



SEPTEMBER FEATURE MEMORY LANE MOTORS PORTLAND



Another story of old car places I visited in the PNW in Spring 2019. This is about a place I wish I had been aware of years ago. "Memory Lane Motors" in Portland, OR.,. Owned by a car lover, country band musician, with a Hollywood personality, Dale Matthews.

He bought and sold his first old car around 1966, and never looked back. Worked for others, eventually opened his own lot. A die-hard Early Ford V-8 fan who has a dozen or so in his personal collection. He wrote a book about his life, called "Every Deal is Different", and recently made a movie. It's a fascinating movie, less than 30 minutes, and very entertaining. Just google "Memory Lane Motors Portland", sit back and enjoy.



The Rotunda Times



The Rotunda Times
Published by:
Ford and Mercury Restorers Club of America
P.O. Box 2938 • Dearborn, Michigan 48123
www.fmrcoa.org

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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:

Jim Crawford
734.259.8079 or jcrawfo2020@wowway.com

Bob Guetschow
248.328.9113 or guetschowr@yahoo.com

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



FMRCOA

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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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Hello members,

I hope this presidents message finds all our members in good health and safe.

Our club so far has been able to continue our meetings at outside locations for the last three months. Thanks to members like Mike and Sharon Kania and Cliff and Susie Picklesimer for stepping up and volunteering their homes for our meetings. Our October 7th meeting will be at the Car Cave located at 41839 Michigan Ave. Canton, Mi. 48188. We will meet at 6:00pm. We will be sitting outside, bring your chairs, social distancing and masks will be required. Chris the owner will be able to take 10 members in at a time to tour the Car Cave facility. As for November and December meetings, we are looking for an inside location where we can still have room to social distance for our meetings. Any suggestions would be greatly appreciated. We have checked with the Livonia Senior Civic Center and they are not planning to open until they have a vaccine.

Members make sure if you have not already signed up for your 2021 membership renewal please get your application in.

You can download a copy off our website and print it out and send it in to our club Membership secretary Barb or update your membership at our meeting.

Larry Wolohon our election committee chairman will be taking nominations for the 2021 Board of Directors for our club. The positions up for election are President, Secretary and two Director positions. If you plan on running for a position you will need to be nominated. So, step up members and run for a position.

As we all know this has been a very difficult year for our club, hopefully 2021 we can get back to a new normal and have our swap meet, car show and car corral along with our dinner dance.

Thank you to all our members that have hung in there and continued to support our club.

Take care of yourselves and stay safe.

***YOUR PRESIDENT,
JIM CRAWFORD***

UP COMING EVENTS STILL ON THE CALENDAR

Congress of Motor Cars

October 2 -3 • Sat- Sun
gilmorecarmuseum.org/events-calendar/
Hickory Corners, MI

...

Cops N Rodders Car Show

October 3 • Saturday • 12pm - 3pm
FOP Lodge
1721 Riverview • Kalamazoo, MI

...

Hippie Festival Car Show

October 3 • Saturday 12pm - 7pm
Val-Du-Lakes Bar & Grill
1511 N Wilson Rd • Mears, MI

...

Oktoberfest Downtown Car Show

October 10 • Saturday
Pentwater, MI

...

Ann Arbor Cars & Coffee

October 17 • Saturday • 7:30pm - 9pm
Zingermans Café
2501 Jackson Rd • Ann Arbor, MI

...

12th Annual Blueberry Festival Car Show

October 25 • Sunday • 8am - 3pm
Lions Park
204 Park St • Montrose, MI

...

Great Lakes Pondscapes

Hot Rods, Hot Dogs & Waterfalls

October 28 • Wednesday • 4pm - 6pm
29891 E Red Arrow • Paw Paw, MI

...

Antique Toy & Collectable Meet

November 28 • Saturday • 9am - 2pm
Kalamazoo Expo Center, at the Fairgrounds
Kalamazoo, MI

FMRCOA MONTHLY CLUB MEETING LOCATION

Meeting Location pending during pandemic
Please check with the club to
confirm meeting location

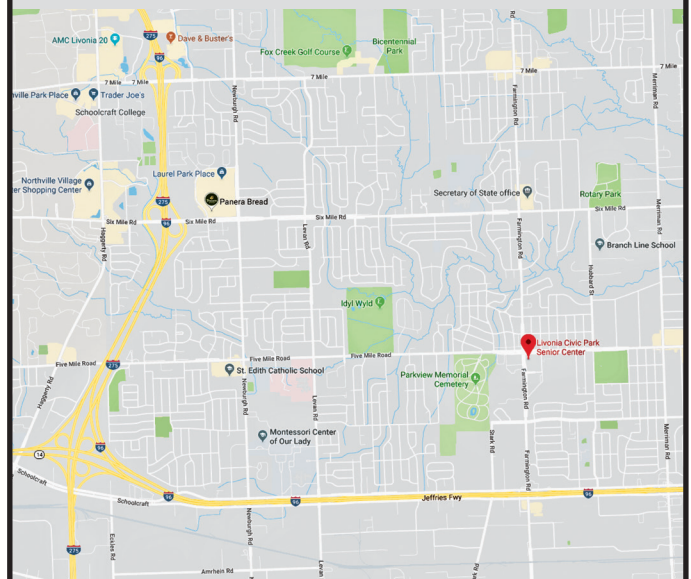
Our monthly club meetings are held at

LIVONIA SENIOR CENTER

15218 Farmington Road • Livonia, MI
Between I-96 Service Drive & 5 Mile Road

Meetings are on the first Wednesday of each
month and begins at 6:30pm with a snack.

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THE ROVING REPORTER

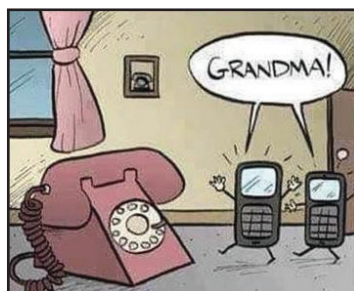
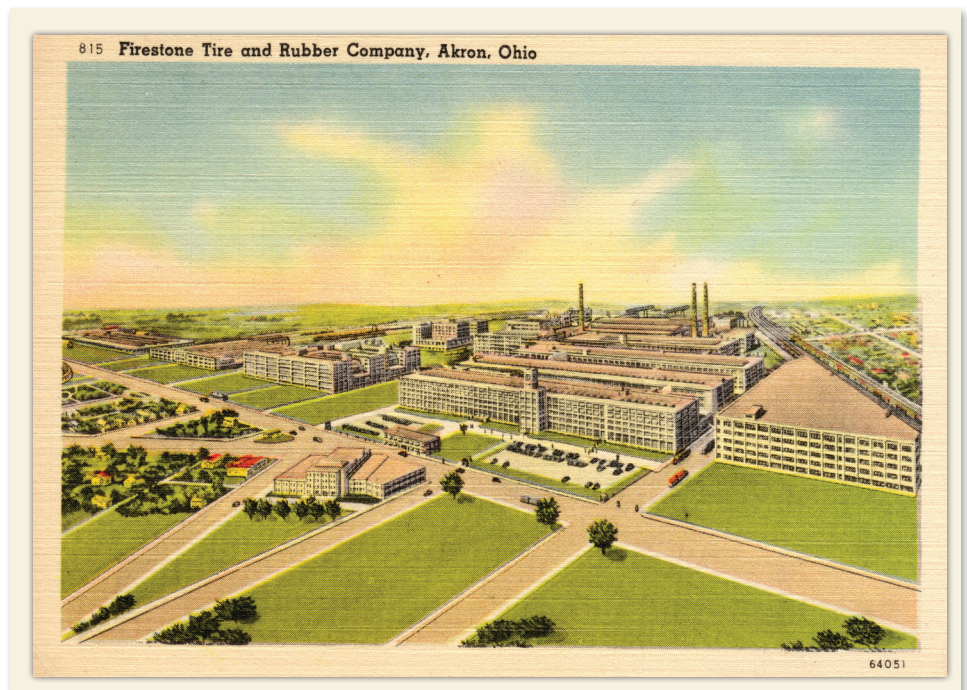
by Lou Ironside

After six months without getting my swap meet “fix”, I finally got to attend a swap meet! Unlike Michigan; Ohio and Pennsylvania are allowing swap meets, so on the Labor Day weekend the wife and I ventured to Springfield, Ohio for the meet that was originally started by the long gone Cars & Parts magazine. The owners of the swap meet purchased the rights to the name and continue to advertise it as such. The weather was perfect, the place was packed, and although this meet tends to bring out more Chevrolet parts than anything else....after six months with no swap meets I didn’t care what I looked at!! I saw a couple vendors who I knew from the FMRC swap meets, and even managed to find a few items I could use. A friend went to the Carlisle Swap meet in Pennsylvania and said he was pleased with the meet. There is another swap meet the first Sunday in October in Randolph, Ohio so will continue getting my swap meet “fix” in another state if necessary!! On that day I would rather be packing for Hershey, but that is just a dream now. Oh well, better a small swap meet full of Chevrolet parts, then no swap meets at all.

POSTCARD FROM THE PAST

by Lou Ironside

In the 1920’s and up through the early 1940’s when you thought of Ford, you also thought of Firestone. Henry Ford and Harvey Firestone were friends, their companies had a close relationship, and they were companions on many of the famed camping trips Henry enjoyed. This relationship with Ford Motor Co., and Firestone tires remained strong until the exploding rear tire on the Ford Explorer pretty much put an end to the decades long business relationship. I often have wondered how Henry and Harvey would have solved the issue.... probably differently than the two companies did. This month’s postcard depicts the Firestone Tire and Rubber Company in Akron, Ohio as it appeared in the late 1930’s and into the 1940’s. Although similar in style to the postcards sold at Greenfield Village, this was produced by a different company, so was probably sold in a dime-store in the Akron area for tourists to purchase. This one was never mailed, so we have no idea who bought it, and why.





In the coming weeks, a building that has played a pivotal role in so many of Ford's iconic vehicles for more than six decades, the Product Development Center (PDC), will make way for a new high-tech, forward-thinking campus in Dearborn for our designers, engineers and product development workers.

Pre-construction work on the PDC has already started and a portion of the building will be demolished in October, including the iconic showroom. Initial construction of the new central campus building, that will sit along Oakwood Boulevard close to downtown west Dearborn and The Henry Ford museum, will commence in the first quarter of 2021, with phased occupancy beginning in 2023.



UP COMING CAR SHOWS

Before attending, check to see they have not been canceled

10/4/2020	Sunday	53rd Antique Auto Hill Climb	Newport, IN
Oct 9 - 13	Fri - Tues	Back to the Bricks Visionary Power Tour Various MI cities backtothebricks.org	MI
10/10/2020	Saturday	3rd Annual Cruise In Car Show at Swift Pumpkins 336 Butz Rd	Bronson, MI
10/10/2020	Saturday	PUMC Holy Rollers Car Show 9 - 2 225 Glendale Blvd	Parchment, MI
10/10/2020	Saturday	1st Annual Tweedle D's American Legion Car Show 2 - 6 720 North SR 25	Rochester, IN
10/10/2020	Saturday	Churubusco Charity Car Show 8 - 2 at the High School 1 Eagle Drive	Churubusco, IN
10/10/2020	Saturday	Oktoberfest Downtown Car Show 7 - 5:30	Pentwater, MI
10/11/2020	Sunday	Muscle Car Day at Edgewater Sports Park 4819 E Miami 9 - 4	Cleveland, OH
Oct 16 - 18	Thurs - Sat	Pontiacs In Pigeon Forge	Pigeon Forge, TN
10/17/2020	Saturday	Ann Arbor Cars & Coffee at Zingermans Café 7:30 - 9 2501 Jackson Rd	Ann Arbor, MI
10/24/2020	Saturday	BOPC Downtown Car Show & Swap Meet 9:30 - 2:30 Corser or E Park & Bartow	Auburndale, FL
Oct 24 - 25	Sat Sun	3rd Annual Injun Wars Pontiac Show at Lucas Oil Raceway near Indy, injunwars.com	Brownsville, IN
10/25/2020	Sunday	12th Annual Blueberry Festival Car Show 8 - 3 at Lions Park 204 Park St	Montrose, MI
10/18/2020	Sunday	Chicagoland Gas & Oil Show gasguys1.com	Peotone, IL
10/28/2020	Wednesday	Great Lakes Pondsapes Hot Rods, Hot Dogs & Waterfalls 29891 E Red Arrow 4 - 6	Paw Paw, MI
Oct 21 - 24	Wed - Sat	Buick GSX Reunion at Beach Bend Raceway Park buickracer@comcast.net	Bowling Green, KY
Oct 30 - Nov 1	Fri - Sun	23rd Annual Pontiac Heaven Weekend at Wild Horse Pass pontiacheaven.org	Chandler, AZ
11/1/2020	Sunday	Freemans Super Sunday 3rd Annual Auto Parts Swap Meet 8 - 3	Grayslake, IL
11/14/2020	Saturday	Springfield Swap Meet & Car Show at Clark County Fairgrounds ohioswapmeet.com	Springfield, OH
Nov 21 - 22	Sat - Sun	Muscle Car and Corvette Nationals at the Rosemont Center Sat 9 - 8 Sun 9 - 5	Chicago, IL
Nov 27 - 28	Fri - Sat	The Fall SuperSwap Ohio Ford at the OH Expo Ctr ohiofordexpo.com	Columbus, OH
Dec 19 - 20	Sat - Sun	The Winter SuperSwap Ohio Ford at the OH Expo Ctr ohiofordexpo.com	Columbus, OH
11/28/2020	Saturday	Antique Toy & Collectable Meet 9 - 2 Kalamazoo Expo Center, at the Fairgrounds	Kalamazoo, MI

THINGS YOU PROBABLY DIDN'T KNOW ABOUT THE DEARBORN PRODUCT DEVELOPMENT CENTER

@FordOnline



The shape and design of the PDC showroom is no coincidence. It was modeled after the rotunda from Ford's exhibit at the 1933 World's Fair in Chicago.

As we say goodbye to Ford's Product Development Center, we look back at some lesser known attributes of the building many of us know and love. Look and share some other facts about the building you will always remember in the comments section.



The pond in front had another purpose

When Ford's research and engineering campus in Dearborn was constructed in the 1950s, two large reflecting pools provided function on top of beauty. The pools at the product development center (then known as the styling building) provided cooled water for air conditioning for the buildings in the vicinity. The ponds in front of the PDC were used to help cool the building and others nearby.

As newer, more efficient technology was introduced to the campus, the cooling feature of the ponds was decommissioned. Both pools, separated by Village Road, were drained in 2016 in an early part of the ongoing campus transformation in Dearborn.

Underground tunnels offer easy access between buildings

Many employees who worked in the product development center and other buildings on Ford's research and engineering campus can recall traversing the heavily populated area via underground tunnels, more than 62,000 square feet in all. In addition to pedestrian travel, the system was created to move equipment throughout the building, leaving a clean environment for employees on the main level.

Over time, the tunnels, which originally connected the product development center to the dynamometer building and buildings 1, 3 and 5, began to be used for pedestrian travel. They were also used to make heating and cooling connections to the ponds. Additional tunnels were added to connect other buildings on the campus. Some tunnels may remain as part of the new campus for utility purposes.



The building hosted a sitting U.S. President

U.S. President Dwight Eisenhower dedicated the new R&E center via closed-circuit TV during an event in the rotunda showroom.

In 1953, U.S. President Dwight Eisenhower dedicated the new research and engineering center in a closed-circuit TV appearance from the White House. He spoke directly to 800 company executives and their wives during a dinner party in the new polygonal-shaped styling rotunda – completed earlier that year – marking the company's 50th anniversary.

The shape of PDC's showroom was an homage to the World's Fair rotunda exhibit

Built in the golden age of American automobile design, the product development center's display rotunda, as it was referred to early in its lifetime, was the place that could make or break a vehicle. The grandiose showroom, with its original wooden floors and mahogany wall panels, featured three display turntables that allowed for easy inspection and comparison of proposed models. At the rear of the showroom, a large casement opened into an enclosed display garden, also equipped with a turntable, where prototype models could be studied in natural light.

The showroom's shape and design is no coincidence. It was modeled after the rotunda from Ford's exhibit at the 1933 World's Fair in Chicago. It was later relocated and rebuilt in Dearborn, where it served as the Ford welcome center until its demise in 1962 from a catastrophic fire. The 12,000-square-foot polygonal showroom was 120 feet in diameter and had a roof that was 42 feet high at its center.

A row of brand-new Ford Mustangs parked near Niagara Falls after the car's 1964 introduction.



PDC played a role in introduction of Mustang at the World's Fair

Following the media introduction of the 1965 Ford Mustang at the New York World's Fair, more than 120 journalists set off on a drive in the all-new sports coupe back to the Ford product development center in Dearborn. The group, reportedly paired two per car, traveled approximately 750 miles through New York state and southern Ontario, Canada, including making a stop in Niagara Falls, then on to the Detroit area.

The architects of the PDC also designed well-known New York buildings

In the decades that preceded construction of Ford's research and engineering campus, Voorhees, Walker, Foley and Smith was responsible for buildings such as the New York Times tower on the site that would later be renamed Times Square. The firm was also responsible for New York Telephone Building, now known as the Verizon Building, as well as Bell Telephone Research Laboratory, the former Bell Labs, in New Jersey.

The firm also built an addition to Henry Ford Hospital – founded by Henry Ford – in 1950. It has evolved into what is now known as HLW International.

Ford tractors were also designed at the PDC in the 1970s

Fast cars and capable trucks weren't the only things designed at the product development center. In the 1970s, Ford tractors were designed there, too.

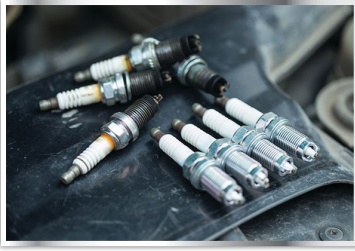
Ford built more than 4 million tractors beginning in 1917 with the Fordson, the "Model T of the soil." Like the Model T democratized automobile ownership, the Fordson was the first mass-produced tractor. Ford stepped up its agricultural operations with the formation of Ford Tractor Operations in the 1960s. The company remained in the business until the early 1990s.

PDC was featured in ad campaigns

Ford's 1989 corporate advertising campaign featured the Ford design center in Dearborn. The building was called on again to appear in 2002's "No Boundaries" ad campaign. Additional footage was captured over four days of filming near Detroit, with more than 80 Ford employees involved in the production. Other locations included Michigan Truck Plant, Romeo Proving Grounds and Ford Rouge Center.

SPARK PLUG FUNCTION AND FAILURE MODES – PART ONE

Contributed by Mike Dale



It all began as an experiment. I was working for one of the car companies at the time, as part of the ignition systems design team. The numbers, the math and the science all told me there really should not be a reason to ever change spark plugs. It turns out I was wrong, but the only way to find out for certain was to conduct an experiment.

The experiment required a test vehicle. Purchased new, the 2008 Ford Ranger came equipped with a 2.3L four-cylinder engine and a five-speed manual transmission. It was intended to serve as a commuter vehicle, with significant weekend use as a hauler and light trailer puller. The drivetrain was chosen with fuel economy in mind.

The plan for the experiment was to run the plugs for as long as possible, using the engine management system's misfire detection to determine end of life. Before we get into the results, it would be good to consider what really happens during combustion, what the spark plugs really do and some factors in spark plug life you may not be aware of.

If you were a chemist, and if you liked writing really long formulas, you could write up a chemical description of what really happens in the combustion process. What you might learn from this is that besides needing fuel vapor and oxygen, you need to add heat to start combustion. Then, once the burning starts, huge amounts of heat are released. It is this heat that causes the air in the cylinder to expand and move the piston.

This is important for two reasons. The first is that the heat can come from any number of sources; it doesn't have to be a spark. Experimental engines have in fact been run using laser beams to supply the heat. Historically, some guy even had an engine running from a candle burning in the intake. Even in regular automobiles, the start of combustion was not always accomplished via an ignition coil. In early automotive times, spark generators called magnetos were used. Charles "Boss" Kettering invented the ignition coil as an easier, better, cheaper way to create the needed sparks. The biggest advantage of the ignition coil is that it works well at low RPM. Magnetos needed battery-operated spark boxes to help start cars because of their poor performance at low RPM.



Because it's still new, this conventional spark plug has sharp edges on the high voltage center electrode and J-shaped ground electrode. These sharp edges concentrate the coil's high voltage, reducing the

required firing voltage. This also makes it easier for the spark to bridge the gap, promoting complete combustion and more efficient engine operation. Over time, these sharp edges will gradually soften and erode, increasing the gap.

The second thing to know is that the coil and the spark system do not really add very much heat at all. Most of the needed heat (more than 90% of it) comes from compression. One of the tricks to get an old engine that hasn't run in a long while going again is to oil the cylinder walls before you start cranking it. This improves the seal of the rings to the block, raises the compression and improves the amount of heat present in the fuel and air.

The heat energy in the spark is measured in joules (j). A number like 30 millijoules (mj) might be about right. Recent design coils for GDI have higher heat numbers (+150mj) and spark current numbers in an effort to get the spark to stay lit in the midst of all that turbulence going on in those cylinders. For

some applications, it can be even less heat. Chain saws and weed trimmers, for example, run just fine with ignition systems that generate only about 3mj. The point is that when the heat is already almost enough (due to compression), a little spark is all it takes to get the whole combustion thing going. Massive high-energy sparks, while possible to make, really don't add anything useful.

Once that heat has been delivered, assuming that there's something in the path of the arc that can burn, a flame kernel form. This is a localized area of combustion. The heat from the flame kernel delivers more heat to the surrounding area. This added heat, and the localized burning, then spread across the top of the piston in the flame front. The point here is that not all of the fuel burns at the same instant. The burning starts at the spark plug and then expands out into the whole combustion chamber.

The time needed for the combustion process is about the same, regardless of engine RPM. This is why spark advance is needed. To deliver maximum power, the peak cylinder pressure must occur about 5° after top dead center (ATDC). As engine RPM increases, there's less time between firing and when you get to TDC again. Because of this, combustion needs to start sooner and sooner as RPM increases, so the peak pressure rise is always in the right place.

It should be mentioned that spark plugs have mechanical functions as well. They need to screw in and out as needed and they need to seal well to the cylinder head to help contain combustion pressure. They need to offer a good connection point to either the coil-on-plug or the spark plug wire. The plug also needs to be self-cleaning and resistant to fouling.

The plug's ceramic is designed to help hold onto all of that high voltage produced by the coil. The ribs on the outside are designed like the insulators you see on power poles. Those ribs give separate sealing points to the rubber boot and a longer distance that the high voltage would have to cross to get to ground. On the combustion chamber side of the plug, the ceramic around the center electrode insulates and separates the high-voltage center rod to make sure that the high-voltage arc occurs in the gap where it's supposed to.

Embedded in the ceramic on most spark plugs is a resistor. Usually around 5K ohms in value, this resistor plays a key role in RFI suppression. Some of the energy sent to the spark plug gap wants to reflect backwards toward the coil and the vehicle electrical system. This resistor offers an impedance that encourages the noise to go off to ground by way of the capacitance of the plug. Should this resistor fail, it's possible that the noise could damage the coil or spread radio frequency noise throughout the vehicle.



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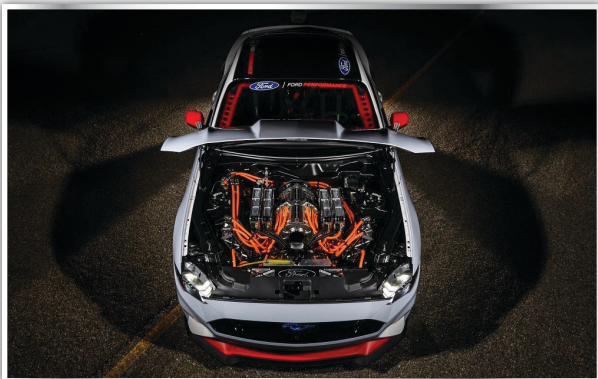


INDIANAPOLIS, Ind. – Engineered to shatter towering performance goals without using a drop of fuel, the all-electric Ford Mustang Cobra Jet 1400 prototype has blazed through a quarter-mile in 8.27 seconds at 168 miles per hour and reached 1,502 peak wheel horsepower in recent private development testing.

That's equivalent to the combined output of more than three 2021 Mustang GT V8 engines. Developed by Ford Performance in parallel to the recently unveiled Mustang Mach-E 1400 prototype, both cars were built to demonstrate Ford's technological capabilities and innovation skillset in EV technologies.

"Since revealing the car, we've continued to fine-tune it and now know we're just scratching the surface of what we may be able to achieve with this much electric horsepower in a drag racing setting," said Mark Rushbrook, global director, Ford Performance Motorsports.

Ford Performance collaborated with Cascadia Motion to power the Cobra Jet 1400. With four PN-250-DZR inverters coupled to a pair of DS-250-115s, giving four motors total and spinning at up to 10,000 revolutions per minute. These motor-inverter packages run at 800 volts and up to 700 amps, with maximum output of 350kW per motor. The only thing slowing this Mustang down is the extension cord?



Photos from the cruise at WaltonWood 12 Oaks. About 10 people showed up w/ their old cars. Besides me, there was Bob Haas w/his '55 Ranchero, Cy with his '49 Ford Convert, Mike & Roxie Fontana. Mike brought his '63 Falcon, Roxie brought her '60 Nash Metropolitan. Greg Covey brought his '67 Mercury. I brought my '48 Ford. I also took my '41 to Eyes on Design meet in the afternoon. They took a couple of photos of my '41 and me.



Story of Irishman, Michael O'Flaherty a Victim of Modern-Day Depression

This is a very sad but true story of the depression that can haunt a man. My friend Michael was so sick and tired of the world; of Covid, and the rest of the stories that our media deem important to broadcast. Michael drove his car into his garage and then sealed every doorway and window as best he could. He got back into his car and wound down all the windows, selected his favourite radio station and started the car.

Four days later, a worried neighbour peered through his garage window and saw him in the car. She notified the police and ambulance and they broke in and pulled Michael from the car. A little sip of water and surprisingly he was in perfect condition, but his Tesla had a flat battery.

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For more information on becoming a member go to FMRCOA.org or write to the above address

Classified ads are free to all current FMRCOA members.

\$20 to nonmembers to run an ad. You can submit e-mail ads to Jerry up to the 14th of the month to be included in the next newsletter. Send e-mails kercres@comcast.net please include FMRCOA in subject or risk deletion.

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