



MCA Happenings

2002

Summer 2002

New club directors elected at Carlisle
During a general club meeting of the MCA on Friday, May 31, the following members were elected:

Director of Events: Brad Anesi
brad.anesi@netiq.com

Director of Membership Services: Saul Rivkin
quickfords2000@yahoo.com

Director of Public Affairs: Mike Ruth
xplorit@erols.com

Director of Finance: Dave Weiner
barondw@worldnet.att.net

Director of Information Technology: Paul West
merkur@optonline.net



All photos in this issue by Richard Curtis, unless otherwise noted

On top of windy hill: Few Merkur owners were happy with the 2002 location but Merkheads were happy to be there. Once again, Merkurs claimed the club trophy. Scorpions were atop the hill — and got the breezes in the warm weather with XRs decorating the rest of field.

Cool time in hot Carlisle!

**142
Merkurs
make us
the top
club —
again!**

By Richard Curtis

There was lots to be happy about with the All-Ford Nationals at Carlisle, Pa. for 2002: the biggest club (again!) with 142 entries, a new location, and a well-organized event that sent away a lot of happy faces at weekend's end.

Friday started a little slow as the convoys and lone cars straggled into the showfield. But the showfield quickly filled up with just about every imaginable Ford-branded vehicle. New this year was a couple of aisles (in previous years reserved for marques) occupied by sponsors such as MCA sponsor Meguiar's, Ford, aftermarket wheels, a V-8 engined Focus, a new Ford truck sawn in half, etc.

As usual, the Pennsylvania-Dutch style food in the open-air dining area was popular, especially since it offered respite from the warm spring sunshine. Vendors stretched for row after row; at least two were seen offering Merkur parts (one was MCA sponsor OPMD's Phil Dorsey).

The special exhibits included historic Fords and several of their show cars, such as the new GT40.

Saturday night's MCA banquet was another highlight. Many members walked off with sponsor-supplied door prizes.



Fred Galati, left, Chris Rettenmaier, and Sharon Galati, right: enjoying Saturday morning conversation among the Scorpions.

Dave Compton: left, from Virginia, shows how to replace injectors on an XR. This was one of several MCA-sponsored seminars.

My first trip to the All-Ford Nationals

By Norm Tannehill

We live in McDonald, Pa. not far west of Pittsburgh. We drove south on Interstate 79 to Interstate 70 and then east to the Pennsylvania Turnpike (76) to Carlisle.

Once at Carlisle, Darcy (my wife) walked around the showfield with me and we sat with the car for a good while. She is a dean at Robert Morris University and I am an adjunct faculty at six colleges and universities in western Pennsylvania.

I have an 87 XR4Ti, blue-grey in color (for now) which has 172,000 miles on it.

This is a trip – my first to the All-Ford Nationals – and I am glad I came. Getting there was not as easy as I thought it would be.

No, I don't even mean the wrong turn that took me miles out of my way getting to the hotel on Friday. The steering on my XR4Ti had needed some attention for a long time and would not have made for a pleasant journey. So the rack, tie-rods, pump and lines were all to be replaced.

Needless to say the project fell further and further behind as parts didn't arrive as expected and then the mechanic was busy and didn't get to it for a week. This left little time to finish installing the hood louvers and paint the front end.

Thursday, one day before leaving, enough seemed to be done to make the trip.

Just pulling into the parking lot at the Radisson was a thrill: Seeing all those Merkurs lined up in one place. Even when I worked at one of those "select" Lincoln-Mercury stores back in the '80s I hadn't seen that many in any one spot. Better yet, no two seemed to be quite the same. Not just colors but the modifications that so many have made. The expression of individuality through our cars, now that is America for you.

I knew that my car was



Photos by Richard Curtis

Norm's engine: Blue-grey 1987 XR with white-faced gauges, Cossie grille and hood louvers, 16" wheels



Lots of mods: Norm's XR also has rear disk brakes, 11" front disks, an intercooler, 3" exhaust, strut tower braces, a turbo control valve, and lowering springs.

not going to win any prize, that wasn't what I was going for anyway. What I wanted was to see the cars, Merkurs and others.

In a way Carlisle is like being turned loose in a candy store when you were a kid. I saw cars I remember from my childhood and a few even older than that! Thunderbirds and Mustangs

and the late '50s steel-roofed convertibles, all the stuff of my youthful dreams.

I bought some tools from the tool trailer and had great ice cream. We also got sun-burned. My ever patient wife came along and didn't fuss about spending that much time with old cars. This is something she tolerates.

I was in Carlisle to see the

modifications on real cars that I have been thinking of for mine. Looking at bits and pieces in catalogs and on websites is okay, but seeing them on cars is much more informative.

I have been debating Euro headlamps for some time now. After Carlisle, I asked Phil Dorsey to send me a set. Having seen them on cars convinced me that they would be worth the work.

There were also several interesting whale-tail rear wings. Some combined the large Cosworth-style wing with the lower half of the original XR bi-plane as I have often thought might work. I saw Cosworth front bumpers actually installed on cars.

The Saturday night dinner also was a fun time. I didn't get to meet everyone, but I got at least to see people in the flesh I have dealt with and the officers of the club.

There are few opportunities to get our diverse group

all in the same room. What a diverse group we are. The common thread of Merkurs, bringing together young people and those of us who are more seasoned, all with a common interest. Looking around the room was like taking a world tour. There were people of every description brought to this place by a bunch of cars of all things. Oh, that's right; that is why I was there too.

Was my trip to Carlisle worth the effort? Yes, it was. I learned a lot. I didn't see everything but there is next year. I had thought that I would skip Carlisle next year as the time frame is so close to a trip to the Philadelphia area for my 35th high school reunion. I am thinking now of doing both. The whole experience is so much fun and now I know what I should have been looking for. Now if I can talk Mom and Dad into bringing their Scorpio . . .



Brian Boyer's '89 Scorpio, left: Brian has a bunch of Merkurs all stored on his property in West Virginia. Note the absence of a rear deck spoiler.

George Schultz's engine, above: One of the wildest XRs at Carlisle sported polished intercooler tubing, alternator, valve cover, intake, throttle body and more.



Gus Veloz: above, poses on the showfield with his blue 88XR.

Cliff Walton's engine: left, in his '88XR sports a turned intake, intercooler, lots of polish, and a cold-air intake.



Chris Jardine's engine: above, and exterior, right. Chris's '85 XR (with "FAST XR" Ontario plates), is noted for red powder-coated intercooler piping, Cossie grille and beautiful dark-blue paint job. Note the scrapbook that captured the entire project from start to finish. Good idea.



David Godfrey's '89XR

Godfrey brought a thoroughly tricked-out '89XR to the party all the way from Owens Cross Roads, Ala. Repainted Radiant Red with Ford blue touches on the exterior mirrors, rocker panels, etc., it was a standout among many standouts. Note the non-standard grille (and not a Cossie!) and headlights. The car sported a great number of beautiful jewel-like touches. The car is set up for autocross and SCCA track events as well as occasional street uses, he says.



Godfrey's "KurTwo": was stripped to the shell and completely restored and rebuilt. The engine features a unique cold-air intake barrier (crafted from aluminum), a rotated and water-cooled intake, intercooler, polished valve cover, relocated battery (to the trunk), removed rear seat, custom rear strut brace, and Cossie rear wing.





One of the wildest: One photo couldn't do this car justice, so we shot two and pieced them together. Pennsylvania's Jeremy Riveria applied a HUGE wide-body kit to his XR, with extremely low-profile tires on custom wheels.



Photos by Richard Curtis

Field of dreams: Like many others at Carlisle for 2002, Riveria added the popular Cossie rear wing and grille. Note how the fender flares extend WAY beyond the custom wheels, with ultra-low profile tires. It's evident a lot of work went into this XR. Jeremy also added custom fuel filler, headlight covers and tinted windows. Note also the rear valence below the rear bumper and how all the seams are filled and molded.



Andrew Nemr: Stock '88XR with original wheels (and the caps, too!).



Attila Nyiradi: brought his Citrus Yellow XR from N.J. again this year with even more mods (especially to the interior). Note turned intake, painted underhood accessories.



Bob Barnett: Virginian Bob drove in from Rhode Island, where he's temporarily assigned. Note the rare, California-option white stock wheels on his '88.



Chuck Dressen: Drove his '89 Scorpio all the way from Nebraska and took home a first-place ward, obviously one of many.



Cliff Walton: beautiful paint job on his '89XR with intercooler, rotated and polished upper intake manifold, aftermarket wheels. Cliff is from Pennsylvania.



Craig Madsen: Cossie grille, aftermarket Eagle wheels, MP 3" exhaust, short-shift kit, Ranger roller, MP intercooler, upgraded turbo, big VAM with LA3 computer.



Dennis Edwards: Drove all the way from S.C. with wife Roberta in his one-owner '86 to take home another first-place trophy in the stock class. You'll see Dennis again at the EuroFest in Greenville, S.C. in October.



Ellery Walker: drove his 'red 85 from Ontario. it sports a Cossie grille and hood vents, aftermarket wheels and a black leather interior.



Dejan Cokic: His red '89 sports a home-made Cossie-style grille for increased underhood cooling, and a TurboCoupe inter-cooler.



Erik & Tayrn Cotos: from N.Y., their Xr featured a rotated upper intake manifold (powder coated to match the upper strut brace), K&N, intercooler and Mass Air conversion.



Jeff Herson: Joined the Northern Virginia convoy in his black '89 Scorpio with a 3" exhaust by Dave Planakis.



Jeremy Kemp: A red '87XR with black wheels and a Modern Performance inter-cooler.



Jeremy Moyler: Drove his white '86 XR from Connecticut with a Modern Performance intercooler, exhaust. Also features Spax adjustable shocks, Cossie sway bars.



Joe Gonzalez: cleaning his burgandy Scorpio after the ride from Palm Bay, Fla. to Carlisle.



Joseph Nemr: Red '88 with Euro headlights, Cossie grille, intercooler, aftermarket wheels, and Mass Air conversion.



Kevin Panex: Beautiful blue paint on this highly modified '85. Euro lights, Corbeau seats in dark-gray fabric, Cossie grille, Cossie rear wing and Cossie front bumper cover, aftermarket wheels. Also: white-faced gauges, many painted underhood accessories (such as coolant overflow bottle), color-coordinated vacuum lines, chromed front strut-tower plates.



Gary Mulholland: Another strong example of an original, stock '88 Merkur, this one from Anderson, S.C.



Larry Davis: Ported head, big valves, gutted upper intake, knife-edged lower, air-to-water I/C, Ranger cam, K&N, SDS fuel and ignition management system, 52 lb./hr. injectors.



Mario Prisc: Sports a beautiful Cossie whale-tail spoiler and hood vents plus ASC McLaren wheels. One of many from Ontario.



Rich Franco: Rich brought his stock, original-owner red '87 (above) along with his slightly modified black '89. For the above exhibit, he had the original window sticker.



Rob McDonald: His red stock '87 won a first-place showfield award from MCA judges. Rob is one of many from the Maryland-D.C.-Northern Virginia area.



Ronald Jackson: Black '85 from Ontario with a dual-exhaust tailpipe, a BIG aftermarket tach, red and black interior, aftermarket seats and gauges, steering wheel.



Ushangy Klemsurov: Prize-winning XR, above, with Euro headlights, driving lights, intercooler, strut tower braces, killer sound system, white-faced gauges, diamond-plated trunk.

Ron Voyles, right: picked up at home in Indianapolis by Nebraskan Chuck Dreesen, Ron was just enjoying the breeze at the top of the hill. He's Chuck's brother-in-law and says this is his second Carlisle.



Steve Frank: His '89 sports many mods: Sweigart LA3 computer conversion, large VAM, custom heat shield, cold-air setup with K&N, SuperCoupe IC, Bosch bypass valve, T3/Grand National turbo, ported exhaust, gutted upper & knife-edged lower, adjustable cam sprocket, Gillis boost controller, 3" stainless-steel exhaust, short-shift modification, power-steering cooler conversion, strut braces, TSW wheels, gauges.



Jim Gosses, left, and Paul West: Do what guys do at car shows — look under the hood. Jim is asking, "What's this?" and Paul is saying, "Beats me."

Contacting MCA

Board of directors

Brad Anesi
Saul Rivkin
Mike Ruth
Dave Weiner
Paul West

Newsletter editor

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

Merkur Club of America Membership application form

First name M 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 quality of the Merkur marque.

