



Most bang for your bucks

Everyone who has desired to improve the performance of an XR has always wondered which is the "right" way to go. Ask 10 people and you will get 12 opinions. Everyone believes they know the best way.

I can speak from experience and by "wasting" a great deal of money by not understanding how to approach the subject. Just about every often self-appointed "expert" gave me the scoop, nearly all of it turned out to be wrong.

Based on experience, here's what I'd recommend:

1. Buy Corky Bell's book "Maximum Boost" and understand how to improve performance in a turbocharged engine.

2. Aftermarket parts. Learn what aftermarket parts are available; get information from the manufacturers including dynamometer sheets. Make sure their product was the only addition made to the test vehicle otherwise you won't know how much improvement the product was worth.

3. Big exhaust. Next, install a full 3-inch exhaust system, preferably in stainless steel with a performance catalytic converter. The difference between my Borla 2.5-inch dual-exhaust system and the full 3-inch literally was night and day.

4. Intercooler. Next, get an appropriate sized air-to-air intercooler not mounted in the engine compartment or behind the radiator. As Corky Bell points out, a small intercooler is not better than no intercooler. Make the connecting tubes as straight as possible and eliminate turns and connectors wherever possible.

5. An improved boost controller would be next.

6. An air fuel meter to see if the car runs rich or lean.

7. A dyno test to determine how the car is running and if it's running rich or lean. It is critical to ensure that the engine is receiving enough fuel. By the way, dyno test after every major change to determine if it was worth spending the money.

8. Sky's the limit: Roller cam, big-valve head, larger injectors, larger fuel pump, mass air, EEC-tuner, etc.

— Dave Weiner

MCA Happenings 2002

MCA Annual General Meeting, May 31, 2002 during All-Ford Nationals

The club's annual general meeting will be held in conjunction with Carlisle this year. The meeting will be held at the Radisson Penn-Harris hotel on the evening of May 31. Exact time and place to be announced at the Carlisle showfield on Friday.

Screamin' yellow zonker

What happens when you strip down and start over

By Attila Nyiradi

My car started as a \$300 dent-ed up used and abused Merkur.

When I handed over the money it was time for the fun to begin. First we took the car up to where I work to rip out that old tired engine. From there we took the car up to our shop "Dreamin' Xtreme" where we first had to clean out and then paint the whole engine compartment. After it was painted, we dropped the brand-new engine, including the full 3-inch exhaust, T3/T4 hybrid turbo, ported intake and exhaust manifolds, polished all aluminum pieces, chromed pulleys and other miscellaneous parts. We finished bolting it all together, and with the engine finished, moved on to the body work.

The car was stripped down to the shell, including bumpers, cladding, interior, lights and so on. From there we took the car down to original primer and bare metal



where it was needed.

My intentions were to make it look like an original cosworth, or as close to it as possible. We started by welding up all the rivet holes for the cladding and shaved the rear license plate lights by cutting them out and welding in a piece of sheet metal.

Since we couldn't get an original Cosworth hood at the time we had to go with fiberglass louvers. We cut holes in the hood for the louvers and did the body work to fix any cracks and air bubbles they might have. Then we glued and molded the louvers into the hood so there were no seams. On to the hatch, all of the original double spoiler mounting holes also had to be

wavy, cracked, chipped, full of air bubbles, seams on them were poorly joined together, and the arches needed to be cut and ground to fit. We fixed all of the

imperfections in the fiberglass parts which was very time consuming. Then we primed and wet sanded them also. To install the Euro lights, we had to cut out the old headlight brackets and welded in the new ones, which also needed some modifications.

The car was now finally ready for paint.

Originally the car was going to be yellow but while looking through the paint book for different color alternatives, one color caught my eye: citrus yellow. This was probably the most obnoxious and brightest color in the whole book.

The shell and fiberglass parts were then painted and readied for reassembly.

After the body was put back together we moved on to the bare interior. We started off with new black carpet, redid the headliner, painted the dash and all other plastic pieces black. As for the seats I chose, Corbeau Targa RS racing seats in dark and light

welded up to accommodate the fiberglass RS500 wing. The front bumper support had to be removed to make room for the RS500 front bumper.

Then it was time for the body work to begin. We fixed all the dings, dents and welded any imperfections in the body. After that the shell was primed and wet sanded.

The fiberglass pieces we got were hideous. They were

grey to match the original rear seats. Then we reupholstered the door panels with black material and with inserts to match the light grey in the seats.

We didn't want crank windows so we also installed power windows in the car as well. Keeping the 3-hour drive to Carlisle in mind we installed a Pioneer stereo head unit and new speakers all around.

Then we added a set of 17" Enkei RS6 wheels with Yokohama 40 series tires. Over \$10,000 dollars, we finally made it to the 2001 All-Ford Nationals in Carlisle.

Plans for 2002 Carlisle

We are installing Ford Sapphire tail lights and High Intensity Discharge headlights. We also will make custom door panels with molded in speakers.

In addition, there will be insane engine work by PM (Phil Marshall) Motorsports including a custom intake, intercooler, blow-off valve and other goodies. We'll also install a few engine dress-up pieces, bushings and some other pieces from Phil Dorsey at OPMD.



Before: Hillsborough, N.J.'s Attila Nyiradi's early-model XR, right, before he began work. Approximately \$10,000 later, his car is winning trophies at car shows.

Citrus Yellow: Paint was sprayed by Steve Novak. Nyiradi says he looked for the most obnoxious color he could find. The engine compartment is detailed with the same color.



Super clean and one of a kind: You'll find 17-inch Enkei RS9s shod with Yokohama 40-series rubber all around. Note that the cladding has been removed, the rivet holes filled, and a Cosworth RS500 wing plus Cosworth grill added. Fiberglass hood louvers exhaust all the hot air underhood generated by a much-breathed on engine by PM (Phil Marshall) Motorsports featuring a custom intake, 3-inch exhaust and intercooler.



Miles of Merkurs: You won't find anyplace with more Merkurs than the All-Ford Nationals at the Carlisle Fairgrounds in Carlisle, Pa.

How to prepare for Carlisle

From the perspective of a judge at two past Carlisle Merkur gatherings, here are some tips on how to prepare for the Saturday show-field judging.

For low-key competitors

1. Wash the car. Or, if you have a long drive to Carlisle, bring your car-cleaning materials. You'll find a car wash area upon entering the fairgrounds. They provide hoses, water, etc., you provide suds, cleaners, elbow grease, etc.

2. A good coat of wax at least helps protect your investment and makes the car a bit shinier. Any number of brands are good ones; personally, I use Meguiar's. The important thing about wax is to clean the car thoroughly beforehand. Do small areas at a time, do it in the shade on a cool car (that's cool temperature . . . all Merkurs are cool by nature!), and wipe off the wax after it's dried to a haze. Use clean soft clothes (old bath towels work well, so do old sweat-shirts). I've also had nice results by using one of those cleaner "clays" before waxing. That clay really does leave your car's surface a lot shinier, cleaner and slicker (good for more top speed?).

3. Clean the engine compartment. Warm the engine, protect the distributor and coil with plastic bags, spray on a quality engine cleaner,

What is so special about Carlisle?

The All-Ford Nationals is one of the largest car shows in the USA. It is of particular interest to Merkur people, since Ford made our vehicles.

Carlisle gives the Merkur community the opportunity to show the world and Ford Motor Company that we are still a viable group of enthusiasts.

Unlike other Ford brands, notably Mustangs, T-Birds, Continentals, and others there has always been a special unity when coming together at Carlisle. Whether under the IMON banner or MCA banner the main thing to remember is that it's about Merkurs - XR's and Scorps. Many other Ford makes have fragmented into different clubs with diverse views and

goals. They are not able to put personalities aside and celebrate their own marque.

I remember what a Fairlane club official said two years ago. "You," he said, meaning Merkurs, "have no right being here or winning, Ford doesn't make your car anymore." I replied "Do they still make Fairlanes?" He never answered, just sputtered and walked away.

We hope that the Merkur community will never reach that stage. It would be a shame to lose the camaraderie that exists where ever we get together. Carlisle is the special event that makes us the envy of the Ford world - let's keep it that way.

-Dave Weiner
Merkur Club of America

let it sit for a few minutes, use a parts brush on the stubborn areas, and spray off with water. Avoid high-pressure sprays. Afterwards, wipe down any visible problem areas with more cleaner and then start the engine and warm it up until all the steam dissipates.

4. Clean the interior. Buy some carpet cleaner at auto-parts store. Follow directions on the can. Your carpets will look better, smell better. Vacuum first. Use a small paintbrush to clean air vents, around dials, gauges, etc. Wipe down all vinyl surfaces with a protectant. One professional detailer suggests using a 50-50 mixture of vinyl protectant with water; this dulls the shine a bit and makes the vinyl look, well, more natural. Use this same

mixture on underhood rubber-type stuff (hoses, etc.) and on tires, shift boot, etc. I use leather cleaner and conditioner on the leather upholstery. Clean the floor mats with the same carpet shampoo. Doing the floor mats several times might be called for. If you have a cloth interior, vacuum thoroughly and use an upholstery cleaner. Wet a cloth lightly with your 50-50 mixture of vinyl protectant and water and wipe down the cloth surfaces, then follow with a dry cloth. I read this in a professional detailing book somewhere. Also use the 50-50 mixture to wipe down all the rubber door seals, etc. (or use silicone spray applied first to a cloth, then to the rubber). After applying the stuff, go back over all of it with a dry cloth and wipe it down.

5. Clean the windows.

Clean both sides of the window. Another tip: Roll the windows down just a smidgeon and clean the last quarter-inch of them (where they roll up into the frame).

Tips for serious entrants:

6. Polish the headlights, turn signals, taillights with plastic cleaner and polish.

7. Use a can of flat-black or semi-gloss black paint, paint the plastic cover that goes over the gas tank.

8. Remove the wheels and spray the same paint on the inner fender liners (assuming you still have fender liners). You'll need to mask off the cladding/bodywork to prevent overspray. I could

imagine extra points being awarded if anyone still had their original inner fender liners. Or even part of them.

9. Bring back the original black of things like door handles and mirror surrounds, etc., by using a product made for that purpose. You can also use it on the body cladding.

For all competitors

Do the judges a favor: leave the car unlocked, the hood raised. You get points deducted if the hood is closed and the judges can't look into the interior. And make up a window poster with all the things you've done to your car; this helps the judges also by helping them decide which category (stock or modified) to place the car in. They'll be looking for things like upgraded brakes, 3-inch downpipe, dual exhausts, intercoolers, etc. Yes, some of these things are obvious but others aren't. Note special items like very low or very high mileage, one-owner, four-wheel disc brakes, exhaust upgrades, special gauges, upgraded tires/wheels, 426 Hemi, etc. The judges also give points for display: Mirrors under the car, models displayed in the trunk, brochures/advertisements/ posters, etc.

If you have an original electric antenna that still works, you may win a prize automatically. :)

One Kwik Kanadian XR

By Ian Glyn-Jones
Ontario, Canada

- The paint is 2 months old. Color is '75 Corvette Bright Blue Metallic in Sikens Base/Clear. Mono color w/maroon accent molding.

- Engine is all-new. Performance built by Mississauga (Ontario, Canada) Engines. Modern Performance intercooler, Turbo Coupe VAM, EEC Tuner, ported intake & exhaust manifolds, MP big-valve head and roller cam, new turbo with Grand National compressor wheel, 42 lb. injectors, all new ignition parts. Full 3-inch exhaust system with mandrel-bent downpipe, cleaned and flowed injectors with an adjustable fuel pressure regulator, Walbro in-tank pump, recently rebuilt turbo, a Hallman boost controller, run strictly on synthetic fluids after break-in.

- All-steel three-core radiator cooled by a 16-inch Hayden electric fan

- Brakes are all new with cross-drilled rotors, "Green Stuff" Kevlar pads, braided-steel flex lines. Upgraded to an 1988 brake booster and master cylinder.

- Rear disc-brake conversion

- Suspension is all new with Spax Sport springs, Spax struts and shocks, Powerflex polyurethane bushings, Cosworth front and rear sway bars, new ball joints, front and rear strut tower braces.

New HD LUK clutch assembly and short shifter from BAT, T-5 conversion

- New CSA six-spoke 15x7 rims w/custom center caps.

- New Pacemark GT Uni-directional tires. in sizes 205/50/15 front and 225/50/15 in the rear.

- Full Cosworth RS500 body kit from MC Rally of the United Kingdom.

- New Euro headlights and fog lights with clear front and side signal lights.

- Mint Raven leather interior and dash with a white gauge overlay; three-gauge



A consistent blue theme: Looking beyond the obvious blue paint job, you'll find Cosworth accents front and rear, Euro lights, anodized (yes, in blue) strut tower brace, intercooler tubing and extremely well detailed inside and out. Ian Glyn-Jones' XR started out as a 1986 model but now has been fully modernized.

pod in center dash vent area.

- Kenwood AM/FM/ Cassette stereo with Kenwood amplifier and sub woofer, a Sony 10-disc compact disc changer.

- Was dyno tested at Carlisle with 211 HP at the rear wheels (250 at the flywheel) with 245 lbs/ft. of torque. Soon to be dyno'd due to some changes. (estimated to be approximately 270 hp at the flywheel).

- Car has been appraised at \$11,000 by Classic Car Appraisals in April 2001.



How to install extra gauges

By Richard Curtis

Step One: Buy the gauge (or gauges). I opted for AutoMeter water-temperature and oil-pressure gauges for about \$110. You face the choice between mechanical and electrical gauges. I chose electrical, which eliminates any coolant or oil lines into the driver's compartment.

Step Two: Read the directions that came with the gauges. Then remove the "flashing lights" panel (two screws) that surrounds the clock and car diagram.

Step Three: Remove the clock (four screws), disconnect the electrical connector and add the clock to your storehouse of extra parts.

Step Four: Take the flashing lights panel, turn it face down on your workbench, and cut a piece of plastic, aluminum or other material slightly larger than the hole left by the clock. Glue or otherwise attach this panel to the backside of the flashing lights panel. Set aside to dry.

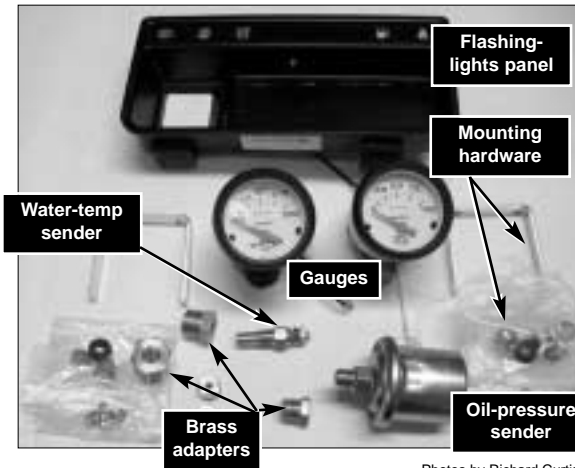
Step Five: Once the glue has set up, place the panel face-down on your workbench and cut two 2" diameter holes for the gauges using a hole saw (I'm assuming you bought 2 1/16-inch diameter gauges). Be careful to locate the holes exactly. Measure twice, cut once.

Step Six: Insert and secure gauges into the panel using the hardware included with the kit.

Making connections

Step Seven: You'll need to find a wire inside the "flashing lights" hole that is hot when the ignition is turned on. I used the hot lead to the clock. I also used the ground wire to the clock as a common ground for the gauge lights and the gauge grounds. Hook up the connections per the diagram included with the instructions. Test that the gauge lights come on when you turn on the ignition.

Step Eight: You'll need



Photos by Richard Curtis

What you'll need: The water-temperature and oil-pressure gauges, senders for both, various adapters.

either to find a hole already in the firewall, or you'll have to drill one through which you'll run the electrical connections to the gauge senders. I used the hole through which the speedometer cable ran (on the firewall beneath the master cylinder). You'll have to remove the rubber grommet. Although you can reuse the grommet, there is a spare grommet included with each gauge. The grommet protects the wires from being cut by the firewall metal and keeps any noxious fumes from the driver's compartment.

Directions call for using 18-gauge wire. Cut a piece long enough to reach from the oil-pressure switch, through the firewall hole, underneath the dash, to the gauge.

Fish the wire through the firewall hole. I then fished it OVER the steering column to the underside of the lower dash. You can reach through the hole left by the "flashing light" panel, and grab the wire to complete fishing it to the back of the gauge. Secure the wire leads at several places with nylon ty-wraps.

Make secure connection to appropriate post on backside of the gauge. Run a ground wire from the gauge ground to a known engine ground.

Do the same thing with the wire from the coolant-temp sensor (on driver's side,

backside of the lower intake manifold, the infamous "purple-ring sensor" is where I chose to install mine).

Installing the oil-pressure gauge sender

Step Nine: First, remove the EGR tube from the EGR valve (one large nut; I used a 1" wrench) and then remove the EGR valve (two 13mm bolts). Remove a single 10mm screw that secures a bracket that holds a coolant hose that comes across the rear of the valve cover. Then remove the oil-pressure switch (on driver's side of engine, at extreme rear of the cylinder head). You'll need a special socket for this (\$5 at any auto-parts store).

I tried to install a 1/4" NPT brass tee (\$3.50) that would allow me to use both the original oil-pressure switch and the new gauge (see photo). Sadly, there is no room for this in any configuration (believe me, I tried them all). The space is just too tight between the cylinder head and the EGR tube (maybe if I had done this while the engine was OUT of the car, the outcome might have been different).

The new gauge sender is so large that it contacts the EGR tube in such a way as to prohibit installing the EGR tube into the EGR valve. In fact, I had to trim



How it looks finished: Installed in the dash, all you lose by this mounting is the clock. The "flashing lights" still flash, the car diagram is still operational.

the bracket into which the coolant hose is attached in order to make room for the new sender. I used the Tee anyhow to get the new sender high enough to avoid contact with the EGR tube. Even then, it was a tight fit.

Once installed (make sure everything is tight, or else: Oil Leak! Ask me how I know this), simply connect the wire to the top of the new sender. Now your oil-pressure gauge works. I got about 65 pounds of oil pressure. Several Merkur owners have confirmed this is normal at cold idle. After the engine is warmed, pressure drops to about 50 lbs.

Connecting the water-temperature gauge

Step Ten: You can do either of two things. One, you can disconnect the wire running to the purple-ring sender and simply attach the new wire from the new gauge to the purple-ring sender and reconnect the original wire to the purple-ring sender.

What happens is that your original water-temperature gauge will read extremely low but your new gauge will read correctly (at least mine did, showing around 180 degrees in normal highway driving, rising to 210 for prolonged stops, at which point the engine fan comes on and

cools everything down to 195).

Or, two, you can remove the purple-ring sender from the lower intake manifold and install a 3/8" NPT brass tee (\$3.50). Then you can install the purple-ring sender into one of the openings in the tee and the new temperature sender into the other opening. You'll need a 3/8" NPT "close nipple" (\$1.20) to mate the Tee to the lower intake. Hook up the wires and now your new water-temperature gauge will work also.

I bought the brass Tees, plugs and close nipples at a local hardware store (about \$11 worth).

Altogether, this project took about six hours, and some of that was just merely being careful, taking my time and figuring out what to do (and some of it was redoing some of those things like trying to get the oil-pressure brass Tee installed so that I could also use the original oil-pressure switch; sadly I couldn't make that work). If I had known initially how to do this installation, the project might have taken 2-3 hours instead.

I hope this helps you install your gauges. Then you'll know more accurately what's happening inside your engine and engine compartment.



Scorpio collection: On the street in the Twin Cities of Minnesota. Kuettel has owned 39 Scorpios, 10 XR4tis.

39 & 10

Magic numbers for North Country Merkur collector

"This German-built Ford sedan competes admirably with the BMW 500 series and the mid-range Mercedes – cars that cost at least \$10,000 more. The front-engine, rear-wheel drive model features European ride, aerodynamic looks and great comfort. Price: \$25,414 including automatic transmission, leather seats, moon roof and a trip computer. Maximum dealer discount: at least 10%."

"The 10 Best New-Car Values"
Bottom Line magazine,
June 15, 1989

By Paul Kuettel
Flyoverland, Minn.

March 29, 2002: I just helped the towing guy slide my woebegone 39th Scorpio off his flatbed. Got it at the St. Paul Police Snowbird Auction for \$55, so now I have spent another \$57 for a two-mile trip to dump yet another fluid-leaking eyesore in front of my palatial inner-ring suburban '50s rambler.

So I suppose it is time to start the story of my perverse decade of Merkur addiction.

It all started in 1992. By then, the last of the '89 brass hats had disappeared from the Lincoln-Mercury lots and they were starting to come back as 60K, end-of-warranty trade-ins. For some reason there was an abundance of Scorpio demos and rental cars dumped in the Twin Cities of Minnesota. I remember them being advertised as late as Spring, 1991 for \$18,995 and have since heard that they were going for as little as \$13-\$14,000.

I had been interested in FoMoCo's Merkur experiment since the previews of the XR4ti started appearing in *Car and Driver*, *Road & Track* and



How a man with 39 Scorpios looks at the world: Paul Kuettel, well known to the IMON mailing list.

Motor Trend magazines in 1983. I was driving a 1980 Fiesta Ghia at the time, and could better afford three car magazine subscriptions than a Merkur. As a German Ford Guy I was intrigued by the XR4ti, but was never much interested in them, a personality defect that remains to this day. When the sneak previews of the Scorpio started to appear in '85, however, I began salivating.

By Fall '92 I was ready to take the plunge. After losing out on a few, in the range of \$8,000-\$12,000 I finally purchased an '89 Antique Bronze Metallic beauty, with 59,785 miles on

the 60K warranty, for \$7,900.

Expecting a perfect car for that price, I was not yet aware of the lenience expected of a Scorpio owner. So the poor car spent most of its first month of my ownership at the dealer as nit after nit was picked and the Ford warranty system was thoroughly abused.

The idle was not quite steady, it hesitated on cold mornings, it oozed a bit from the front seal, the tranny shifted too abruptly, a couple of dash and switch lights were out, a door speaker sounded scratchy, the coolant temperature idiot light flickered, the steering was notchy on center, the air conditioning didn't blow cold enough, the driver's seat heater didn't work, and much, much more.

I have copies of many bitch letters to the Dealer, the District and the Home Office in my file cabinet, in the fat folder labeled "S1 – Bronze."

Scorpio No. 39, as an abandoned vehicle, didn't come with a key, and some so-and-so locked the doors to keep potential bidders discouraged.

Just to be sure of a low price, there was a fat guy going around showing looky-loos the "tibble" key that would have to be cut just to get into the car, let alone see if it runs. What a dink.

In my defense, two weeks before I had just lost out on one at the same auction to a poor Somali immigrant

who had no idea what he was buying, yet found a key under the seat and drove it off! (not far, but that's another story that has appeared elsewhere). This time I was simply trying to prevent some other poor sucker suffering a similar fate.

It was hard on my conscience, but somewhat liberating and cleansing to gain access to my latest Scorpio, not by lying on my back in the muddy lot and trying to reach up past the radiator fan to pop the hood release, but rather to spectacularly blast out a rear window with a hammer.

I let 11-year-old Drew have the first whacks, but he couldn't even scratch the glass. It took me three tries, but the laminate finally succumbed in a shower of crystals.

Traffic citations, various repair receipts and some personal mail gleaned from the shard-strewn interior of "Scorpio No. 39 – Burgundy" just assumed its place in the newest folder in the back of the drawer.

I wonder what became of Scorpio No. 1? Sold it many years ago.

For my latest \$112 investment I can at least replace the broken tail-light lens on my current 5-speed daily driver. I'll unscrew, cut, pry off anything else that comes off easily, and the same towing guy said it would only cost me another \$30 to get rid of it next week.

Anyone need anything?

Paul Kuettel is a self-described large, middle-aged Scorpio fan and computer consultant from Flyoverland, i.e., St Paul, Minnesota.

Since 1992, he has owned 39 Scorpios and 10 XR4Tis. He's currently down to 16 Scorpios (three of which are 5-speeds) and two XR4Tis. He has attended four of the past six Carlises and will be there again in this year.

Northern Virginia Merkur Owners group

The temps couldn't be much colder with a brisk wind under clear sunny skies greeted NOVAMOG for our March 10 meet at Six Flags, Md., to watch the Chesapeake Region of the Porsche Club of America hold its spring autocross.

Five XRs showed up along with two members coming out in their beater cars (Dan Dunn and wife in his white '97 Mustang GT and Eric Scuderi stylin' in his late-model Cadillac). Greg

Larsen gets the honors as the most dedicated member, again arriving all the way from Martinsburg, W.Va. in his totally restored '89 XR. Rob McDonald drove in from Germantown, Md. in his recently purchased Rosso Red '87 XR, looking great and with the most excellent donuts. Damien Alexander, '86 XR, Richard Curtis, '89 XR and Rich Franco, '89 XR.

The parking lot of the autocross was nearly a full blown car show in itself with every model Porsche makes represented along with a smattering of BMWs, Inte-



Earlier NOVAMOG meet at Dave Planakis' shop: 10 Merkurs and their owners gathered on a sunny early-Spring Sunday morning to swap stories.

gras, VWs, Subarus and even a few Mustangs thrown in. The course was longish with most cars taking over 5 min-

utes to complete NOVAMOG schedules a Gathering once a month. Check out the photos from

the event at our website at www.geocities.com/novamog



Northeast Ohio meet: Despite cold and rainy weather on April 21, 17 Merkurs and one XR4ti-2.3-powered Ford Ranger showed up at Papa O's Pizza in Barberton, Ohio, according to Merkur owner Mike Oyler. At one point, he says, Scorpions actually outnumbered XRs. Merkur owners from Pennsylvania, Ohio, Missouri and Michigan were in attendance. Kevin Otanicar showed up with his '86 XR with only 22,000+ miles Oyler says Otanicar's XR looks fresh out of the dealership showroom. The group is planning another Gathering in the fall.



Steven DuChene at the Atlanta meet: A group of Merkur owners recently gathered at a local SCCA autocross event. There were three XR4tis and one Scorpio in attendance. The group will be trying this summer for a gathering at Ed's Dyno shop.

Southern California Merkur Owners

A terrific group of Merkurs was seen at the Fabulous Fords Show on April 14, 2002 at Knotts Berry Farm in Los Angeles. The show is hosted on an annual basis and has over 600 Ford, Mercury and Lincoln cars arranged according to class across a large parking lot across from this major amusement park.

In addition, Ford Motor Company provides major displays on the SVT line, and usually celebrities are available for additional promotions. This year, Carrol Shelby was signing autographs and promoting his line of new Cobras.

Before the car show, a number of Merkur owners met at a local restaurant to talk shop, see who had spent the most time preparing their Merkur, and having a quick breakfast before the show. At the show, there were about 11 XRs and one Scorpio total this year, about the same as last year. We were listed under the "exotics" class, wedged among NASCAR, drag racers and Panteras.

The Merks were in various stages of restoration, from Allan Slocum's highly modified dark blue Willow Springs XR racer to Ed McCaslin's beautifully detailed Rosso Red XR. But the highlight of the group was a real 1986 black Cosworth RS500.

The car was imported from Germany to a family in British Columbia, Canada, who hauled the car down to attend the show. There was a significant



Fabulous Fords Forever: among the Merkur owners at this Southern California show were Allan Slocum, Ed McCaslin, J.P. Lorrain, Revere Jones and Steve Kummerfeldt.

amount of engine compartment comparisons when reviewing this car.

One of the best thrills of the show is actually leaving the gates and roaring down the streets with a Cobra on one side, a '50s T-bird on your other side and a convertible Fairlane behind you. A large number of spectators line the streets out of

the exit gates to watch the cars go by.

After the show, the local SVO club hosted a get-together at another local restaurant. Most of the Merkur group met for one last time before dispersing to the get beyond to start preparing for next years show!

— Steve Kummerfeldt



One-owner Scorpio stays in the family

Jon Lofquist bought his first XR4Ti in November 1987 and, until an unfortunate incident with a deer five years ago, has been driving it since. His daily driver now is an '89 Radiant Red XR with Raven leather. The '89 is in great condition with just over 100,000 miles. His wife, Carol, drives her '87 mono Diamond White XR (at least in the summers) with 93,000 miles. They have stripped the original interior from Carol's XR and replaced it with a beautiful Raven leather interior with matching headliner.

Although the trip to Carlisle from

their home in Bryon, Minn. is 1,000 miles, Jon has been three times and Carol twice.

Jon's uncle, Bill Boeck (right above), just celebrated his 90th birthday in early May. In 1988 he was shopping for a new car and had pretty much figured he'd buy a Taurus. Luckily, he took a Scorpio for a test drive and now the Chestnut model with Raven leather interior sits in his driveway. Turns out, it was one of the first Scorpions in the U.S. with a build date of February 1987, and has only 37,600 miles on the odometer. Uncle Bill had been conscientious

with maintenance and has a folder with every service record. After 40 years in St. Paul, Minn., he moved to Rochester, Minn. and decided it was time to pass the car along to Jon (above left), who is thrilled to add it to his family of Merks.

Over the years Jon has also been fortunate to meet with other Merkur owners at Fab Fords in Southern California and Bay Area Merkur Owners in the Bay area. In addition, he hosted a Minnesota Northstar Merkur gathering on May 11.

Contacting MCA

Board of directors

Saul Rivkin, president
pepboy-1@msn.com
Paul West
merkur@optonline.net

Newsletter editor

Richard Curtis
lakehouse@aol.com
6032 Makely Drive
Fairfax Station, Va. 22039

Merkur Club of America Membership application form

_____	_____	_____
First name	MI	Last name

Street, Apt. No.		

City	State or Province	Postal (Zip) code

Email	Home phone	Work phone

Referral: How did you hear of the Merkur Club of America? _____		

Tick here if you do not want your name listed in the member directory (accessible to members only):

Type of membership
 Individual (\$30)
 Family (\$40)

Complete form and send with check or money order made out to MCA:

Saul Rivkin
Merkur Club of America
130 Pennhurst Road
Spring City, Pa. 19475

Why you should belong to MCA:

The Merkur Club of America was founded as a nationwide, independent association of owners and enthusiasts, dedicated to the preservation and enjoyment of the Merkur Scorpio and XR4Ti.

Our goal is to provide Merkur owners with the opportunity to participate in organized events throughout the year. Our schedule of events will include car shows, autocross, track, rally (fun rides), swap meets and social events.

These events will be designed to promote camaraderie, family involvement and technical support to our members, and to educate the general public on the unique styling and performance qualities of the Merkur marque.

