



A Club For Mercury Comets
and Cyclones From All Years
and 61-63 US Made Meteors

Volume 8, Number 3
Edited by Tom Wooley
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The President's Turn

By Bill Adams



Comet East got off to a rousing start of the show season at Lowes Motor Speedway in Charlotte the first week in April. I'll admit I was just a little worried the economy would keep club participation down as well as general attendance for the show. But, my apprehension was unfounded. It seems that car people, being who they are, will let nothing come between them and other car people. There was no extra stimulus package needed to bring out the crowd.

We have a full lineup of quality shows this summer. I hope every member will take the opportunity to attend as least one. Our shows provide a chance for us to get together as a club. An important consideration for me is to make sure everyone feels a connection with the club and has a voice in how it is run. I encourage every member to contact me with any ideas, comments or concerns. The shows provide that opportunity.

We will again be at the All Ford Nationals in Carlisle, PA June 5-7. Then July 24-25 will give the Midwest folks a rare chance to meet when we again partner with the International Edsel Club in Omaha.

The Nifty Thrifty Nineteen Sixties Show in Cleveland is rapidly coming together. We need to get registrations in as soon as possible in order to get an idea of attendance. Registration forms can be accessed from the Comet East website.

Another matter we are working on is to begin keeping track of the number of years each person has been a member. This is a project that necessitates going back and reconstructing information from the membership rolls. This is not an easy task but we will include a list of names in a future newsletter with the corresponding number of years of membership. Club support is very much appreciated and we want to be sure our members are recognized.

Meanwhile, I thank each one of you for your support. I'll see you at the shows,

Roll Comets,

Bill





Comet Tech

Notes and tips form members

Under Hood Wiring

I found a source for under hood wiring for 1965 Comet V-8. Upon removing engine from my 65 cyclone to freshen engine compartment, I found all the under hood wiring intact but very brittle. I guess 40 plus years will do that. I contacted Pete Girard and he said none available that he knew of. Not one to give up, I went on a search and did find a source. ALLOY METAL makes them but he does not advertise them nor does he sell to the public. They can be purchased through:

PEROGIE ENTERPRISES

200 CONOVER ROAD

HIGHTSTOWN, NJ 08520

PHONE # 1-609-448-5593 [ask for Steve]

PART NUMBERS: 65CMT-GF-8 [gauge feed from firewall plug along back firewall out p/s apron to solenoid]

65CMT-HL [headlamp feed from firewall plug out d/s fender apron down and through radiator support to alternator and starter solenoid]

These are exact length color codes plugs etc.; an EXACT REPLACEMENT! But only for V-8 cars, none are available for 6 cylinder cars for now. Maybe if there is enough interest they could be made. I actually have them in hand and they are perfect plug in and go! No more worrying with 40 plus year old wiring. I just wanted to share this info in our newsletter to help other members in need. Just tell Steve that Barry Flood sent you his way.

Barry Flood

Reproduction 1963 – 1965 Four Speed Tunnel Hump

by Dick Harrington

If you own an original 4-speed Falcon (or Comet) chances are the tunnel hump has corrosion issues. If you are planning on modifying an early Falcon (or Comet) by adding a 4-speed you will be looking for a tunnel hump. The search for a tunnel hump has just gotten easier. Dearborn Classics has begun manufacturing a reproduction of the transmission tunnel hump and it is made in the USA to boot! It is a stamped steel exact replica of the original steel hump. Even better, it is stamped out of galvanized steel making it significantly more corrosion resistant than the original.

Originals Corrode

Falcons and Comets are notorious for rusted floors. The lower portions of the tunnel humps were quick to rust because of the method Ford used to install them. They basically hacked out a hole in the existing floor as the vehicle moved down the assembly line. The hump was then screwed in place over the hole. Unfortunately, enough of the original floor was left so a small shelf was left that collected road debris. That debris held moisture at the base of the hump and corrosion was the result.



Reproduction Falcon/Comet 4-speed Tunnel Hump.



Reproduction 1963 – 1965 Four Speed Tunnel Hump

continued

Tunnel Hump Options

NOS: Good luck! **Used hump:** The fact that the tunnels corroded so easily has made it difficult to find a good used one. When you do find a good one, they can get expensive. Repair of an original hump requires a degree of metalworking and welding skill. The shape is complex making fabrication of a repair patch difficult. Fiberglass reproduction: A fiberglass replica has existed for many years, but it is difficult to get it to fit well.



A repair made to an original tunnel hump. The multiple contours make it difficult to patch.



A side by side comparison of the Dearborn Classics reproduction tunnel hump (left) and an original 1963 4-speed tunnel hump removed from a 1963 V-8 Ranchero.

Installation

The new reproduction tunnel hump fits! A perfect candidate to try the new Dearborn Classic tunnel hump on was an original four speed, V8, 1963 Ranchero. The Ranchero is in the middle of a ground up restoration. New floors had been installed and the original hump had been repaired and was already in place. It was a simple matter to unscrew the original and replace it with the new reproduction. Each of the seven holes was in the correct location. It fits perfectly and looks great (too bad it gets covered up).



Three different views of the new Dearborn Classic Tunnel Hump Installed; the view on the left is looking in from the drivers door, the center view is looking down from above and the view on the right is looking up from below.

To order call Dearborn Classics (800) 252-7427 or go to www.dearbornclassics.com
The Part number is TTH63X and is available now for \$149.95.

Charlotte AutoFair

April 4-5, 2009
Lowes Motor Speedway



Top Row: Mark Starcher's first place winning White 1966 427 Cyclone GT. Middle Row: Left - Gary Avery's 65 Caliente CV; Right - Dave Peters' 1965 Cyclone. Bottom Row: Left - Jerry Blanton's Red 66; Right - Members Bob & Elaine Brunkhorst



More Charlotte AutoFair

April 4-5, 2009
Lowes Motor Speedway



Friday Night Meet and Greet



Trophies



Terry "Z-Man" Zimmermann



Getting some shade



Selma Fifer With "Prez" Tim's car



Above: Brent Randall, Patrick Sweeney, John Woodward. Below: Chet gets a door prize, Saturday Night Dinner for 25





Members' Rides

Comet East members show and tell



Marc and Felicia Spivey of Hustonville, Kentucky
1960 Comet 4dr Sedan

The car was originally sold in Canton Ohio by a dealership named Morris Lincoln Mercury on July 11 1960. The sticker price \$2,362.20. A gentleman in Miami bought it about 5 years ago and moved it there. Then about 2 years ago a gentleman bought it off of E-bay and took it to Jacksonville Florida. I bought it in February this year as a Valentines Day gift for my wife. I then brought home here to Kentucky about the middle of March. We have been looking at cars on and off for a while. She liked Falcons and Fairlanes really well. Then we saw pictures of Comets on a Goggle search and she loved the style of the Comets over the Falcons and Fairlanes. It has a little over 56,000 original miles which is documented. I feel everything is original such as paint and upholstery. Since I have owned it I did put new carpet because the carpet that came with it was an indoor-outdoor orange. I also put tires and lets not forget the fuzzy dice.

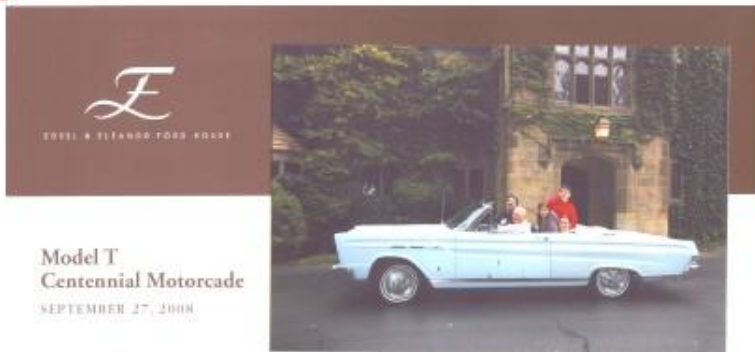


Sweet car Marc. I hope we'll see it in person at a show soon. ed

Mike Davis of Royal Oak, MI

I was a Public Relations Representative at Lincoln-Mercury from mid-1962 to late 1965. Before that, I was a reporter for the Miami Daily News and an assistant editor of Business Week magazine, witnessing introduction of the first Comet on March 17, 1960, the industry's first "luxury compact" as it was called in those days.

My Comet is light blue with wsw tires, white top and blue interior, 289-4V with three-speed automatic. No power anything other than the top. Odometer shows 25,000 but I have no idea what number should be in front of the 25. Somebody put a lot of money and effort into an earlier restoration, not perfect but good enough for my purposes, which fall short of a meet competition car. It drives nicely and is stored for the winter in an old factory building



in another northern suburb of Detroit. I'm attaching a photo of me in the driver's seat in front of the Edsel Ford estate on the day last summer when there was a parade of vintage Ford vehicles around the Detroit area in celebration of the Model T Ford's 100th anniversary; it was one of only two Mercurys in the parade of some 50 vehicles and the only FoMoCo product from the 1960s (the other people in the Comet are author-journalist Joseph Cabadas and his kids).



Secretary's Report

Be sure to read about the Election of Officers

Parts Wanted

For 1963 Comet HT 260 AT PS

Correct Chrome Cigar Lighter w/
knob element and well

Rust and damage-free correct 14 gal
fuel tank

DS outer headlight surround Ford
part #C3GY8225-A (stamped
C3GG 88231-B)

Good condition R & L sun visors
(prefer white or red) hardware not
required.

Un-molested rust, dent, and scratch
free chrome bumper or information
on good repair & re-chrome shop in
Ohio

4ea 13 in Stainless or Chrome wheel
trim rings or 4ea Ford 5-lug 14 in
wheels

Thanks

Contact: Art Mastrilli
740-452-1703

Woo! Things are moving too fast here. Our club membership stands at nearly 220 and Bill has started a campaign to get some of those who have dropped out to re-up. Seven new members signed up in April and I've has 4 or 5 returning members in the last couple of weeks. I barely have time to work on the cars what with working on the newsletter, keeping up the membership lists, doing the routine "home" maintenance around the cottage here on the Kentucky Comet Ranch and working at the paying job. Thank goodness for all these things that fulfill our lives.

It is coming up on election time here at Comet East. Nominations will be accepted here at the club HQ until July 3rd. You may ~~email the secretary at~~ nominations@cometeastcarclub.org, phone the club office at 502-543-8493, or send a card or letter to Comet East 413 Beech Grove Rd Shepherdsville, KY 40165. All offices are open for nominations. Only one BOD member will be replaced. You may nominate yourself for any office or you may nominate someone else but PLEASE ask him or her first. Some of the current officers have expressed a desire to retire from their offices so if you think you may ~~like to serve~~ please let us know. Call any club officer with any questions you may have. We'll be glad to help you if we can.

Ballots will be sent out in the second week of July and elections will close on August 7th. The results will be announced at the Cleveland show in August and appear in the next issue of the newsletter after that event. Newly elected officers will assume their duties at the first of the year.

Rock & Roll
Tom

Re: Cruisin' the Coast

Mike & Jill Ponder, members from the Atlanta area, want to hear from anyone going to "Cruisin' The Coast" this October (<http://www.cruisinthe coast.com/>). They'd like to get together one day of the weekend to hang out with some other club members. If you're going to this primo event (1500 registered so far) let Mike know by email at ponderhouse3@hotmail.com or by phone at 770-707-1433

I wish I could go down there again. 6000 cars of all makes and models cruising along the Gulf coast from Biloxi to Bay St Louis along US 90 It is a sight to behold. Quaint little towns like Bay St Louis and Ocean Springs with cars parked in every available spot. A car lover's paradise! ed

1965 Mercury Comet Stacked Headlights

By Don Harding



There are several stories as to why the Cyclone had stacked headlights

Why were there stacked headlights on the 1965 Ford and Mercury Comet, but not on the 1965 big Mercury or the Ford Fairlane? Motor Trend looked into the question at the time.

The most graphic explanation given to the magazine came from Bill Shenk, a designer who worked in the Comet styling studio back in the Sixties. In 1997, Bill created a little booklet explaining that the stacked-headlight theme had originated in 1962-1963 in the Mercury studio.

Ford Motor Company president Lee Iacocca and corporate sales manager Don Petersen had come into the studio one day, fell in love with the stacked look, and asked Gene Bordinat, the company's design vice president, to put them on the 1965 Ford. Before that, Ford had been working on adapting European-style rectangular headlamps to the 1965 Ford, but the company was having trouble getting them legalized.

After Iacocca mandated that the Ford switch to stacked headlights, continued Shenk, the challenge became to make the 1965 Ford and Mercury look different. Bordinat insisted that Mercury use side-by-side quad headlamps with a conventional grille. The 1965 Comet front fenders, though, had already been tooled for stacked headlights, so it went through that way.

A. B. (Buzz) Grisinger, who'd been Lincoln-Mercury's design director during the decade, validated the story. Grisinger, still sharp in his 90s, confirmed that Mercury had indeed been working on a 1965 model with stacked

headlamps. But he added that everyone -- not just in Dearborn but throughout the industry -- was doing concept studies with vertical headlights at that time. He remembered that one day Bordinat came over and asked for an alternate theme so that the 1965 Mercury wouldn't look like the 1965 Ford.

The Ford Division side came from Joe Oros, who'd been Ford's styling director in those days. Oros's story differed from Shenk's. He said that the 1965 Ford's stacked headlights originated in a Ford studio -- not at Mercury -- and according to notes he'd saved from that era, work started on the 1965 Ford's stacked headlights in January 1962. The date answered another question: Were Ford's vertical headlamps inspired by the 1963 Pontiac Grand Prix? Apparently not. Unless Ford designers had somehow gotten a sneak peek at a preproduction Pontiac. Former Ford design manager Gale Halderman corroborated the story. Mr. Halderman, too, felt that the stacked headlights had originated at Ford rather than in a Mercury studio. He recalled that the 1965 program had so many things going simultaneously -- among them the Mustang and the Galaxie -- that tooling costs were critical.

Bordinat, Halderman explained, was a genius at keeping tooling costs down, and the creased, squarish 1965 Ford front fender was designed specifically to minimize tooling expenses. Ford used a shallow stamping die and then bent each fender along its horizontal crease, so there was an economic reason to put stacked headlamps on the 1965 Ford, that being the volume line.

Halderman recalled that the 1965 big Ford program was not a rush job, and he had no recollection of Iacocca or Petersen insisting that Ford use a theme developed by Mercury. It's most likely, he said, that Ford and Mercury were pursuing the same theme at the same time and, confirming Grisinger's statement, Mercury's version was discouraged by Bordinat in order to keep Ford and Mercury visually different.

Vertical headlights became something of a Sixties fad. Once established on the 1965 Comet, they stuck around for the next two model years. Ford's related intermediate Fairlane also adopted them in 1966-1967, and aside from the aforementioned Pontiac and full-size Ford, various Cadillac, Buick, Plymouth, and AMC models also sported stacked lights prior to 1969.

Don Harding



New member John Suprock of Missoula, MT sent this photo of his son and him with the awards they won at a show in their hometown. This was a father and son restoration of a 64 Cyclone. You can see their photo gallery of the restoration at www.fatherandson64cyclone.com



John & John won "Top Ten" and "Best of Show" at the Missoula Mall show April 19th 2009 the first car show they ever entered the 64 Cyclone in

41st International Edsel Club Rally

July 22 – 25, 2009

Regency Lodge Hotel

Omaha, NE

Wednesday, July 22

Registration and Craft Room Open	9:00 - 11:00 AM
Tour Strategic Air and Space Museum	1:00 - 5:00 PM
Registration and Craft Room Open (Optional - attend local Cruise Night)	3:00 - 6:00 PM

Thursday, July 23

Registration and Craft Room Open	8:00 - 10:00 am
Tour Smith Museum of American Speed	8:00 am - 1:30 pm
Registration and Craft Room Open	3:00 - 6:00 PM
Valve Cover Races (pending)	3:00 - ? PM
Officer's Business Meeting (Optional - attend local Cruise Night)	7:00 PM

Friday, July 24

Registration and Craft Room Open	8:00 - 11:00 AM
IEC Business Meeting	10:00 - 11:00 AM
Kid's Party	10:00 - 11:00 AM
Tour of Bernie's Memory Barn	1:30 - 4:00 PM
Barbecue at Elk Ridge Retirement Village	5:00 - 8:00 PM
Registration and Craft Room Open	3:00 - 6:00 PM
Social	8:00 - ? PM

Saturday, July 25

Registration and Craft Room Open	8:00 - 11:00 AM
Judges Meeting	8:00 AM
Judging of Cars	9:00 - ? AM
Registration and Craft Room Open	3:00 - 6:00 PM
Auction	3:00 - ? PM
Banquet	6:00 PM

For more information, contact Doug Hartmann, 402-721-1008 or dhartmann@neb.rr.com.

I have registrations forms available for anyone interested but did not have space to publish them here. Contact me at cometeast@windstream.net or 502-543-8493 or contact Doug directly. If you go, please send me some pics. ed

Regi

Mark Your Calendar August 14th - 15th 2009

By 1959, the idea of an economical compact car finally caught on with enough people that the Big Three automakers decided to introduce their versions for 1960. Out came the Corvair, Comet, Falcon and Valiant. Come celebrate the 50th anniversary of this historic event August 14-15, 2009 at the *Nifty Thrifty Sixties Car Show*. *Pre-register before July 10th and save!*

Show Site Holiday Inn South Independence, Cleveland, Ohio

Area attractions 10 minutes distance from show site:

Rock & Roll Hall of Fame, Woman's Air Museum, Cleveland Air & Space Museums, Tours of the USS Cod WWII Submarine, Steamship William G. Mather Museum, Crawford Auto-Aviation Museum, Tower City Shopping Center, and many more attractions.

Remember the *Holiday Inn South Independence* is the official host Hotel for the show.

Make your reservation by calling *216-524-8050* and be sure to mention the show. *Special Rates*

Falcon 1960 thru 1970



Corvair 1960 thru 1969



Comet 1960 thru 1977



Valiant 1960 thru 1973



Show site from MAJOR HIGHWAYS:

Traveling on the Ohio Turnpike (I-80), exit the Turnpike at Exit 11. Head north on Ohio Route 21 to Rockside Road (approx. 8 miles). Proceed west on Rockside Road to the I-77 interchange. The hotel is on the right hand side of the road.

Car Pre-Registration Fee \$35.00; \$40.00 at gate Pre Registration Guarantees Entrance

Food & Soft Drinks Available

Cut Here

On Site Trailer Parking Free !!

BRING THE WHOLE FAMILY !!!

Pre-Registration checks payable to: Comet East Car Club

NAME _____ DATE _____ NUMBER IN PARTY _____
 EMAIL ADDRESS _____ PHONE _____ CELL _____
 ADDRESS _____ CITY/STATE _____ ZIP _____
 MAKE OF VEHICLE _____ MODEL _____ YEAR _____
 TOTAL AMOUNT ENCLOSED _____

Please send all checks payable to Comet East Car Club to 115 Baltic Hanover Rd. Baltic, CT 06330
 For more information call Bill Adams: 1-803-765-2890 or Pete Girard: 1-860-822-6539

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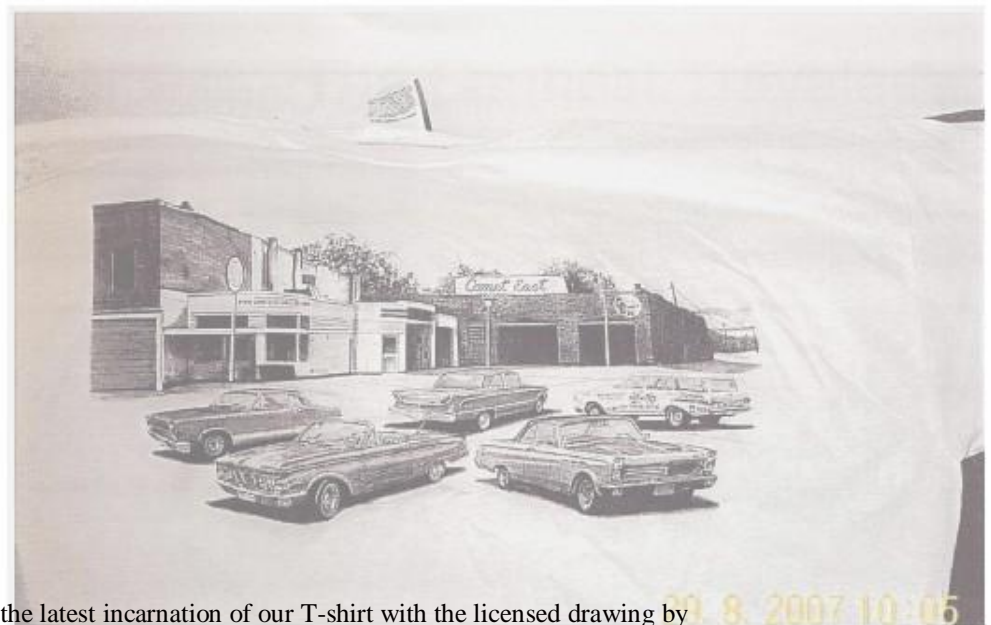
413 Beech Grove Rd
Shepherdsville, KY 40165

Place
Stamp
Here



Moving?

Remember to let the club secretary know if you change your address, phone number or email address. Also let us know if you get an email address. You may write the secretary at the address on the front page. You may also phone or email. Letters, postcards and email are best, but the answering machine is (almost) always on.



This is the latest incarnation of our T-shirt with the licensed drawing by Ian Jones (Hot Rod Pencil). Note the Comet East logo on the small sign to the right. These Haynes heavyweight 50/50 tees do not shrink. They are available from the secretary for \$18 plus S&H in sizes S, M, L XL & XXL (S & XXL quantity is limited). Call, Email or write the club office to get yours. Order yours today before they're sold out!!!!