



The 1967 Comet Station Wagon

1967 Comet station wagon; The first wagon where I was behind the wheel

My Dad never owned a station wagon in spite of having five kids. With two of us left at home he got bitten by the wagon bug after he drove a 1965 Fairlane wagon to California. He went to Mulligan Mercury on Grand River in Detroit bought a 1967 Mercury comet Villager with the third seat in the back. It was bronze with black interior.

We carpooled with six neighborhood kids in it and My Mom took 8 of us to the altar boy picnic in it. We took a lot of family trips in it including the east coast and down to Arkansas. The 289 two V ran great, and it had plenty of pep. It was the first time we ever had air conditioning and power brakes on a car.

When it was time to get my drivers license that was the car, I took the test in. I passed the test, dropped my Mom off and turned the first corner and floored it. I am not sure why, I just did. Maybe everybody does that. I was the go-to driver for all events as I could always get the car (thanks Dad!) and it held a lot of people. I learned to wind out the gears by shifting the automatic manually and could perform numerous stunts even with six or seven people in the back.

For every high school event that car was packed with people, some I hardly knew. It was like a mini-Payton Place back there as romances bloomed, hearts were broken, and young drinkers tried not to barf as I took every curve like Richard Petty. I was in my own world up in front seeing what new tricks and tight turns the 289 could accomplish with all that weight in back.

On the way to the beach one early Sunday morning with seven guys in the car, we approached an S curve. As we came out of it I heard a rubbing sound. I thought we had a flat. I jacked her up and my friend Rich Davis pulled the still inflated tire, wheel and half axle right out of the axle rear axle housing! That took some explaining to my perplexed Dad.

On another adventure, I saw deep water in an alley near my school. Fun! I floored it to make a splash, but at the bottom of this little lake disaster was a giant piece of submerged concrete, waiting for an idiot. The concrete rolled under the car and pushed the entire floorboard in the rear seat up about 7 inches. How do you explain that? I got a sledgehammer but we had no swing room inside the car. I cannot remember how we even got it level again, or if we ever did.

The Rotunda Times



The Rotunda Times

Published by:

Ford and Mercury Restorers Club of America

P.O. Box 2938 • Dearborn, MI 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.

CONTACT: Jim Crawford

313.467.7789 or jimdem22@gmail.com

We will ensure that the membership at large knows of the death.

Ford and Mercury Restorers

Club of America

to post your photos and comments.

Network fellow club members and invite your friends to share on Facebook.



THE 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.

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The FMRCOA board wishes to extend heartfelt condolences to the family of Stan Miller on his untimely passing. Stan had served on the board many times as treasurer, director, vice president then president for 2023. Stan had been a member of our club for more than 35 years. He was an avid classic car hobbyist owning many different classics. He owned a 1967 Fairlane convertible, a 1963 Mercury Monterey convertible and a 1970 Ford LTD 4dr just to name a few. I think his favorite one was his 1964 Ford Galaxie 500XL Q Code w/427 cubic engine in it. I think what he loved the best was going to the AutoFair at Charlotte Motor Speedway with his car club buddy's Greg, Pat, Mike K, Mike A, Pete and Jim. Rest in Peace my friend

Board Meeting Minutes

07/27/2023

- Board approved paying for the catered lunch for club members at our Crusin' Hines club picnic at Nankin Mills Pavilion.
- Board approved payment for \$25.00 per vehicle for club members for parking at the Woodard Dream Cruise.
- Club will offer the left-over t-shirts at \$5.00 ea. at the August meeting for members to wear at the Dream Cruise and Club picnic.
- Dale has paid for this year's swap meet at Washtenaw fairground and has secured the same location for 2024.
- Dale is still working on the Art Cervi award with Don Nicholson.

Terry Worful
Secretary

Minutes from the FMRCOA Club meeting 07/05/2023

Called to order@7:15

We had a very light turnout at this meeting because of the July 4th holiday. Only four of our board members were able to make the meeting.

Unfortunately, this was Stan's last meeting that he attended because of his untimely death.

The board will assume responsibility for running the meetings. The T-shirts were not there for sale to the members at this meeting.

There was a very light crowd only about 24 people attending.

Stan told the members about the upcoming Woodward Dream Cruise with details to follow and Stan told the members about the Cruisin' Hines picnic at Nankin Mills Pavilion.

Stan also talked about having another picnic in September for all of the members. Larry and Nancy Deck volunteered their home as a picnic location like they did a few years ago.

There was plenty of pizza left over everybody left full with extra pizza to take home.

We did not have a 50-50 drawing.

Meeting adjourned 8:30.

One fateful evening I was doing swerving burnouts going around our teenage haunts and driving her hard. On a slow night, my driving was the only excitement that might happen.

We finally decided to call it a night and went to Conner's our favorite 24-hour breakfast place. I was going too fast in a light snow and slid into a guard rail. The damage was minor, but the insurance company just totaled this sweet intermediate wagon because it was six years old and had virtually no book value. The collision shop where it was towed fixed the front and used it as a parts chaser for years. It broke my heart to look out the window of Conner's restaurant and see it having new adventures with a new pilot.

Thus ended the life of my first station wagon- party car. You never see intermediate wagons these days even though they sold almost a hundred thousand units a year. Of course, I would love to find one and drive it very gently around town. I don't think my peers could or would want to ride in the third seat, unless there was some super cute member of the opposite sex back there with them sipping on a bottle of Boones Farm Wine.

Tim Cleary





Charcoal Briquette Package

Beginning in 1924, Ford began to use byproducts of its northern Michigan lumber operations to produce charcoal briquettes, in the city of Kingsford, as an effort to reduce waste. Other innovative lumbering byproducts were sold, such as hardwood pitch and wood alcohol (methanol). In 1929, the Company produced just over 20,700 tons of charcoal briquette, which generated over \$509,000 in sales (around \$9 million today).

It is an unusual month when I don't attend a swap meet, but this has been one of those rare months. I did however do some traveling to enjoy one of my favorite past times, looking at antique cars...especially Fords. My first visit was to the Gilmore Red Barns, in Hickory Corners, MI. If you have never been there, it is a must-see destination. There are eleven different museums on the campus, along with a 1940's diner. The Lincoln Museum is really nice with a good selection of cars to view. For me the Model A Museum is a favorite also. On display in one barn is an original unrestored 1932 Ford B-400, one of less than 1,000 produced. There is a 1948 Ford Woodie wagon in another, and a few other early Fords on display. Want to save some money : join the Model A Ford Foundation and you and the wife get free admission all year long and that includes the various swap meets and car functions held on the grounds. It is \$35. well spent dollars in my opinion. My next visit was to the Early Ford V8 Museum in Auburn, Indiana. If you love early Fords, this is the place to be ! Several 1932 Fords including an unrestored original 4-door, a restored chassis, and several roadsters. All the years from 1932 to 1953 are covered, but the 1936 gallery is almost too much to handle...one of every body style produced in 1936 including standards and deluxe versions. The centerpiece is the restored 1936 stainless steel tudor polished to a mirror shine. There are Ford tractors from the flathead years including one with a turbine engine. Wall hangings, display cases, the place is simply amazing to visit. The museum holds two swap meets a year on the grounds, one in the spring and one in the fall. Both are well worth attending either as a buyer or seller. Again, if you join the Early Ford V8 Foundation, you get free admission during your membership year. While in the Auburn area, there is the Auburn Cord Duesenberg Museum and the National Auto and Truck Museum which is located right behind the ACD Museum. Beautiful museums, not too far away, and worth the drive to see spectacular cars.

Ford launches quality-minded advertising campaigns: “Have You Driven a Ford Lately?” and “Quality is Job 1” in 1980s and '90s



Over the past 120 years, Ford has been known for some memorable advertising slogans, but none may be as memorable as the long-running “Have You Driven a Ford Lately?” — from the 1980s and 1990s — which became a ubiquitous phrase heard an estimated 20 billion times in just its first eight years.

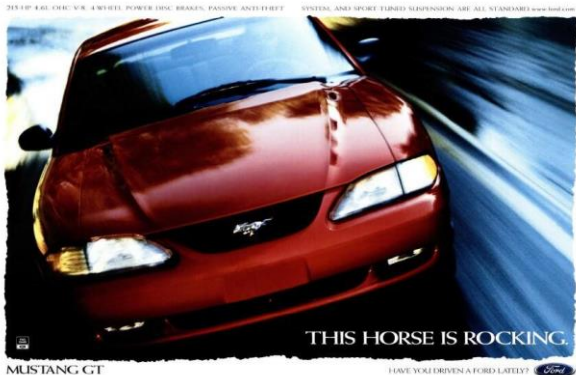
The slogan came in the form of a commercial tagline and was featured in print ads for vehicles like Mustang, Tempo and Escort. It was also mentioned by executives in various speaking engagements.

By the end of the 1980s, Ford continued to use the slogan with its new car advertising, as it launched vehicles like Thunderbird and Taurus SHO. Ford’s advertising head doubled down on the phrase’s ever-growing importance, saying “the question becomes even more effective as it takes on new meaning with each successive new model campaign.” Ford was still getting mileage out of the slogan into its second decade, extending the phrase to include “It’s more than just a question. It’s an answer.” — as well as expanding its use.

“At first, it was interpreted as Ford asking consumers to give us a try,” the executive said. “Today, with Ford’s successes in sales, profits and numerous product awards, some interpret it as Have you driven a Ford against the competition lately?”

The tagline was so popular that Ford’s head of electric vehicles in the early 1990s even predicted the tagline would apply to the company’s EV advertisements of the future, although that prediction never came to fruition.

Corporate songstress Kacey Cisyk became known as the voice of Ford for her work during the long-running campaign. The line “Have You Driven a Ford Lately?” became so common, in fact, that Ford estimated in 1989 that the jingle had been heard 20 billion times.



The phrase “Have You Driven a Ford Lately?” could be found in the lower portion of countless print advertisements like this during the 1980s and '90s. The tagline could also be heard in song in a similar number of TV commercials of that era.

The campaign, created by the agency J. Walter Thompson, coincided with another well-known campaign, [“Quality is Job 1.”](#) which also ran from 1981 to 1998. Ford cast employees as part of the “Quality is Job 1” campaign, which stressed the company’s emphasis on quality. Print ads featured close-ups of employees coinciding with their quotes, along with “Quality is Job 1” in big, bold letters at the top.

“It is the public’s perception that quality is a direct function of our employees’ on-the-job satisfaction, as well as their interest and involvement in assisting management to iron out the difficulties that stand in the way of a quality product,” a 1981 announcement read.

More than 250 employees were featured in the TV commercials, which were set in Ford facilities, including Michigan Assembly Plant, during the 1980s. Employees were shown in their typical work environment sharing their contributions to the company’s quality efforts. The campaign ran until 1998, when it was replaced by another employee-based series, “Better ideas. Driven by you.”

From the beginning, Ford was always a model of efficient innovation. The company eliminated vast amounts of production waste by reinventing the materials as consumer products, such as cement, Benzol, lumber and gas. Our Byproducts division, founded in 1924, grew to a multimillion-dollar enterprise by the end of the 1920s, less than a decade later. This foundation of efficiency can still be seen today in our Lean Manufacturing processes.



Fertilizer Bag

This nitrogen-rich inorganic fertilizer was one of the multiple byproducts of Ford’s production process at the Rouge Steel plant. Other byproducts packaged and sold by Ford’s Byproducts Sales department, organized in 1924, included cement, motor benzol and gas. By 1929, the Company produced nearly 17,500 tons of Ammonium Sulphate fertilizer, which generated just over \$825,000 in sales (around \$14 million today).

Brian's Tips / Cam Timing



Under a metal cover at the front of the engine is the timing chain, a small sprocket on the crankshaft snout, and a considerably bigger gear on the snout of the camshaft. This allows the crankshaft to rotate two times for every one time of the camshaft, and this metal cover is in back of the water pump. When the engine gets to around 40,000+ miles on it, the engine may seem like it's getting 'tired', even though compression and cranking pressures check out good. Leaking valves and worn piston rings usually cause hard starting, especially in cold weather. Timing chain wear results in poor throttle response, the need for excessive spark advance settings, and a loss of mileage and power. When the spark advance mechanism gets gummed up or rusted in the distributor, flat spots, surging, hesitation and fuel loading up at idle along will cause poor mileage and performance. When the carburetor gets gummed up and/or varnish has formed, the air/fuel mixture does not vaporize as designed and mileage will suffer, then sluggish performance happens, especially when the engine is cold. Also, if the intake manifold heat crossover is clogged with carbon, the engines RPM will be limited while operating under load, and a pretty dramatic loss of power becomes apparent when above half throttle. If the heat riser is rusted shut, exhaust flow will be restricted resulting in a huge power loss. Restricted mufflers or exhaust pipes will also cause a dramatic loss of power. It's logical the always change the timing gears and chain anytime you're having a valve job done. Also, many cars come with a nylon timing gear right from the factory, because the engine is quieter, but it will not last as long as both gears being steel. Also, in 1972, the factories built into the timing gears about a seven-degree retard, allegedly for emissions, that very adversely affected performance and fuel economy. I strongly suggest to get your new set of gears and chain for that same engine prior to 1972 to get rid of that incorporated retard. I did that with my '76 T-Bird's 460 CID by using the gear and chain set for a '69 Lincoln 460 and could not believe the difference. The 4,850 lb. car picked up about two seconds in the quarter mile, and over four miles per gallon in fuel economy. I am tempted to go into how you check to make sure your present gear and chain are in need of replacement, but I think I'll leave that for another article.

Calendar of Events for 2023

August 13 Hog Roast	Southeast MI RG #126 Club house Jackson
August 14 Rockin Rods n' Rochester 9 -4	Rochester
August 19 Woodward Dream Cruise	
August 27 Cruisin' Hines	Club Picnic at Nankin-Mills Pavilion
September 8 Frankenmuth Auto Fest	Frankenmuth
September 9 - 10 Old Car Festival	The Henry Ford / Greenfield Village Dearborn
September 10 ? Ford Yacht Club Car Show	
September 17 39th Annual Milford Car Show	Milford
September 17 ? Orphan Car Show	Ypsi
September 22 -23 Concours d'Elegance of America DIA	
September ? Crosspointe Church Car Show	Novi

Thank you to the Early Ford V8 Club RG#67 for the new events.

We will keep this page open for all upcoming events. If you have any information on events,
please send them to me at jmdem22@gmail.com.
They will also be added to our webpage in the events section.

• A D S •

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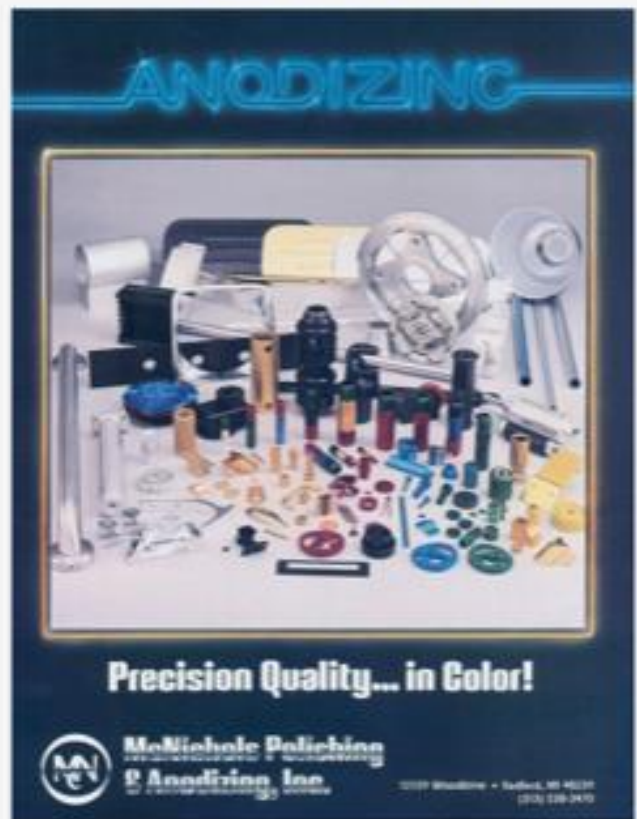
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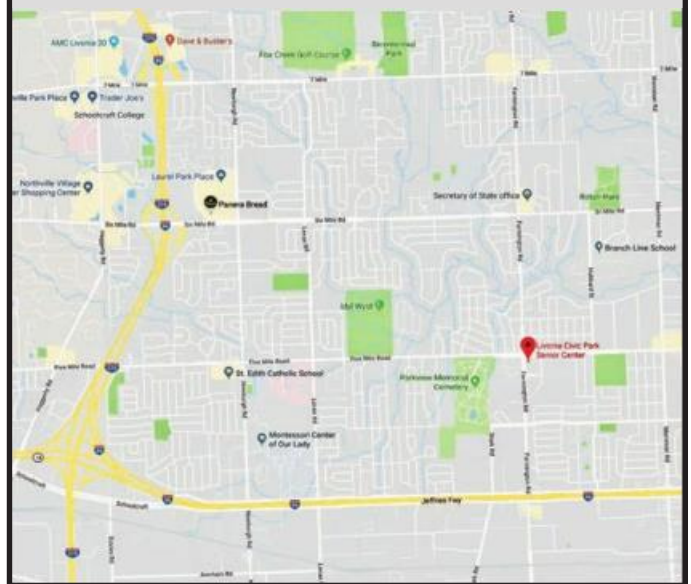
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FMRCOAMONTHLY CLUB MEETING LOCATION

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.
do bring a friend!



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We are interested in how you came about
finding your vehicle of choice, and what you
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