carlisle and the MOCSEM mustang club are still holding their events.

Our main concern is the health and welfare of all our members so we will keep you posted on what our situations will be as time goes by.

We need to support the Rotunda Times with our stories about our cars, our hobby. The personal stories make the magazine FMRCOA and that makes our Club special.

Let everybody be safe and smart and we will get through this situation as we always do.

That's it for now members  
**YOUR PRESIDENT,  
JIM CRAWFORD**

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OUR GOVERNMENT  
WOULD WANT TO  
DISARM US AFTER  
243 YEARS**

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PLANNING ON DOING  
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**Pelosi said she wants  
to see Trump in  
prison. I highly doubt  
he's got time to visit  
her.**



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**CHECK OUT FMRCOA.ORG CLICK ON EVENTS PAGE FOR CLUB EVENTS /OUTINGS**

**MARCH 4 • 2020**

## **FMRCOA CLUB MEETING MINUTES**

- Meeting called to order @ 7:20 PM
- By-Laws are done and working on the roster 2019. Will have the 50-year logo on cover.
- T-shirt contest is between Rob Matoia and Cole Grandy, the winner will be picked by the membership at the April's meeting. The Board and Bill Timoszk will get the invites done and mailed for the Dinner Dance.
- Treasurers report presented
- Meeting room was paid for the full year.
- Welcome New members John T Rent, Bob Suchyta, Dr Bob Denk.
- Anthony Rzucidlo Spoke about Vintage Emergency response vehicles.
- 50/50 winners! 1st Don Harris 2nd Bob Suchyta, 3rd? sorry I missed the name,
- Woodward cruise License plate Don Harris
- Meeting adjourned 9:05

- Terry Worful, Sec

**FEBRUARY 22 • 2020**

## **FMRCOA BOARD MEETING MINUTES**

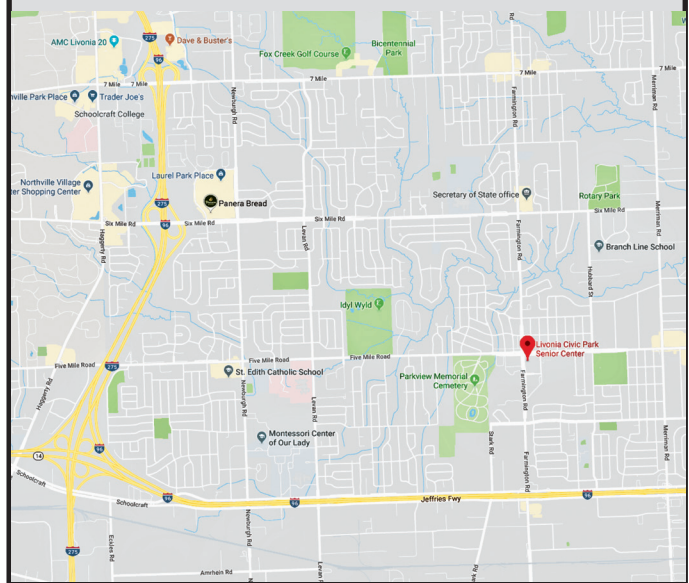
- Meeting called to order @ 7:20 PM
- Dale to write the new by-laws for the Roster. Dale will call Bob G to make calls to unpaid members and get the list of deceased members for the roster. (2018-2019).
- Swap meet T's will have a Bronco on them on the front/ sponsors on the back.
- Down payment has been made for the Band. Dinner Dance Hall booked for May 8th. same menu as last year. With an open bar.
- The Rounda Times needs Feature Articles for the newsletter. Share your car and experiences with fellow members.
- Rob M to put events in Newsletter by the 10th
- Still can't get on the web for the Vintage Kits, Jim will call for details. Pictures are due by the end of July now.
- Jack will send out vender flyers.
- Speaker for March meeting Anthony Rzucidlo
- Jerry spoke to Dana about ads in Crus'n news
- Edward Hines cruise is paid with passes to be paid yet. Joining the Road nights again this year.
- The Club will make appreciation plaques to use up old plaques that the club has, they be given out at the dinner dance.



Our monthly club meetings are held at  
**LIVONIA SENIOR CENTER**  
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Meetings are on the first Wednesday of each month and begins at 6:30pm with a snack.

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## **ROVING REPORTER**

by Lou Ironside

Well, as to roving around, there certainly wasn't much this month! The 50th annual swap meet put on by the East Side A's was cancelled at the last minute due to concerns by the health department. All the vendors were refunded their money and the 50th annual swap meet is now scheduled for 2021. The AutoRama which was to be held in Cleveland, Ohio that same weekend was also cancelled causing considerable confusion I was told. We all know about the club meetings being cancelled due to the buildings we meet in being closed. It is certainly a "trying" time for everyone and I hope that everyone remains health and the world can get back to normal.... or what seems like normal, as soon as possible. April 19th is the big swap meet in Monroe, I guess it is a wait and see as to what will happen.

## **POSTCARDS FROM THE PAST**

by Lou Ironside

With everything that is going on right now, I chose a somewhat appropriate postcard of the Henry Ford Hospital. This card was published in the mid 1950's, and the description on the back reads: The Henry Ford hospital is one of the finest hospitals in the country. It is open to the general public and has accommodations for 462 patients. It is a "non-profit" corporation and represents an investment of more than \$10,750,000. Which has been donated by members of the Ford family. A lot has changed since this card was issued in the 1950's, that's for sure!



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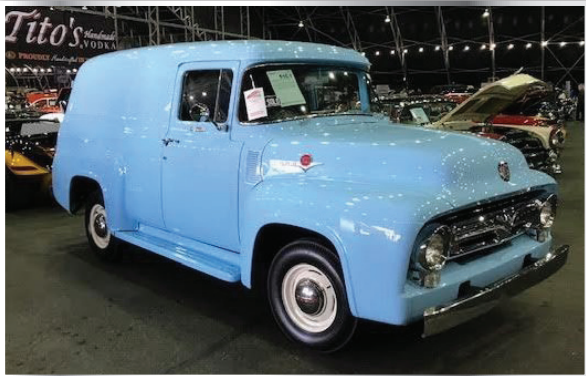
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## **ADDITIONAL PHOTOS FROM FEATURE ARTICLE**





## **BRIAN'S TIP**

### **Engine Performance**



The performance of an engine can change quite mildly, or drastically, just by changing the position of the cam that's in the engine. Basically, if you want more power at the low end, like from a traffic light, you would install your cam in early (advanced). If you want more performance at the high end, like flat out, you would install your cam late (retarded). Unless you are rebuilding your engine, changing a cam is not an easy task, as you would have to remove the radiator, fan, distributor, water pump, cam/crank sprockets, timing chain and housing cover. Besides that, you have to remove the intake manifold in order to pull the lifters off the cam lobes, which means undoing the entire valve train in order to very carefully pull the cam out. There is really more that would need to be done, but what I just mentioned is basically what you would do in order to swap cams.

If you still have the mindset to do this, just remember that the major gain for power is in the heads, not the cam. Besides buying the cam and gaskets, you must replace the solid or hydraulic lifters with new ones, so they break in and match up to the new cam. If you are installing a crazy high lift cam, then you should break in the cam and lifters with softer valve springs, then after the break in period change the springs to be correct for the cam, which is a lot of work. While you're busy doing this work, you may as well replace your timing chain along with steel cam and crank sprockets. There are many different assemblies you can buy, and it's really worth checking into them before just buying stock off the shelf.

Pure stock has no adjustment possible and can only be installed straight up dot to dot with no way to advance or retard the cam. For a high lift performance cam, a double row chain is available from Roll Master, Cloyes, Ford Motorsports and others. That can require modifications that you don't want to deal with, so be careful if you decide to select this. For stock replacement single row assemblies, you can buy them with the zero dot to dot markings. Better would be with 4\* advanced and 4\* retarded markings along with the zero dots. If you want even better, then you go with the much better single row that has increments of 0\*, then 2\*, 4\*, 6\* and 8\* advanced, and 2\*, 4\*, 6\* and 8\* retarded. Several articles past I spoke of why it's important to degree the engine, so you know exactly where TDC (top dead center) is. Once you know TDC, and mark your harmonic balancer accordingly, and have the better cam timing assembly, you can adjust the cam to absolutely make sure it's being installed as desired. Since we know hardly anything is made perfect, imagine the crank sprocket being off just one degree, then the cam sprocket being off just one degree, timing chain slack one degree, markings on the damper one degree, now put that all together and imagine if it all ends up one way or the other. Now you can better understand why no two vehicles never run exactly the same, and if you are going to do this job, do it right.

Besides now having the knowledge and understanding of why it would be important to degree your engine to make sure zero is really zero, you can now 'wobble' the cam with your adjustable cam timing set to put it all together correctly. Also, as I've mentioned several times, so many of those 70's vehicles were factory cam retarded by as much as 7\* so they could pass emission testing. Just taking that retard out and using an earlier model cam/crank timing set will enhance the performance and fuel economy more than you can believe. If you now know for sure you are good with the markings on your damper, you could now advance your cam maybe two degrees for more off idle performance or retard it a couple of degrees for pedal to the metal performance. Just by paying attention to the details of your engine, there is free horsepower and fuel economy to be had.

## **VEHICLES HAVE LONG-STANDING PLACE IN FORD HISTORY**



Ford Motor Company is getting a lot of attention for going all-in on electric vehicles with the recent debut of Mustang Mach-E, but the company has been working on electric vehicles throughout most of its existence.

Company founder Henry Ford collaborated with friend and fellow inventor Thomas Edison, who had been trying to create an improved type of battery, on at least two experimental electric vehicles around 1913. While Ford announced the two were working on a low-priced electric vehicle, a prototype of which featured Model T parts, a production version never came to fruition.

Ironically, it was the success of Ford's more affordable and gas-powered Model T, introduced in 1908, that made it difficult for electrified vehicles of that era to compete. The use of electricity actually improved the Model T and other gas-powered vehicles, as the invention of electric starters made them easier to operate. Improved road conditions, cheap oil and limited battery technology all combined to suppress electrified vehicles in the decades to come. But by the late 1960s, gas shortages and environmental concerns led to renewed interest in electrified vehicles.

@FordOnline



## **FREDDIE FORD TURNS 55** @FordOnline



In an era way before the Internet could answer your questions about Ford Motor Company and its products, there was Freddie Ford eager to help.

Who is Freddie Ford, you ask? While he's not an actual member of the founding Ford family, he played an important role as an ambassador for the company, beginning in the 1960s.

Freddie Ford is actually an 800-pound, 9-foot-tall robot built from parts from vehicles of the era, as designers had intended to make him look like a medieval knight covered in a suit of armor. Hands made of brake shoes, oil pans for feet and Mustang parking lights for eyes were just a few of Freddie's memorable body parts.

Freddie traveled to auto shows and shopping malls, dishing out humorous replies to 12 pre-programmed questions. Take this one for example:

Question: "Why do you have disc brakes for hands?"

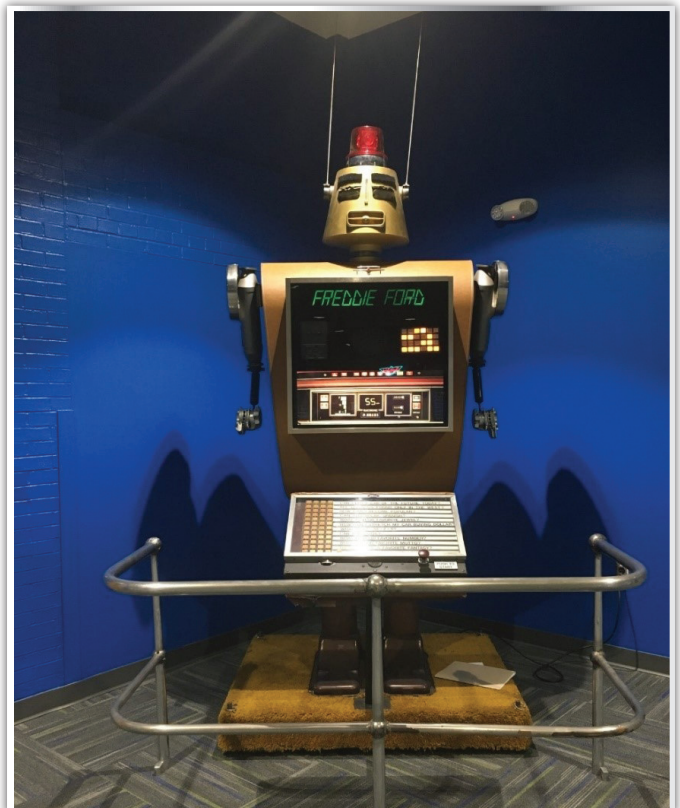
Response: "They grip faster and better and 55 percent easier than manual brakes. For 1970, power front disc brakes are available on all models and standard on some."

Freddie's big break came in February of 1965 as a magician's assistant on the Magic World of Ford road show, which served as a traveling display intended to show the quality of Ford's products. Freddie shared the spotlight with the Ford Mustang Shelby GT350, which was also making its first public appearance on the tour.

Later versions of Freddie continued to entertain for a couple decades. One model from the early 1980s is housed at the Ford archives in Dearborn.

### **Freddie's parts**

- Arms: Ford truck resonators/shock absorbers
- Hands: Brake shoes
- Feet: Mercury oil pans
- Ears: Radio antenna
- Eyes: Mustang parking lights
- Mouth: Thunderbird backup lights
- Sides: Comet engine complete w/carburetor
- Shoulders: Hubcaps
- Chest: Thunderbird oil pressure, amperage, temperature and fuel indicators
- Other: Revolving flasher on top of his head



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**If you boil a funny bone it becomes a laughing stock. That's humerus.**

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