



Annual Swap Meet and Car Show



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Ididit Seminar

Wiring – March 23, 2013

submitted by

Rod Kurowski

I attended an excellent seminar on vehicle wiring. It was part of a group of seminars offered this winter by Ididit located in Tecumseh, MI. Ididit is a family owned business . They make machined custom steering columns for the hot rod market along with other steering components. They also offer other parts like vintage air, PowerMaster, etc.

Every winter they sponsor a series of seminars as it relates to our hobby. I attended the last seminar of the season on vehicle wiring. It was given by Dennis Overholser of Painless Performance. They are a major supplier of wiring harnesses for our hobby. The earlier seminars were on metal prep and paint by House of Kolor, Alternator and starter selection by PowerMaster.

This seminar was well attended. There were ~ 150 people in the audience. The cost was \$12 which is cheap since Ididit provided an excellent lunch, snacks and beverages thru out the four hour discussion. It was held in the shipping area of their factory.

Dennis who is one of the owners/founders of Painless, had an excellent slide presentation as well as handouts for the entire group. He has over 35 years in the vehicle wiring business, has written two books on vehicle wiring and owns several old cars , hot rods and a dragster. His presentation dealt with the correct method of running a wire harness in your

at our new location
CHELSEA FAIRGROUNDS



Continued on Page



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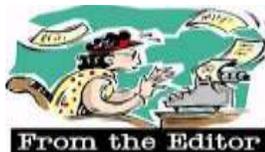
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I want to thank everyone for their wonderful articles and newsletter materials. If you have a car that has a "story" we would love to hear about. Send me an email and a photo and we can feature your vehicle in an upcoming issue of the newsletter.

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

Well, the swap meet is now nigh upon us and we are feeling the effects of our move. I said at the outset we would take a hit for the first couple of years and if we worked hard we would be able to return to the level we have experienced in the past few years. We are losing vendors every year due to attrition. The swap meet experience we have all enjoyed around the country for many years is shrinking due to attrition, e-bay, etc.

We note the passing of fellow long time member Thomas Prosser. Tom was a member for 32 years. See the memoriam elsewhere in this newsletter.

On June 30th, about a dozen or so members brought out their cars to the Baker's cruise. We all enjoyed the change of venue at Bakers.

Please help Tim Pusilo who still has some work slots open for the swap meet. Step up and give him a call at 313-278-1325.

Over the last few meetings, I have been awarding long term members with a name tag recognizing the years they have been in the club. I thought it was appropriate to give these members recognition in the newsletter as well as at the meetings. Those members are as follows:

~ 25 Years ~

Richard Atkinson, Bob Haas, Hans Jacobsson, Gordon Michael, Don Stasil and Charles Warren

~ 30 Years ~

John Price, Joe Newland & Chuck Niehaus

~ 35 Years ~

Grant Beard, Clay Grandy, Cole Grandy, Harry McAuliffe & Bill Stanley

~ 40 Years ~

Bill Davis & Roger Hayman

~ 45 Years ~

Bob Guetschow & Roy Stull

Til next time,
Bob Guetschow

Welcome New Members



No New Members This Month



Brian's Mini Tip: Interstate Driving

While traveling, do you ever get confused about the direction you're headed? That is not a philosophical question, but a practical matter to long distance drivers. Interstate highways running East/West are always even numbered (I-94), and the North/South interstates are odd numbered (I-75). For three digit interstates, remember that if the highway starts with an even number it takes a path around a major metropolitan area (I-275), whereas one starting with an odd number heads directly into a big city (I-375). Sometimes you wonder if you are going to exit off an interstate from the left lane or right lane, and would like to know before you are on top of the exit, so look for the exit 'tag' to be on the left or right side of the big sign designating the exit before you get to it.



Rotunda Times



CALENDAR OF EVENTS

July 10th Club meeting

July 20th
Rentschler Farm Museum
Saline, Michigan

Old time Ford tractors, vintage versions of the famed V-8 engine, and early Model A, B & Ts will all be on display to celebrate Henry Ford's 150th birthday

July 27th & July 28th

DEARBORN '13

August 7th Club meeting

**Mustang Memories
25th Anniversary**

All Ford Car Show & Swap
August 11th
at Ford World Headquarters

Sunday, August 25th



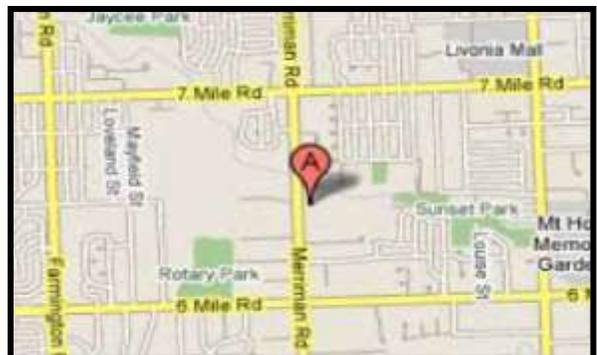
Club Picnic & Hines Cruise

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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JUNE 2013 FMRCOA MEETING MINTUES June 5, 2013



81 members at the June meeting

Bob started the meeting at 7:39pm. Brian Lange offered his hat (with a flag on it) for the pledge.

Welcome to Eric Burgess, Tim Logan, Ron Kelm from AMSoil and Mike Kania who were visiting our June meeting.

Congratulations to Bill Stanley who celebrates 35 years with the club and Gordon Michael who celebrates 25 years with the club.



Bill Stanley (left) receives his 35 year membership badge and Michael Gordon(right) receives his 25 year badge



Minutes were accepted as read with no questions or objections.

Bob reports on the health issues of several members. Kurt Gotleib injured his foot and will be off his feet for about 6 months. Jim Ullery is still in poor health. His family is trying to see if he can make it to a meeting but every day is a struggle. John Stasiewicz is in the hospital and Vic Hollingshead's wife is ill. Our thoughts are with all of our members and their families.

Previous member Russ Cote passed away last month.

Treasurers report was read by Stan and approved as read.

Terry reports we currently have 289 members.

Flyers for the barn show and the swap meet were available.

Jim reports that the website is all good. More photos from recent events like Edsel tour and the Memorial Day parade are coming.

Roger is still looking, from our older members and old materials that you might have.

Bob reports that on May 13th Joe Bugeia passed away at 79. Club made a \$50 donation which the family then returned as they felt Joe would have wanted the club to have it.

Mark Koehler reported on the Varsity Ford show held on May 18th. The low turnout from our members was disappointing but it was a nice show and it was a beautiful day.

Al Orloff organized the Dearborn Memorial day parade which seemed to have been a good event for the few members who attended.

Bill Coombe had a club event planned for June but due to the low interest, he will try and reschedule for a later date if the interest is there.

Reminder that the July meeting will be held July 10th which is 1 week later than our usual date due to the July 4th holiday.

The Hines Park cruise and club picnic is still set for Sunday, August 25th. More details to follow.

Wally Wigand reports that about 70 cars were sold at the Novi Auction the club helped with back in April.

Committee heads and others who might want to go are invited to meet at the Chelsea fairgrounds on Saturday, June 8th around noon to get familiarized with the new location.

Volunteers are still needed for our swap meet and

Continued on page 6



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Ididit Seminar, Continued from page 1

car, trouble shooting, etc. It was a very active discussion between the presenter and the audience.

A lot of questions were raised on the type of connectors to use, soldering versus crimping, tools to use for crimping. Painless only crimps their connectors on all their wiring harnesses. However, it was stated you need to buy a good crimp tool like made by Klein or Packard. The ones that come package in todays kits are not very good and do nothing but squash the connector and break the insulator. He also suggested that heat wrap be used on all connectors in the engine compartment or anywhere the harness maybe exposed to weather.

Dennis stressed, based on his experience with trouble shooting peoples vehicles, that a critical factor is a good ground. You must ground vehicle, frame and powertrain together. Use an adequate size wire for all grounds like a #1 or #0 gage. If you have a fiberglass body, you need to create a grounding block for all electrical components that is wired back to the battery. He also stressed that with all the additional loads being added to todays vehicle conversions that a Maxi-fuse for safety for all current flow be added . He was not in favor of fusible links as they are difficult to replace and trouble shoot.

A lot of time was spent on installing relays for high load devices like electric fans, after market a/c, and other high current draw items. There was a number of questions from the group on this specific item.

He went on to discuss one wire alternators like the PowerMaster. He indicated that these one wire devices work great at monitoring battery conditions. However, they do not consider the entire current draw on the vehicle with heavy electrical loads while cruising at low speeds like in a parade. This is why your lights will dim or flutter, electric fans will reduce speed. He displayed by adding an addition wire from the alternator A post back to the ignition switch would correct this issue.



Meeting Minutes

Continued from page 5

car show. More volunteers mean less work for many instead of a lot of work for a few. Sign up!!! Work shirts will be available.

Talk about a possible trip to Auburn was mentioned. Will revisit this trip later this year.

Ron Kelm, our guest speaker, is an expert on AMSoil. He was there to talk about this great product and answer questions from the members.



Ron Kelm, local AMSoil dealer

After car talk, Bill Coombe shared more of his foreign license plates and the night ended with the 50/50 raffle.



FEATURED ADVERTISER

Our featured advertiser this month is Michigan Sand Blasting and Planetary Powder Processes. Michigan Sand Blasting is a family owned business since 1973. Scott Martin is the owner of the business and offers sand blasting, welding and powder coating. Check out their website for more information or give Scott a call with your needs.

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Brian's Tip: Deck Height

Since there are misconceptions about 'deck height', I thought I would take the time to explain it this month. A good standard engine is the Ford 302, an engine that has a four inch bore with a three inch stroke, along with an 8.2" deck height. The true deck height is the measurement from the centerline of the main bearings to the top of the block where the cylinder heads are placed. If you really read into manufacturers specifications and find that your engine is supposed to have a 10.5 to 1.0 compression ratio, that would be with the block 'decked' to zero, meaning the block is even with the piston at top dead center. Most manufacturers, in the standard every day engines, pretty much leave the pistons down in the hole a bit to lessen the advertised compression ratio, mostly because they know people are 'frugal', and will probably will not be putting the correct octane required for that engine in the tank.

If you do rebuild your engine, and you do want it to be what the manufacturer claims it is, then you really need to check to make sure the pistons are even with the deck of the block. Most pistons will be down in the holes anywhere from .010 to .040, some intentionally, some not. You would then need to find out where the pistons are supposed to be in the block, then have a reputable machine shop mill the block to get it correct. Way too many times a block will be higher on one side than the other, some up to .015 higher on one side than the other. You can imagine what that would do to your performance, and we all know the engine should be the same on both sides so, make sure it's checked and corrected if necessary. Remember that milling a block adds much more to compression than just milling heads. If you mill heads you are milling a relatively small area compared to milling the block, as milling the block is milling the entire hole, which adds much more to compression than milling heads. just for a 'rule of thumb', milling the block versus heads will increase compression by about twice as much.



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Postcards from the Past

by
Lou Ironside

The Model T Ford was in production from 1909 to 1927, and during that time every one jumped on the



Model T from the 1920's

Model T "Bandwagon". There were thousands of "add-ons" available through Sears, Western Auto, Montgomery Wards, and Pep-Boys. There were books of Model T jokes, there were songs written, and on this postcard a poem to: That Dear Old Flivver. The Model T on the postcard is from the mid-1920's and looks like the family is well packed for a journey. There are two adults and three children, two fairly large dogs, duffel bags on both front fenders, and look at the size of the package tied on the running board. They are too well dressed to be heading west from the dust-bowl, so more than likely they were heading off on vacation. Quite a load for that Model T Ford.



The Roving Reporter:

Three swap meets to report on this month, two in Michigan and one in Ohio. The Midland Antiques Festival has a swap meet, but this year the weather was cool and followed a couple days of rain. That, kept many of the vendors away, so the meet was smaller than in years past. Although smaller, there always seems to be a fairly good selection of old Ford parts at this meet. Everyone in our vehicle found a few needed (or occasionally unneeded) items to drag

home. In spite of the cool weather, a worthwhile drive.

The second meet is the "Cars are the Stars" meet at the Packard Proving Ground in Utica, MI. This meet previously was the Carnival of Cars meet, which was a "premier" meet in Southeast Michigan. When it changed names, the attendance fell off dramatically, and the swap meet took a similar hit. This year there were a few more vendors than last year, but it was still pretty thin compared to years ago. Being on the same day as the "Barn" show didn't help either I am sure. This has become one of those meets that you can miss, and not feel too bad. A shame, as it use to be one of the best. How about a report on the Barn Show?

Finally, Randolph, Ohio. I had my doubts about going to this meet, but went along with friends anyway. If you have a Chevrolet, or a racecar it is a good meet. If you are looking for early Ford parts, there aren't any there! Over the years I have bought a few nice items at this meet, but in the past few years I have come home empty handed. So, Randolph is going on my don't bother to attend list along with the Springfield, Ohio meet unless I buy a racecar or a Chevy...both highly unlikely!

Finally, if you have a chance, visit the new Model A Museum at the Red Barns in Hickory Corners, MI. You will be amazed, it really came out fantastic, and worth the drive.



PBS and Henry Ford

The recent public television program on Ford seems to have suppressed some people in that it didn't present the man in the best possible light. Back in the late 1980's there was a TV miniseries based on the book "Ford: The Man and the Machine" and this was another effort that seriously downplayed Mr. Ford's humanitarian accomplishments.

In his own time Ford's relationship with the media (mostly newspapers at that time) was both hot and cold. He had a unique ability to get free advertising from the papers. Rather than buy a full page advertisement, he would call a press conference and give a press release. The reporters were not likely to ignore something like this! Since this didn't make a lot of money for the newspaper owners there was some resentment and they took opportunities to snipe at Ford personally when they could.

The wealthy upper class considered Mr. Ford an upstart and "new money". It's true that Ford was born a Michigan farmer and his roots stayed in the soil. His Model T was intended to be affordable to even the smallest farmer and maybe the guy on the assembly line.

Other manufacturers aimed at the wealthy with cars that sold for thousands not just a few hundred dollars. As Ford's fame grew among the ordinary people he was considered a folk hero and there was grass roots support for him to run for public office.

All this was either ignored by the press or criticized along with his humanitarian projects. His efforts, they said, tampered with peoples' lives just because they worked for him. He saw his educational and cultural efforts as a responsibility and looking back we see he was way ahead of his time. Today we have government departments like HEW (health education welfare) HUD (housing and urban development) that do the "social engineering" Ford was accused of! All at taxpayers' expense now.

Putting aside the television images of Ford, we should turn to Ford R. Bryant's book "Beyond the Model T" which gives a much broader view of Ford's philanthropic ideas. Some of his accomplishments ran parallel to his automobile business but others simply dealt with improving other peoples' lives. Many of his contributions to science he freely gave

to the world without royalties, just because it was the thing to do. Maybe someday these things will be better known to the general public just like the Ts, As and V-8s.

Respectfully Submitted
Bob Topping



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Continued in next column

JUNE SHOW AND TELL

Bill Coombe shared more of his large collection of foreign license plates.



Novi Auction Photos

*courtesy of
Deborah
LeVasseur*



*In Memoriam
Thomas Prosser
1/17/33 - 7/3/13*

It is our solemn duty to announce the passing of long time fellow club member, Tom Prosser. He was 80 years old. Tom was a club member for 32 years. He is survived by wife Betty, son John & sister Nancy.



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Dues are \$25 before and \$30 after December 31st.

Please mail your dues in or pay at a meeting!

JUNE CLASSIFIEDS



- Mustang parts. One flat rate takes all. No offer refused. (Also have a transmission). 248-391-3934 or vidachek@comcast.net. Mrs. David Cheklich (Vivian).
- 1932 Ford tudor chopped top, old rare car, good condition, all steel. 313-534-5974. Harry McAuliffe.
- F-100 fiberglass hood; NOS running board. 248-321-7871. Bill Stanley.
- 1979 Mercury Capri front, clip, (no body) doors glass, seats, wheels, dash, t-lights, grill, heater, etc. C: 586-557-1910 or H: 586-749-4503. Brian Lange.
- 1947 Ford business coupe. Black with flames, flathead V8, solid steel, Texas car. \$23,000. 248-879-0854. Karl Chase.
- 1956 Ford Victoria front windshield d.c. \$50. 1955 Ford rear bumper \$35. 1955 parking light hsg new. \$25. 810-231-3184. Hank Dawson.
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- 1965 F100 pick-up short bed, 300 cu – 6, 4 spd/od, red/black 2 tone, frame off, resto. 517-282-4738. Roger Hodyka.
- 260 Ford engine. 734-417-7010. Keith Price.
- '66 Thunderbird conv., 390 4v, red, black int., blacktop, new tires, power everything. \$16,000 or best. 313-231-9292. Ehren Golicz.
- 1957, 58, 59 Ford nos and used parts, mostly body, trim and accessories. 50 year collection. Moving and like to sell as much as possible. 734-944-6930. Howard Voigt.
- Ford 1935 salesman's handbook. Mint condition. \$400. 734-676-1560. George Patrick.



- Wanted Smith Corona pwp. need this to complete Ford history book. What do you have?? Bill Coombe. 586-293-0662 or bcgrandmarquis@gmail.com

Continued next column

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- Pinto parts or cars 1932-34. Ford pick-up parts. 517-282-4738. Roger Hodyka.



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