

The Wheel Spin



The Vegreville Iron Runners Auto Club

*Volume XXXII, Number 3
Fall, 2022*

The Wheel Spin

Official Newsletter Of the Vegreville Iron Runners Auto Club

Mission Statement

The purpose of the Vegreville Iron Runners Auto Club shall be to unite persons interested in restoring and preserving special interest motor vehicles; to encourage fellowship between members and their families in social, as well as auto Interests; and to promote and assist in the promotion of competitions, trials, and other events In which such vehicles can participate in their respective classes.

Important Items To Remember

The Vegreville Iron Runners Auto Club meets at 6:30 PM for coffee, with the meeting at 7:00 PM, on the first Wednesday of each month, except in January and August, at the Club House (Vegreville Regional Museum). Vehicle ownership is not a requirement for membership. Our meetings are open to both Husbands and Wives. Membership Fees are due at our February Meeting.

2022 Executive

President	-	William Smolak
Vice President	-	Orest Lazarowich
Secretary	-	Darry Anderson
Treasurer	-	Richard Densmore
Events Chairs/	-	George Sample
Phone Committee	-	Velma Sample
	-	Sylvia Smolak
Car Show Committee	-	William Smolak
	-	George Sample
	-	Ron Reese
	-	Richard Densmore
	-	Kundan Kulwinder
Web Page Master	-	Laurence Anderson
Past President	-	Denise Komick
Bulletin Editor	-	William Smolak
Bulletin Distributor	-	George Sample
Archivists	-	Orest Lazarowich
	-	Denise Komick
SVAA Rep.	-	Kulwinder Kundan

Past Presidents of The Vegreville Iron Runners Auto Club

Term	Name of President
1989 - 1990	Orest Lazarowich
1990 - 1992	Sylvester Komick
1992 - 1993	Paul Buoy
1993 - 1994	John Sokoluk
1994 - 1995	Don Bilocerkowec
1995 - 1997	Ray Welsh
1997 - 1998	John Skladen
1998 - 2000	Ron Lindquist
2000 - 2002	Tim Charuk
2002 - 2004	Gerald Granger
2004 - 2006	George Sample
2006 - 2008	Mike Dowhun
2008 - 2010	Orest Lazarowich
2010 - 2015	Denise Komick
2015 -	William Smolak

Title Page Photo

1978 Mercury Grand Marquis Brougham 4 Door Pillared Hard Top,
similar to what I currently own.

President's Message

VIRAC Members:

Well, Summer is almost gone and another show and shine season is almost over. Our annual Fathers' Day event was a great success. Thanks are extended to all who volunteered to make this day a success. We were blessed with great weather and a great turn out. A sincere thank you is extended to Amy Yaremcio and her group of World Youth Day members who helped out in the registration booth. A sincere thanks is also extended to my daughter, Carrie, for her tireless efforts in inputting the data on the computer, and to the Junior B Rangers for helping out on the grounds.

Meanwhile, we are always on the look-out for new members, so if you are aware of a car buff who might be interested in joining our club, invite him/her to a meeting. Remember, ownership of a collector car is not a requirement for membership. All that is needed is an interest in the preservation of vehicles of previous years.

Until next time, take care, stay safe, and enjoy what is left of the warm weather, and the Show and Shine Season. Soon it will be time to put our vehicles out into storage.

In the meantime, have a great fall.

William Smolak, President

Fathers' Day Event Committee Report

The 2022 version of the Fathers' Day Event was a great success. Once again, with the co-operation of everyone, including the weather gods, we had another fantastic show and shine and Fathers' Day Event, with all of our normal activities and attractions. Thanks are extended to all who helped make this day a success. A special thank you goes out to Carrie Smolak, Amy Yaremicio and the World Youth Day girls, and the Junior B Rangers for helping us out. A donation of \$300.00 was made to the World Youth Group.

We had about 5 000 people attend the Event and about 175 cars and trucks for the Show and Shine. As well, the Demolition Derby, Train Displays and mini trade fair were well attended.

Finally, Derek Fox and William Smolak, co-chairs of this committee, are looking forward to your comments regarding the FDE.

FDE Event Committee

Editor's Message

Welcome to another edition of "The Wheel Spin". Hopefully, one day, I will be able to resume making hard copy versions of the newsletter available to our club members and others.

Our web site is <http://vegironrunners.ca>. Laurence Anderson is our web master and he would appreciate receiving assistance with it as well as photos and articles to put on it.

"The Wheel Spin" is the official publication of the Vegreville Iron Runners Auto Club and is published quarterly in March, June, September, and December. The publication is included as part of our membership fee. Articles and opinions are welcome from club members. The Want Ads and For Sale Ads are free to club members. Deadlines for articles and ads are the 15th day of the month preceding the publication date. The deadline for the next issue in December is November 15.

This is your Bulletin; it is only as good as the effort you, the members, are willing to put into it. The drop off point for your contributions, suggestions and comments is my residence at 5701 – 43 A Street or you may also e-mail me at bsmo47@telus.net.

Opinions expressed in "The Wheel Spin" are those of the authors and do not necessarily represent the views of the Vegreville Iron Runners Auto Club or its members.

"The Wheel Spin" takes no responsibility for the accuracy of copied ads. Other Clubs are welcome to use published materials, except where prohibited by the author/s.

William Smolak, Editor

Submissions and copies of Newsletters may be forwarded to:

"The Wheel Spin"

C/O William Smolak

5701 - 43 A Street

Vegreville, Alberta, T9C 1E3

or by e-mail at bsmo47@telus.net

Vegreville Iron Runners Auto Club Web Page

Please check our web page at

<http://vegironrunners.ca>

Specialty Vehicle Association of Alberta Web Site

See: **www.svaalberta.com**

Did You Know

The "Vegreville Iron Runners Auto Club" has continued its spirit of involvement with the community. In the past, the "Vegreville Iron Runners" had provided financial support for the various groups in and around Vegreville.

As well, the "Vegreville Iron Runners" have instituted a scholarship at the high schools, in Vegreville, called the "**Vegreville Iron Runners Memorial Scholarship**". The scholarship is for **\$1000** and is awarded annually to a student who is registered in a post-secondary automotive related program.

Vegreville Iron Runners Auto Club Archival History

Work on a history of the Iron Runners that was begun by Sylvester Komick and Orest Lazarowich is continuing under the leadership of Orest Lazarowich. Your utmost attention and assistance in completing this project would be most appreciated. This is only one of the legacies left to our club by the late Sylvester Komick. We still need all Past-Presidents to please submit a review of their year or years as President and to go through their files and turn over all materials they think would be appropriate for inclusion in our Archives. Your support and cooperation is greatly appreciated.

Club Builders Award

The Vegreville and District Special Interest Motor Vehicle Club came into existence on the second day of October, 1989. The Iron Runners Auto Club name was officially accepted at the November, 1989, meeting and the first twenty five members were designated as charter members. The first annual meeting was held in September, 1990. The club is now known locally as the Vegreville Iron Runners Auto Club.

The original Charter Members who are still members of the Club, at this time include: Denise Komick, Orest Lazarowich, and Jerry Wilde.

On a motion passed at the May 2nd, 2001, regular meeting of the Vegreville Iron Runners Auto Club, It was agreed that the Club would recognize individual members who have maintained continuous membership In the Club.

A Club Builder's Award will be presented to members who have achieved or demonstrated continuous contribution and support to the Vegreville Iron Runners Auto Club locally and provincially.

This recognition will be in the form of a plaque presented, at the annual meetings, to Individual members who are in the 5th, 10th, 15th, 20th, etc. year of continuous membership.

This will be determined by the membership records kept by the Treasurer. The plaque will list the member's name, membership number, and the years of continuous membership.

Members having 25 years of continuous membership shall be granted **Honorary Life Memberships**.

Vegreville Iron Runners Memorial Scholarship
Sponsored by the Vegreville Iron Runners Auto Club

The Scholarship shall consist of a **One Thousand Dollar (\$1 000.00)** cash award, a presentation plaque and a one (1) year membership in the Vegreville Iron Runners Auto Club.

SELECTION COMMITTEE:

This Scholarship fund shall be administered by a selection committee consisting of:

1. President or designate of the Vegreville Iron Runners Auto Club.
2. Two or more members of the Vegreville Iron Runners Auto Club.

ELIGIBILITY:

The Scholarship shall be awarded to a deserving Grade XII student, male or female, who is registered at **Vegreville Composite High School**, or at **St. Mary's Catholic High School**, and is enrolled in **Work Experience or RAP** continuing his/her education at a post-secondary institute in any of the fields of **Automotive Mechanics (Automotive Service Technician); or Heavy Duty Equipment Mechanics; Agricultural Equipment Mechanics; Auto Body Mechanics (Automotive Collision Repair Technician); and/or Auto Parts Technician**.

The selection committee shall review all applications for the Scholarship, and shall, when making its decision, consider the criteria outlined below and in its sole discretion give such weight to the criteria as it deems appropriate.

1. A certified statement of school marks issued by the High School.
2. A letter indicating the applicant's educational and future plans. In this letter, the candidate should include an explanation of why the automotive field or its related fields are attractive to him/her or why he/she believes they are a good fit for these fields.
3. Documentation of acceptance into a recognized apprenticeship program or a post-secondary education institution in the automotive field.
4. In the event a suitable candidate is not selected in the current year, the Scholarship shall be withheld.

Deadline for Application:

All Applications must be received by September 1, and no exceptions will be made. The scholarship application must be forwarded to **The Vegreville Iron Runners Auto Club, c/o William Smolak, 5701 – 43A Street, Vegreville, AB, T9C 1E3.**

NB: Application forms may be picked up from our local high school counsellors.

Iron Runners Memorial Scholarship Application Form

Name: _____ Grade: _____ Age: _____

Alberta Student ID # _____ School: _____

Student's Cell #: _____ Student's Email Address: _____

Parents/Guardians: _____

Address: _____

Street/P. O. Box #

Town/City

Postal Code

Home Phone Number: _____ Cell Number: _____

Parent/Guardian's Work Number(s): _____

Emergency Contact: _____ Telephone _____

Student Timetable

Semester 1 Subjects

Semester 2 Subjects

Period 1 _____

Period 2 _____

Period 3 _____

Period 4 _____

Future Plans

Work Experience/RAP Program: _____

Post Secondary Training Program: _____

Name of Post Secondary School: _____

Name of Current Employer: _____

Name of Current Supervisor: _____

Address of Current Employer: _____

Contact Information For Employer/Supervisor: Phone # _____

Cell # _____

Attachments Included: _____

Certified Statement of Marks From School

Personal Letter Regarding Future Plans

Notice of Acceptance into a Post-Secondary School

and/or

**Confirmation of Employment in Appropriate Field
and Employer's Certification of Enrolment in an
Apprenticeship Program**

Hopefully, we will have applications for this scholarship for the 2021-2022 school year.

Winners Of Father's Day Show and Shine 2022

A Convertibles:

First place, sponsored by Bucky's Welding Ltd.

Winner is Harry Wouters of Ardrossan, AB

Make: Pontiac Model: Custom Sport Year: 1966

B Muscle Cars:

First place, sponsored by Maddigan Chrysler Ltd.

Winner Ron Winterhalt of Cold Lake, AB

Make: Plymouth Model: GTX Year: 1970

C Pre 50's Cars:

First place, sponsored by Vegtel Engraving Ltd.

Winner is Bruce Eastwood of Edmonton, AB

Make: Cadillac Model: 4 Door Year: 1949

D 1950's Cars:

First place, sponsored by OK Tire (Vegreville) Ltd.

Winner is Fe and Mike of not submitted

Make: Chevrolet Model: 210 Year: 1955

E 1960's Cars:

First place, sponsored by Vegreville Auto Body

Winner is Priscilla Pouliet of Ardrossan, AB

Make: Chevrolet Model: Nova SS Year: not submitted

F 1970's Cars:

First place, sponsored by Flash Distributors (NAPA)

Winner is Lincoln Clover of Irma, AB

Make: Ford Model: Ranchero GT Year: 1972

G Cars 1980's and Up:

First place, sponsored by Twin Lakes Ready Mix & Aggregate

Winner is Allan Anderson of Viking, AB

Make: Buick Model: Grand National Year: Not submitted

H Hot Rod/Street Rod/ Modified:

First place, sponsored by Volten Electric

Winner is Glenn Saive of Sherwood Park, AB

Make: Ford Model: 3 Window Coupe Year: 1934

I Low Riders:

First place, sponsored by Webb Machinery (Vegreville)

Winner is Roy Missal of St. Paul. AB

Make: Buick Model: Riviera Year: 1964

J Pre 50's Trucks:

First place, sponsored by Adam's No Frills (Vegreville)

Winner is Al & Linda of Camrose, AB

Make: Chevrolet Model: 1314 Year: 1946

K Trucks 1950 – 1972:

First place, sponsored by Vegreville & District Co-op
Winner is Dale Gochkoof of Edmonton, AB
Make: GMC Model: Longhorn Year: 1972

L Trucks 1973 and Up:

First place, sponsored by Prime Cuts Meat & Deli (Vegreville)
Winner is Duane Hollar of Irma, AB
Make: Ford Model: F-150, 4 by 4 Year: 1979

M Rat Rods:

First place, sponsored by Vegreville Home Hardware
Winner is Odean Pasieky of Camrose, AB
Make: International Model: D-2 Year: 1939

N Foreign:

First place, sponsored by Kal Tire (Vegreville)
Winner is Ken Davison of Sherwood Park, AB
Make: Morris Model: Minor Year: 1957

O Special Interest

First place, sponsored by Hi-Way Registries (Vegreville)
Winner is Aubrianna Glover of Irma, AB
Make: Cadillac Model: Opera Coupe Year: 1978

BEST OF SHOW:

Sponsored by Vegreville Mechanical
Winner is Ken Davison of Sherwood Park, AB
Make: Morris Model: Minor Year: 1957

PEOPLES' CHOICE:

Sponsored by Rocky Mountain Equipment
Winner is Ron Winterhalt of Cold Lake, AB
Make: Plymouth Model: GTX Year: 1970

*To send information to our web master contact:
Laurence Anderson @ Laurenceanderson@telus.net*

Reminder:

Membership fees are now due. Memberships must be paid in full and up to date in order to vote at the AGM.

First Generation



1968 Mercury Marquis

Overview

Production	1967–1968
Assembly	Hazelwood, Missouri (St. Louis Assembly Plant) Pico Rivera, California (Los Angeles Assembly) Hapeville, Georgia (Atlanta Assembly)

Body and chassis

Body style	2-door hardtop
Related	Mercury Monterey Mercury Park Lane Brougham Ford LTD Meteor Montego/LeMoyne (Canada)

Powertrain

Engine	390 cu in (6.4 L) FE V8 410 cu in (6.7 L) FE V8[1] 428 cu in (7.0 L) Super Marauder V8
Transmission	3-speed FX/MX automatic (1967) 3-speed FMX automatic (1968)

Dimensions

<u>Wheelbase</u>	123.0 in (3,124 mm) (1967)
Length	218.5 in (5,550 mm)

Width	77.9 in (1,979 mm)
Height	55.1 in (1,400 mm)

Mercury Grand Marquis



1969 Mercury Marquis 4 door Sedan
Manufacturer - Ford (Mercury Division)

Production Years - 1967 to 1986

Body & Chassis

Class - Full Size 1967 to 1982

-Mid Size 1983 to 1986

Chronology

Predecessor

Mercury Montclair

Mercury Monterey

Mercury Park Lane

Successor

Mercury Grand Marquis - Full Size

Mercury Sable - Mid Size

The Mercury Marquis is a model line of automobiles that was marketed by the Mercury division of Ford Motor Company. Deriving its name from a French nobility title, the Marquis was sold across four generations from 1967 to 1986; through its entire production, the model line was the Mercury divisional counterpart of the Ford LTD. Initially introduced as the flagship Mercury range, the Marquis line was later expanded to include the Mercury Grand Marquis slotted above it.

Mercury marketed the first three generations of the Marquis as a full-size coupe, sedan (alongside the Mercury Colony Park station wagon). The fourth generation was a mid-size sedan, as Mercury split the Marquis and Grand Marquis into distinct product lines for 1983. As Ford transitioned its product ranges to front-wheel drive, the Marquis was withdrawn after the 1986 model year, replaced by the Sable (the Mercury counterpart of the Ford Taurus).

For its first three generations, the Marquis was produced in Hapeville, Georgia (Atlanta Assembly), Hazelwood, Missouri (St. Louis Assembly), and Pico Rivera, California (Los Angeles Assembly); the fourth generation was produced by Atlanta Assembly and in Chicago, Illinois (Chicago Assembly).

First generation (1967–1968)



1968 Mercury Marquis

For 1967, Mercury introduced two hardtop model lines above the Park Lane to serve as the counterpart of the Ford LTD. The (Park Lane) Brougham was a four-door, with the Marquis offered solely as a two-door. While all full-size Mercury two-doors were hardtops, the Marquis was fitted with a standard vinyl roof (giving it a wider C-pillar).

While sharing a roofline with the Ford LTD, the Marquis differed from its Ford counterpart from the use of higher-specification interior trim (wood trim in place of simulated wood, optional leather unavailable on the LTD). As with other Mercury sedans, the Marquis was built on a 123-inch wheelbase (4 inches longer than the LTD).

In contrast to the full-width bench seat of other Mercury lines, the Marquis was fitted with "Twin Comfort Lounge" front seats. Designed as a 50/50 split bench seat, the design combined the 3-passenger capacity of a bench seat with the individual legroom adjustment of bucket seats. In various forms, the design would gradually replace traditional bench seats in many American cars during the 1970s and 1980s.

Mechanical details

For 1967, the standard engine for the Marquis was a 410 cubic-inch Marauder V8, producing 330 hp. Exclusive to the division, the Marauder V8 was optional across the full-size Mercury line. A 4-speed manual transmission was standard, with a 3-speed automatic as an option.

For 1968, the 410 was replaced by a 390 cubic-inch Marauder Super 390 V8, producing 315 hp; shared with the Park Lane and Brougham, the engine was optional for lower-trim full-size Mercurys. A 3-speed manual replaced the previous 4-speed, with the automatic returning as an option.

As an option for both years, the 428 cubic-inch Super Marauder V8 was offered, producing 345 hp; for 1968, the engine was retuned to 340 hp.

First-generation Mercury Marquis powertrain specifications

Engine name (Engine family)	Production	Configuration	Fuel system	Output		Transmission
				Horsepower	Torque	
<u>Marauder</u> V8 (Ford FE)	1967	410 cu in (6.7 L) OHV V8	4-bbl carburetor	330 hp (250 kW)	444 lb·ft (602 N·m)	4-speed manual (1967)
<u>Marauder Super 390</u> V8	1968	390 cu in (6.4 L) OHV V8		315 hp (235 kW)	427 lb·ft (579 N·m)	3-speed manual (1968)

(Ford FE)						Ford 3-speed <i><u>FX/MX</u></i> (Merc-O-Matic) automatic (1967)
<u>Super Marauder</u> V8 (Ford FE)	1967-1968	428 cu in (7.0 L) OHV V8		345 hp (257 kW) (1967) 340 hp (250 kW) (1968)	462 lb·ft (626 N·m)	Ford 3-speed <i><u>FMX</u></i> (Merc-O-Matic) automatic (1968)

Second generation (1969–1978)

Second generation



1969 Mercury Marquis convertible

Overview

Also called [Meteor LeMoyne](#) (Canada; 1969-1970)
Mercury Marquis Meteor (Canada; 1977–1978)

[Model years](#) 1969–1978

Assembly [Hazelwood, Missouri](#) ([St. Louis Assembly Plant](#))
[Pico Rivera, California](#) ([Los Angeles Assembly](#))
[Hapeville, Georgia](#) ([Atlanta Assembly](#))

Body and chassis

[Body style](#) 2-door hardtop
4-door hardtop
4-door pillared hardtop
2-door [convertible](#)
5-door [station wagon](#)

Related [Mercury Grand Marquis](#)
[Mercury Monterey](#)
[Mercury Colony Park](#)

Ford LTD	
Powertrain	
Engine	351 cu in (5.8 L) 351M V8 402 cu in (6.6 L) 400 Cleveland V8 429 cu in (7.0 L) 385 V8 460 cu in (7.5 L) 385 V8
Transmission	3-speed C6 automatic 3-speed FMX automatic
Dimensions	
Wheelbase	121.0 in (3,073 mm) (wagon) 124.0 in (3,150 mm) (2-door, 4-door)
Length	229.0 in (5,817 mm)
Width	79.8 in (2,027 mm) 79.6 in (2,022 mm)
Curb weight	4470 lb (2-door) 4508 lb (4-door)

For 1969, Mercury underwent a revision of its full-size range. Serving as the successor to the Brougham and Park Lane, the second-generation Marquis was expanded to a full range of body styles, slotted above the Monterey. For 1975, the full-size Mercury range was reduced solely to the Marquis (including the Brougham and Grand Marquis trims).

In Canada, the Meteor brand marketed the Marquis as its flagship Meteor LeMoyne from 1969 to 1970. After the 1976 closure of the brand, Ford Canada continued the use of the Meteor name within Mercury, selling a Marquis Meteor as a base trim level for 1977 and 1978.

Chassis specifications

The second-generation Mercury Marquis shares its chassis with the full-size Ford model range introduced in 1969, using a rear-wheel drive perimeter frame chassis. Following a tradition starting in 1961, Mercury sedans used a longer wheelbase (124 inches) than Fords (121 inches, also used by Ford/Mercury station wagons). For 1970, the chassis was adopted by the Lincoln division for the Continental on a 127-inch wheelbase.

Carried over from the previous-generation full-size chassis, the suspension was a 3-link live rear axle and double wishbone independent front suspension (with a front stabilizer bar); coil springs were fitted to at all four corners.

Front disc brake and rear drum brakes were standard; power brakes became standard in 1971. For 1973, "Sure-Track", an early form of anti-lock braking, was introduced as an option; four-wheel disc brakes became an option for 1975.

Powertrain

For the second generation of the Marquis, Mercury revised the powertrain line. Along with ending its Marauder branding for engines, Mercury replaced both the 390 and 428 FE-series engines with a 429-cubic inch 385-series V8. A short-stroke version of the Lincoln 460 V8, the Marquis offered the 429 with 2-barrel and 4-barrel carburetors (320 and 360 hp, respectively). The manual transmission was discontinued, paired solely with the 3-speed Ford C6 heavy-duty automatic. During the 1972 model year, the Marquis received the 460 from Lincoln as an option; for 1974, the 460 replaced the 429 outright.

As the 1970's progressed, Mercury began efforts to improve emissions and fuel economy of its full-size range; following the discontinuation of the Monterey and the introduction of the Grand Marquis, smaller-displacement Ford 335 engines replaced the 460 as the standard engine offering. For 1975, the 402 cubic-inch Ford 400 V8 was introduced (largely as a successor to the 429), with the 351 cubic-inch Ford 351M V8 becoming the standard engine for the Marquis in 1978. In California and for "high-altitude" use, the 400 remained standard equipment; regardless of usage, the 460 (standard on the Marquis Brougham and Grand Marquis through 1977) remained available as an option until the end of the generation. The C6 transmission remained paired to the 460, with the 400 and 351M using the lighter-duty FMX transmission.

Second-generation Mercury Marquis powertrain specifications						
Engine name (Engine family)	Production	Fuel system	Configuration	Output		Transmission
				Horsepower	Torque	
Ford 429 V8 (Ford 385 series)	1969-1973	2-bbl carburetor (1969-1971) 4-bbl carburetor	429 cu in (7.0 L) OHV V8	1969-1971: (2-bbl) 320 hp (240 kW) (4-bbl) 360 hp (270 kW) 1972: 208 hp (155 kW) 1973: 198 hp (148 kW)	1969-1971: (2-bbl) 460 lb·ft (620 N·m) (4-bbl) 480 lb·ft (650 N·m) 1972: 322 lb·ft (437 N·m) 1973: 320 lb·ft (430 N·m)	Ford C6 automatic (3-speed)
Lincoln 460 V8 (Ford 385 series)	1972-1978	4-bbl carburetor	460 cu in (7.5 L) OHV V8	1972: 224 hp (167 kW) 1973: 202 hp (151 kW) 1974: 198 hp	1972: 342 lb·ft (464 N·m) 1973: 330 lb·ft (450 N·m) 1974: 335 lb·ft	

				(148 kW) 1975: 218 hp (163 kW) 1976: 202 hp (151 kW) 1977: 197 hp (147 kW) 1978: 202 hp (151 kW)	(454 N·m) 1975: 369 lb·ft (500 N·m) 1976: 352 lb·ft (477 N·m) 1977: 353 lb·ft (479 N·m) 1978: 348 lb·ft (472 N·m)	
Ford 400 V8 (Ford 335 series)	1975-1978	2-bbl carburetor	402 cu in (6.6 L) OHV V8	1975: 144 hp (107 kW) 1976: 180 hp (130 kW) 1977: 168 hp (125 kW) 1978: 160 hp (120 kW)	1975: 255 lb·ft (346 N·m) 1976: 338 lb·ft (458 N·m) 1977: 324 lb·ft (439 N·m) 1978: 319 lb·ft (433 N·m)	Ford FMX automatic (3-speed)
Ford 351M (Ford 335 series)	1978	2-bbl carburetor	351 cu in (5.8 L) OHV V8	145 hp (108 kW)	273 lb·ft (370 N·m)	

[△] Gross output figures for 1969-1971

Body design

The second-generation Marquis was expanded from the previous two-door hardtop to a full range of body styles, inheriting the four-door hardtop from the Brougham and four-door sedan and two-door convertible from the Park Lane series. Under the 1969 rebranding of Ford and Mercury station wagons, the Colony Park station wagon became part of the Marquis line.

For 1969 and 1970, the Mercury Marauder made its return, unofficially replacing the S-55. Designed as a competitor for the Oldsmobile Toronado and Buick Riviera, the Marauder was a fastback coupe combining the front bodywork of the Marquis with the roofline of the Ford XL/Ford Galaxie 500 SportsRoof.; along with the Colony Park, the Marauder was built on the 121-inch wheelbase used by Ford.

During its production, the second generation underwent two updates, including a 1971 mid-cycle revision of the exterior and interior. In 1973, to coincide with the addition with 5-mph bumpers, the exterior and interior underwent a complete redesign, with the two-door hardtop receiving a different roofline from the Ford LTD.

1969-1972

For 1969, the Mercury full-size range was redesigned (alongside its Ford counterparts); the Marquis remained a counterpart of the Ford LTD model range. Alongside the addition of four-door sedans, the Marquis line gained a station wagon, as the Colony Park woodgrained station wagon was integrated into the model line.

While the Marquis four-door shared much of its roofline with its Ford counterpart, the two-door hardtop was given its own roofline. The front fascia of the Marquis adopted many elements from the Lincoln Continental, including its hood and grille proportions and chrome-topped fenders; the Marquis, LTD/Galaxie/Custom, and Continental each received their own horizontal tail lamp design. Initially sharing its hidden headlamps with the LTD, the usage of the design largely became exclusive to Lincoln-Mercury flagships after 1970, including the Marquis, Lincoln Continental, and Mark-series (the LTD Landau became the only Ford to use the configuration). The system was vacuum-operated, closing the headlight covers using a vacuum canister powered by the engine; as a fail-safe. The system was designed to retract the headlight covers following any vacuum loss.

For 1970, the Marquis saw few visible changes to the exterior and interior. In compliance with federal safety regulations, all full-size Mercurys received a new steering column, with a rim-blow steering wheel replacing the previous horn ring design.^[18] Alongside the wood grained Colony Park, a Marquis station wagon (without wood paneling) was introduced.

For 1971, the Marquis underwent a revision of the exterior and interior; the convertible body style was dropped (along with the Marauder fastback). Distinguished by the elimination of vent windows and framed door glass (for sedans and station wagons), Mercury saw the introduction of the "pillared hardtop", a sedan combining a thin B-pillar and frameless door glass (to mimic the appearance of a pillar-less design). The revision also included the use of fender skirts and wraparound tail lamps. The dashboard underwent a redesign, clustering the instruments and controls closer to the steering wheel.

For 1972, the grille shifted to an egg-crate design (with a similar panel between the tail lamps). In line with federal mandates, the Marquis adopted seatbelt warning buzzers. For the first time, the model line introduced a power sunroof option (requiring the selection of a vinyl roof).



1969 Mercury Marquis sedan



1969 Mercury Marquis sedan
(side view)



1970 Mercury Marquis Colony Park
station wagon



1971 Mercury Marquis two-door



1972 Mercury Marquis Brougham
two-door



1972 Mercury Marquis Brougham
two-door, rear view

1973-1978

For 1973, the Marquis underwent an extensive mid-cycle revision. Largely coinciding with the addition of 5-mph bumpers for the front and rear fascias, the roofline of the Marquis saw a complete redesign. Though distinguished further from the Lincoln Continental, the four-door Marquis shared its roofline with the Ford LTD; in contrast to the LTD, the two-door remained a hardtop with retractable side windows (enlarged for better visibility). Alongside the four-door hardtop, the four-door sedan and station wagon were marketed as "pillared hardtops" (produced with thin chromed B-pillars, allowing frameless door glass). The interior saw a revision of the trim and seats, with a redesign of the dashboard (clustering the instruments behind the steering wheel and the secondary controls to the center of the dashboard).

For 1974, the grille underwent a redesign (nearly matching that of the Lincoln Continental), shifting to a vertically-oriented layout and eliminating the egg-crate trim of the headlamp covers. Following their addition to the front fascia, the Marquis received 5-mph rear bumpers. In response to pending safety regulations, the four-door hardtop was offered for the last time.

For 1975, the front fascia saw several revisions, with a larger radiator-style grille (with the "Mercury" block lettering replaced by a script above the left headlamp); in contrast to the Ford LTD Landau and the Lincoln Continental, the headlamp doors were revised with chrome border trim and a crest emblem. The rear fascia received padded vinyl trim (body color or contrasting) between the tail lamps. While Ford and Lincoln added B-pillars (and opera windows) to their two-door sedans, Mercury retained its hardtop roofline.

For 1976 through 1978, the Marquis saw few visible changes; in 1976, a Landau vinyl roof option was introduced for Brougham and Grand Marquis two-doors, while all versions of the Marquis were marketed as "Ride-Engineered" (promoting its successful ride comparisons against more expensive European sedans of the time). For 1978, the Marquis was given a redesigned grille, retaining a similar radiator-style design.

Alongside the 1978 Chrysler New Yorker two-door, the 1978 Mercury Marquis was the final pillar-less two-door hardtop (with retractable rear side windows) offered by an American automobile manufacturer.



1973 Mercury Marquis 2-door hardtop



1974 Mercury Marquis Brougham 4-door pillared hardtop



1974 Mercury Marquis Brougham 2-door hardtop



1974 Mercury Marquis Brougham, rear view



1978 Mercury Marquis Brougham two-door hardtop



1978 Mercury Marquis Brougham two-door hardtop, side profile



1978 Mercury Marquis Brougham two-door hardtop, rear view



1978 Mercury Marquis Brougham four-door pillared hardtop



1978 Mercury Marquis Brougham four-door pillared hardtop, rear view

Trim

In 1969, Mercury adopted the Brougham name from the Park Lane series, continuing its use as the highest Mercury trim line. Following the discontinuation of the Monterey after 1974, all full-size Mercury sedans took on the Marquis nameplate. Introduced as an interior option package for the Marquis Brougham in 1974, the Grand Marquis became a stand-alone trim line above the Brougham for 1975.

From 1969 to 1978, the Colony Park was included as part of the Marquis model range, with Mercury offering a non-woodgrain Marquis station wagon.

Third generation (1979–1982)

Third generation (Panther)

For the 1979 model year, the third-generation Marquis was introduced as the full-size Ford and Mercury model lines underwent downsizing. Seventeen inches shorter and over 1,000 pounds lighter than its 1978 predecessor, the 1979 Marquis traded places with the Cougar as the longest Mercury vehicle (prior to its own downsizing for 1980). For the first time since 1955, the full-size Mercury station wagon was produced with a curb weight under 4,000 pounds.

Although the redesign of the Marquis resulted in an exterior footprint smaller than that of the intermediate-segment Mercury Cougar sedan, the Marquis gained interior space over

its predecessor through a taller roofline (contributing to improved visibility through increased glass area) and redesigned seats.

For 1983, the full-size Marquis was rebranded as the Grand Marquis; the third-generation Marquis design continued production through the 1991 model year.

Chassis specifications

The third-generation Marquis is based upon the rear-wheel drive Ford Panther platform. Developed for the downsizing of the full-size Ford Motor Company product ranges, the architecture is an evolution of the previous-generation chassis (introduced in 1969). For the first time in the history of the division, Mercury shared a common wheelbase with Ford, as both the Marquis and its Ford LTD counterpart adopted a 114.3 inch wheelbase (a 9.7 reduction from the previous 124 inches; 121 inches from Ford and all station wagons). For 1980, the use of the chassis was expanded as Lincoln introduced the downsized Continental and the Continental Mark VI.

The suspension design was revised for the Panther chassis; a double-wishbone independent front suspension returned with a live rear axle, but the 3-link rear suspension was replaced with a 4-link design (coil springs remained for all four wheels). The anti-lock brake and four-wheel disc brake options were dropped, with the Panther platform receiving upgraded front disc brakes; power brakes were standard.

Powertrain

The third-generation Marquis marked the introduction of a powertrain lineup completely new to the model line. As a central part of downsizing, the Panther chassis adopted smaller-displacement engines in the interest of fuel economy; in contrast to its Chrysler and General Motors counterparts, a V8 engine remained standard equipment for the Marquis. The 351M, 400, and 460 V8 engines were dropped, with the Marquis now powered by Windsor small-block V8 engines.

As Ford transitioned to metric engine displacement designations at the end of the 1970s, the standard engine for the Marquis was now a 4.9L V8 (rounded up to 5.0L, to distinguish it from the 4.9L I6); the rebranded 302 V8 was shared with the Cougar, Monarch, and Zephyr. A 5.8L V8 (the 351 from the Cougar XR7) was offered as an option. For 1980, a 4.2L V8 (a smaller-bore version of the 4.9L engine) became the standard engine on base-trim versions of the Marquis, with the 5.0L V8 shifting to the Brougham and Grand Marquis.

For 1981, a 4.2L V8 was added as the standard engine on base-trim versions of the Marquis, with the 5.0L engine offered on four-door versions of the Marquis Brougham and Grand Marquis. In 1982, the 5.8L V8 was dropped from the Marquis line in the U.S but continued to be offered in Canada. In 1979-81 the 351M was offered in Canadian spec cars with the optional heavy-duty towing package only paired to the C6 transmission. When introduced for 1979, both V8 engines were paired with a 3-speed Select-Shift automatic. For 1980, the Marquis received the 4-speed AOD overdrive automatic transmission as standard equipment with the 4.2L V8 and was offered as an option with the 5.0L and 5.8L engines. For 1982, the AOD became the sole transmission for all three engines.

Third-generation Mercury Marquis powertrain specifications

Engine name (Engine family)	Production	Configuration	Fuel system	Output		Transmission
				Horsepower	Torque	
Ford 4.2L V8 (Windsor)	1981-1982	4.2 L (255 cu in) OHV V8	Motorcraft 7200VV 2-barrel carburetor	120 hp (89 kW) (1981) 122 hp (91 kW) (1982)	205 lb·ft (278 N·m) (1981) 209 lb·ft (283 N·m) (1982)	Ford 4-speed AOD automatic
Ford 5.0L V8 (Windsor)	1979-1982	4.9 L (302 cu in) OHV V8	Motorcraft 7200VV 2-barrel carburetor Throttle-body fuel injection (1981)	129 hp (96 kW) (1979) 130 hp (97 kW) (1980-1981) 132 hp (98 kW) (1982)	223 lb·ft (302 N·m) (1979) 230 lb·ft (310 N·m) (1980) 235 lb·ft (319 N·m) (1981 2-bbl) 230 lb·ft (310 N·m) (1981 EFI) 236 lb·ft (320 N·m) (1982)	Ford 3-speed C4 (SelectShift) automatic Ford 4-speed AOD automatic
Ford 5.8L V8 (Windsor)	1979-1981	5.8 L (351 cu in) OHV V8	Motorcraft 7200VV 2-barrel carburetor	138 hp (103 kW) (1979) 140 hp (100 kW) (1980) 145 hp (108 kW) (1981)	260 lb·ft (350 N·m) (1979) 265 lb·ft (359 N·m) (1980) 270 lb·ft (370 N·m) (1981)	Ford 3-speed FMX automatic Ford 4-speed AOD automatic
Ford 5.8L HO V8 (Windsor)	1981-1982		Motorcraft 7200VV 2-barrel carburetor	165 hp (123 kW)	285 lb·ft (386 N·m)	Ford 4-speed AOD automatic

[△] HO engine used for police-use vehicles only

Body design

In conjunction with the downsizing of the model line, the third-generation Marquis and the adoption of the Panther chassis transitioned towards increased parts commonality between Ford and Lincoln-Mercury full-size lines. Along with a common wheelbase (for the first time), the Marquis and the Ford LTD shared nearly their entire body-shell; many non-visible components were shared with the Lincoln Continental/Town Car and Continental Mark

VI. Distinguished primarily by trim, the LTD and Marquis shared a common roofline (the Marquis 4-door is distinguished by a full-length vinyl roof). The two-door hardtop and four-door pillared hardtop were replaced by sedans with fully framed door glass with fixed quarter glass in the rear side doors (each model had its own door design).



1982 Mercury Grand Marquis



1982 Mercury Marquis Brougham (aftermarket wheels)

While both model lines shared a common body-shell, several detail changes were made by stylists to distinguish Ford and Mercury full-size sedans from one another. While the LTD received an egg-crate grille design, the Marquis was given a vertically-oriented grille (similar to the 1978 Marquis and the 1980 Cougar XR7) and parking lamps similar to the 1975-1978 Marquis; hidden headlamps were abandoned. In line with the previous generation, the Marquis received full-width tail lamps (bordering the license plate). In a feature adopted from the Mark series, the Marquis was styled with (non-functional) fender louvers behind the front wheels (and vents in the front bumper). Ford, Lincoln, and Mercury each received its own dashboard design; Mercury received an instrument panel with square white-face instrument bezels. In 1982, the Marquis introduced a digital trip computer (an option, replacing the analog clock in the dashboard).

During its production, the third-generation Marquis saw few major revisions. For 1981, the air vents were removed from the front bumper (and from the fenders in 1982).¹

Trim

The third-generation Marquis carried over its trim nomenclature from the previous generation. Alongside the standard Marquis, Mercury also sold the Marquis Brougham and the top-trim Grand Marquis. Alongside a body-color Marquis station wagon, the woodgrain-trim Colony Park wagon made its return (trimmed as a standard Marquis and as a Grand Marquis). In Canada, the Marquis Meteor continued as the base trim through 1981 (marking the final use of the Meteor nameplate by Ford). From 1981 to 1982, Mercury offered a police-use version of the Marquis, derived from the standard trim four-door sedan. Along with its Ford LTD counterpart, police-use versions of the Marquis were fitted with a model-specific speedometer and a 165-hp version of the 5.8L V8.

Fourth generation (1983–1986)

Fourth generation (Fox)



1983-1984 Mercury Marquis 4-door sedan

Overview

Also called [Ford Cougar \(Venezuela\)](#)

[Model years](#) [1983–1986](#)

Assembly [Chicago, Illinois \(Chicago Assembly\)](#)
[Hapeville, Georgia \(Atlanta Assembly\)](#)

Body and chassis

[Class](#) [Mid-size](#)

[Body style](#) [4-door sedan](#)
[4-door station wagon](#)

[Platform](#) [Ford Fox platform](#)

Related [Mercury Cougar](#)
[Ford LTD](#)
[Ford Thunderbird](#)
[Lincoln Continental](#)
[Lincoln Continental Mark VII](#)

Powertrain

[Engine](#) [2.3 L \(140 cu in\) Lima I4](#)
[3.3 L \(200 cu in\) Mileage Maker I6](#)
[3.8 L \(232 cu in\) Essex V6](#)
[4.9 L \(302 cu in\) 5.0L Windsor V8](#)

[Transmission](#) [3-speed C5 automatic](#)
[4-speed AOD automatic](#)

Dimensions

<u>Wheelbase</u>	105.6 in (2,682 mm)
Length	196.5 in (4,991 mm)
Width	71.0 in (1,803 mm)
Height	53.8 in (1,367 mm) (sedan) 54.4 in (1,382 mm) (wagon)
<u>Curb weight</u>	3,001 lb (1,361 kg) (sedan) 3,108 lb (1,410 kg) (wagon)
Chronology	
Predecessor	<u>Mercury Cougar</u>
Successor	<u>Mercury Sable</u>

For 1983, the fourth-generation Marquis was introduced as Mercury shifted the nameplate to the midsize segment to replace the slow-selling Cougar sedan and station wagon. Within Mercury, the Cougar XR-7 was replaced by a redesigned two-door Cougar, with all full-size Mercury sedans adopting the Grand Marquis nameplate.

Effectively downsizing the model range for a second time, the 1983 Marquis shed nearly 9 inches in wheelbase, nearly 16 inches in length, and up to 900 pounds of curb weight (dependent on powertrain and body-style). As with previous generations, the fourth-generation Marquis was the Mercury counterpart of the Ford LTD (in 1983, rebranded to replace the Granada).

Coinciding with the design change, production of the model line shifted from St. Louis Assembly to Chicago Assembly (Atlanta Assembly adopted production of the fourth-generation Marquis). Ford Venezuela marketed the Mercury Marquis (under slight trim revisions) as the Ford Cougar from 1983 to 1985.

As Ford transitioned its car platforms to front-wheel drive, the Marquis was discontinued after the 1986 model year, replaced by the [Mercury Sable](#).

Chassis specifications

The fourth-generation Marquis is based upon the rear-wheel drive [Ford Fox platform](#). Initially developed for compact sedans, the architecture was expanded for a wide range of Ford and Lincoln-Mercury vehicles; as a multiple-wheelbase design, the Fox platform was introduced for the mid-size segment for 1980. A 105.6 inch wheel-base is shared between the Marquis, Ford LTD, and the Ford Granada/Mercury Cougar. The Fox architecture uses a unibody chassis (in contrast to body-on-frame design used by full-size Ford and Lincoln-Mercury vehicles).

In line with other Fox-platform vehicles, the Marquis uses a front suspension of [MacPherson struts](#) with a four-link live rear axle (using coil springs). As with the previous generation, the Marquis used front disc brakes with rear drum brakes.

Powertrain

The fourth-generation Marquis was produced with four separate engines over its production. Sedans were fitted with a 2.3L inline-4 as standard equipment; a propane-fuel

version of the engine was an option. Station wagons were sold only with six-cylinder engines; a 3.3L inline-6 (dating back to the Falcon/Comet) was the standard engine for station wagons and optional on sedans. A 3.8L V6 was optional on both body styles, replacing the inline-6 entirely for 1984. Sold only in Canada from 1984 to 1985, the Marquis LTS was powered by the 5.0L HO V8 (shared with the Mustang).

A 4-speed manual was standard with the 2.3L engine, but was deleted after 1983; subsequent production used the previously optional 3-speed [C3](#) automatic. The 3.3L six was paired solely with a 3-speed [C5](#) automatic. The 3.8L V6 used two different transmissions: the 4-speed [AOD](#) automatic was standard for 1983, becoming an option for 1984; the 3-speed C5 became standard for 1984 (replacing the AOD entirely for 1985). All examples with the 5.0L V8 (the LTS) used the 4-speed AOD automatic.

Fourth-generation Mercury Marquis powertrain specifications						
Engine name (Engine family)	Production	Configuration	Fuel system	Output		Transmission
				Horsepower	Torque	
Ford 2.3L OHC (Pinto LL23)	1983-1986	2.3 L (140 cu in) SOHC I4	Carter 1-bbl carburetor	90 hp (67 kW) (1983) 88 hp (66 kW) (1984-1985)	122 lb·ft (165 N·m)	4-speed manual (1983) Ford 3-speed C3 automatic
Ford Mileage Maker Six (Falcon Six)	1983	3.3 L (200 cu in) OHV I6	Holley 1-bbl carburetor	92 hp (69 kW)	156 lb·ft (212 N·m)	Ford 3-speed C5 automatic
Ford 3.8L V6 (Essex V6)	1983-1986	3.8 L (232 cu in) OHV V6	Ford 2-bbl carburetor Fuel injection (Throttle-body)	112 hp (84 kW) (2-bbl) 120 hp (89 kW) (TBI)	175 lb·ft (237 N·m) (2-bbl) 205 lb·ft (278 N·m) (TBI)	Ford 4-speed AOD automatic (1983-1984) Ford 3-speed C5 automatic (1984-1986)
Ford 5.0L HO V8 (Windsor)	1984-1985	4.9 L (302 cu in) OHV V8	Fuel injection (Throttle-body)	165 hp (123 kW)	245 lb·ft (332 N·m)	Ford 4-speed AOD automatic

Body design

The fourth-generation Marquis was produced as a four-door sedan and as a five-door station wagon (the two-door was discontinued, with the Cougar becoming the sole Mercury mid-size coupe. Sharing its entire body-shell with its Ford LTD, the Marquis was distinguished by its own grille, tail-lamps, and parking lamp lenses. For the 1985 model year, the Marquis underwent a minor exterior revision; along with revised tail-lamps, Mercury lettering in the grille was replaced with a centered crest emblem.

The interior of the Marquis and LTD was largely shared between the two model lines (with the exception of the interior door panels). To save development costs, the Marquis retained the dashboard design of the Cougar XR-7 coupe (mixing wood and silver trim), adopting its electronic instrument panel option. Adopted from the full-size Marquis and the Cougar XR-7, the Marquis continued the use of an electronic trip computer.



1985 Mercury Marquis Brougham



1985 Mercury Marquis Brougham, rear view



1985 Mercury Marquis Brougham, side profile



1984 Mercury Marquis station wagon, rear view
Trim

The fourth-generation Marquis sedan was produced in two trim levels: the base Marquis and the Marquis Brougham. The station wagon was not available under the Brougham trim level; a woodgrain exterior trim option was offered (dropping the Villager trim name).

During the 1984 model year, the Marquis LTS was introduced. Sold only in Canada, the LTS was a counterpart of the Ford LTD LX. Powered by 165 hp 5.0L V8, the LTS and LX adopted suspension and brake components from the police-package version of the LTD. After the 1985 model year, the trim was discontinued; only 134 were produced (making it one of the rarest vehicles ever sold by Mercury).

Discontinuation

For the 1986 model year, Mercury introduced the front-wheel drive Mercury Sable, replacing the Marquis as its mid-size model line; both models were sold concurrently through the 1986 model year. The final example was produced by Atlanta Assembly on December 13, 1985 and by Chicago Assembly on January 3, 1986. Originally introduced as the third-generation Marquis in 1979, the design of the Grand Marquis was produced nearly unchanged through the 1991 model year. After an extensive redesign (though retaining the Panther chassis) for 1992, the Grand Marquis remained in production for 19 model years, becoming the final vehicle produced for the brand in January 2011.

Appearance in media

On the final two seasons of CBS comedy series Green Acres, metallic gold 1969 and 1970

Marquis convertibles (very low production) were used by Oliver Wendell Douglas (Eddie Albert), replacing the previous 1965-1967 Lincoln Continental convertible.

The drama series Hawaii Five-O featured a black 1967 Marquis 2-door hardtop driven by Steve McGarrett (Jack Lord) in the pilot episode; stock footage of the vehicle was used for later episodes of the series.

In the 1989 movie Uncle Buck, main character Buck Russel drives a banged up 1977 Marquis that spits smoke and backfires.

The Mercury Grand Marquis is an automobile that was sold by the Mercury division of Ford Motor Company from 1975 to 2011. From 1975 to 1982, it was the premium model of the Mercury Marquis line of full-size sedans, becoming a standalone model line in 1983. For 2003 and 2004, it was sold alongside the revival of the Mercury Marauder.

Also called: Ford Grand Marquis (Canada, Mexico, and Venezuela)

Class: Full-size

Manufacturer: Mercury (Ford)

Model years: 1975–2011

Mercury Grand Marquis

Mercury Grand Marquis



Manufacturer	Mercury
Parent company	Ford Motor Company
Production	1983–present
Predecessor	Mercury Marquis
Class	Full-size
Layout	FR layout
Platform	Ford Panther platform
Transmission(s)	4-speed AOD automatic
Manuals	Service Manual

The Mercury Grand Marquis is a full-size rear-wheel drive sedan sold by the Mercury division of the Ford Motor Company. It is essentially Mercury's version of the Ford Crown Victoria with which it shares its Panther platform along with the Lincoln Town Car. All three vehicles are presently manufactured at the St. Thomas Assembly Plant in Canada

though a plant in St. Louis, Missouri was also used until 1985. Since its introduction, the Grand Marquis has only been available with V8 engines, and remains one of the last "traditional" American full-size cars, with features including 6-passenger bench seating.

The Grand Marquis went into production in 1983 as a separate model (previously being a trim level for the Mercury Marquis from 1975 until 1982), and is currently in its third generation, having also been face lifted many times along the way. It also spawned a short-lived performance variant in 2003 and 2004 that bore the historic nameplate Mercury Marauder.

Introduction

The Mercury Marquis was introduced as a trim package on the 1967 Mercury Monterey. The Marquis name gradually replaced Monterey. The Grand Marquis trim line was introduced in 1975 as a step up from the base Marquis and Marquis Brougham. The Grand Marquis became a model in its own right in 1983 when Mercury's mid-size offering was renamed Marquis. Since then, there have been three generations of the Grand Marquis, with a major redesign in 1992 (the Mercury Colony Park wagon was not redesigned but discontinued), a refresh in 1998, and a major revamping of the front suspension and steering system in 2003.

First generation (1983-1991)

First generation



Production	1983–1991
Assembly	St. Thomas, Ontario St. Louis, Missouri
Body style(s)	4-door sedan 2-door coupe
Engine(s)	5.0 L Windsor V8
Wheelbase	114.3 in.
Length	210.3 in.
Width	77.5 in.
Height	55.5 in.
Fuel capacity	18 US gal.
Related	Ford LTD Crown Victoria Ford Country Squire

[Mercury Colony Park](#)
[Lincoln Town Car](#)

The Panther platform Grand Marquis was introduced in 1983, when the base **Marquis** and Marquis Brougham nameplates were moved to the mid-sized Fox platform. The Grand model remained on the Panther platform and became Mercury's flagship sedan. The only change the Grand Marquis had from the previous models was Central Fuel Injection replacing the two-barrel carburetor, new taillights, and a new grille. The 302 in³ Windsor V8 was the only engine, coupled with the four-speed AOD automatic. The new Grand Marquis sold well, and remained virtually unchanged until 1986, when it received sequential electronic fuel injection.



1988-1991 Mercury Grand Marquis

In 1988, the exterior received a facelift to freshen the styling. This facelift included a new front clip with a rounded grille and badging shared with the rest of the Mercury lineup. The familiar cross-and-wreath emblems were replaced by Mercury's new "flying M". The 2-door coupe was dropped due to slow sales; Grand Marquis coupes are hard to find today. In 1990, a driver's side airbag was added to compliment the redesigned dashboard and enlarged head restraints. These were the only changes the Grand Marquis received, as Mercury was preparing a new Grand Marquis for 1992.

Second generation (1992-1997)

Second generation



Production	1992–1997
Assembly	St. Thomas, Ontario
Body style(s)	4-door sedan
Engine(s)	4.6 L Modular V8
Wheelbase	114.4 in.
Length	212.4 in. (1992-94)

	211.8 in. (1995-97)
Width	77.8 in. (1992-94) 78 in. (1995-97)
Height	56.8 in.
Fuel capacity	20 US gal.
Related	Ford Crown Victoria Lincoln Town Car

1992 redesign

For the 1992 model year, the Panther cars underwent their first extensive change since their original launch. Like both the [Crown Victoria](#) and the [Lincoln Town Car](#), the Grand Marquis was given all-new sheet metal, much more rounded than in the preceding generation, although still rather conservative, with a formal roof line and chrome waterfall grille. The [Colony Park](#) station wagon was not redesigned and canceled after 1991. After 1992, the passenger-side airbag (an option since 1990) became standard.

Third Generation



Production	1998–present
Assembly	St. Thomas, Ontario
Body style(s)	4-door sedan
Engine(s)	4.6 L Modular V8
Wheelbase	114.7 in.
Length	211.9 in. (1998-2005) 212.0 in. (2006-present)
Width	78.2 in.
Height	56.8 in.
Fuel capacity	19 US gal.
Related	Ford Crown Victoria Mercury Marauder Lincoln Town Car

The redesigned Grand Marquis received the 4.6 L SOHC "Modular" V8 engine as the replacement for the 5.0 L OHV V8 previously employed. For 1993, the electronically-controlled AOD-E transmission was introduced.

1995-1997



1997 Mercury Grand Marquis LS model

For 1995, the Grand Marquis' was refreshed. In front, the lighting arrangement was simplified on the front bumper, using fewer bulbs, and the grille shape was changed. In the rear, the license plate mount was moved from the bumper to a redesigned trunk lid. The entire interior was replaced, with round gauges replacing strip speedometers (digital instruments remained an option), rotary climate controls, and a new corporate radio/cassette control panel. The controls for optional power seats were now located on the door panels with buttons for the power windows and door locks. Mechanically, the major change was the switch to the 4R70W transmission. In 1996, the Grand Marquis dropped the first-generation steering wheel for the one used in many other Ford and Mercury sedans. For 1997, the Mercury logos were removed from the C-pillars.

Third generation (1998-present)

The Grand Marquis was redesigned for 1998, with a new front and rear fascia, grille, hood, bumpers, wheels, lights, and mirrors. Although it bears a resemblance to the older model, every body panel was changed besides the doors and roof. It also got some small interior changes, and more optional features. A number of mechanical changes were also made. A fail-safe cooling system with a dual speed electric fan was put in place, along with a coil-on-plug ignition system. Larger dual piston brake calipers were added to the front, requiring 16 inch wheels to be standard. A Watt's linkage was added to the rear suspension. Fuel lines were moved to the passenger side frame rail. A coded ignition key (known as Passive Anti-Theft System, or "PATS") system was introduced and a 72 amp/hour battery replaced the previous 58. Other minor changes included a redesigned engine cover and the power steering fluid reservoir being moved to the front of the engine.

2003 changes



2003-2005 Mercury Grand Marquis

The Grand Marquis received a facelift and new rear fascia, along with refreshed interior door panels (including door handles and power window/power lock control switches) and an optional overhead console (standard on the LS Series). On GS models, the B-pillar trim was now painted body-color. However the real changes were under the skin, with the second generation of the Panther platform. An all-new hydro-formed frame was engineered, rack and pinion steering replaced the old recirculating ball system, and the front and rear suspension, as well as the brakes, were redesigned. An engine knock sensor was made standard along with a six-quart (5.7 L) oil pan (20% larger than the 2002 model). The wheels were redesigned with a high positive offset. A quiet EBD brake booster with a mechanical panic assist system was added. Other changes included an intake manifold with aluminum water crossover and an electronic returnless fuel system. Side airbags were also made available and a dual media (cassette/CD) player made standard. More minor changes included a redesigned engine cover with a chrome V8 logo, the oil fill was moved to the passenger valve cover and the power steering fluid reservoir moved to the radiator surround (previously on the front of the engine). A shoulder belt was put into place for the rear middle passenger and a valet key was made standard.

2005 and later changes

A number of changes were made for the 2005 model year. An electronic throttle control system was put in place, moving the cruise control function to the main computer. Occupant weight sensors were added, which could disable the passenger airbag. Other changes included two new front crash severity sensors, a new steering column and two-spoke steering wheel and the addition of a mast antenna on the right quarter panel. Interior changes included new wood trim, chrome interior door release handles and an Audiophile 6 disc in-dash CD changer (optional on the LS Series), The LSE trim was added mid-year. The steering wheel lock feature was eliminated.



2006-2007 Mercury Grand Marquis

For 2006, the front end was refreshed. This included a new, rectangular grille, bearing a likeness to the 1980s models. Fog lights were now an option. Interior changes included a new instrument cluster, which featured the addition of a tachometer and digital odometer/tripmeter. The mast antenna on the right rear fender was integrated back into the rear window and new wheel designs were made available. This was the first year for the 4R75E transmission.

New for 2007 is the Palm Beach package which includes a leather-wrapped steering wheel, heated exterior mirrors with chrome fronts, cashmere leather seats with embroidered "Palm Beach" logos, side impact air bags, unique satin applique on the instrument panel and

door panel, "Palm Beach" badging, and 16" 9-spoke chrome wheels. There is also the option for a conventional spare tire and an auto dimming rear view mirror. An Audiophile 6 disc in-dash changer with an 8 speaker configuration is available. The engine is now E85 fuel capable. For 2008, the Grand Marquis lost its Handling and Performance Package as well as its 5-passenger sport option (similar to the Crown Victoria's LX Premium Sport and Handling Package, known as the LSE until 2006). These were the only Grand Marquis produced for North America to be equipped with dual exhaust.

For 2009, the Grand Marquis is available in only 2 trim options; LS Fleet and LS Retail. The GS has been dropped. Also, Mercury/Lincoln dealers in the United States have a "No stock" rule in effect for the Grand Marquis, as incentives as high as \$4000 were becoming a requirement to remove them from dealer lots, usually after several months. The LS Fleet is available for fleet purchase only in Canada and the United States, and the LS Retail is available on dealer special orders only in the United States. The Grand Marquis has been replaced in Canada's retail market by the new Ford Taurus. Standard equipment on both models is the new, federally mandated recessed window switches and side impact airbags.

Canadian market

In Canada, after the Mercury brand was phased out in 1999, the car was sold as the Ford Grand Marquis but wore the Mercury grille badge, despite being named a Ford in all Canadian sales literature. Since the demise of its short-lived Mercury Marauder twin in 2004, the Grand Marquis was the last remaining Mercury vehicle sold in Canada until the 2008 model year, when the Ford Taurus took its place as Ford's full-size sedan. It replaced the civilian version of the Crown Victoria, which was now sold exclusively to commercial fleets and law enforcement in Canada (as a Police Interceptor).

Mexican Market

The Grand Marquis was sold in Mexico from 1979 to 2004 as a Ford, but it kept the Mercury badge on the front grille. The Grand Marquis was replaced for the 2005 model year by the Mercury Montego, due to slowing sales accounting to the sedan's size. Although the Mercury Montego was intended to invigorate full-size Mercury sales, it was dropped after the 2007 model year because of its poor success.

Middle Eastern market



Middle Eastern 2003 Grand Marquis LS, equipped with the Export Handling Package featuring '03-'05 LSE wheels

The Grand Marquis and its twin, the Ford Crown Victoria, are popular sedans in the Middle East, especially in Kuwait and Saudi Arabia. Vehicles manufactured for this market are known as *GCC Spec* vehicles, and are available in all Gulf Cooperation Council (GCC) countries.

The Mercury Grand Marquis is available in six different trim levels in the GCC: GS, GS Convenience, GS-L, LS (previously known as LSE until the 2008 model year), LS Premium and LS Ultimate. These models come with slightly different options and features from their North American counterparts.



Factory 40/20/40 luxury cloth Town Car seats.

All vehicles destined for the Middle East feature the High Ambient Temperature and Speed Package, a heavy-duty battery, an engine oil cooler, an auxiliary transmission fluid cooler and Arabic language labels. The LS model (previously known as LSE) features 5-passenger seating, with a floor shifter and center console. The GS-L is a long-wheelbase model, offering six inches (152 mm) of extra leg room for rear passengers. In North America, this model is only available to fleet customers as a commercial version of the Ford Crown Victoria. Lincoln Town Car seats have also been standard equipment on vehicles manufactured after 1998.



Arabic language driver's door sticker.

The American Handling and Performance Package (HPP) has been changed to "Export Handling Package" for the Middle East. The only differences between the two is that GCC models have a 2.73 rear axle ratio (as opposed to 3.27) and as a true dual exhaust system is standard equipment, it does not come as part of the package. Rear air suspension, unique springs, an upsized front stabilizer bar and heavy-duty rear stabilizer bar are part of the Package. Vehicles equipped with this package also feature a Mercury Marauder rear spoiler (not available on GS-L models). EHP is a standard feature on the LS, whilst LS Premium and LS Ultimate models with this option share the same 16" 9-spoke wheels as their LS counterparts. For 2006 and newer models, the new 9-spoke Crown Victoria LX wheel with a Mercury center cap has replaced the '03-'05 LSE wheels with darker inserts.

Traffic Metaphors

- Your mileage may vary.
- Speeding up to get to a red light faster just wastes energy.
- Honking doesn't make traffic go away.
- Doesn't matter how fancy your car is, it's not worth very much if they close the road.

- One of the worst ways to get to where you're going is to always drive in the fastest moving lane and avoid any toll roads. The flow of traffic isn't always going where you want to go.
- Following another car will eventually get you lost.
- If you don't stop to refuel, you're going to get stranded.
- Giving someone a chance, or the right of way, and letting them into traffic doesn't really slow you down that much.
- In our culture, we give way too many resources to cars and their efficiency and not enough to pedestrians and the opportunities that they deserve.
- The map is not the territory, but a map is a good thing to have.
- Acceleration is overrated. Persistence, good directions and a reliable vehicle almost always beat horsepower.

When is a Car Still a Car?

By Larry Webster

If there's no steering wheel, is a car still a car? GM and Ford have each asked NHTSA to grant them permission to deploy 2,500 vehicles without manual controls like steering wheels and pedals. The 2,500 vehicles per manufacturer—the most NHTSA can approve—is the next step in a wider rollout of autonomous vehicles.

GM, through its Cruise subsidiary, wants to deploy vehicles without steering wheels, mirrors, turn signals, or windshield wipers, according to *Automotive News*. Pretty wild, but Cruise's plans make sense: it's not like the car is actually looking out the windshield.

Crashes are going to happen and the petitions were sent to NHTSA months ago, but we're just now finding out that a Cruise passenger was sent to the hospital in that June crash where the car came to a stop in an intersection and was t-boned by an oncoming (human-driven) Uber. If they were both robo-taxis, it's worth noting, that crash likely would not have occurred. Still, not a good look for Cruise.

The path to a robo-taxi future, like autonomous trucks, is accelerating quickly. Zoox, an autonomous car company owned by Amazon, is also gearing up to test an autonomous taxi service in California. Its "car," which doesn't have any manual controls, uses a carbon-fiber main structure, a construction similar to modern supercars.

The big American automakers aren't the only ones going down this path, either. Chinese search engine giant (and autonomous car-maker) Baidu showed off its new autonomous robo-taxi with a detachable steering wheel at a conference last week. The new car, which will cost roughly the equivalent of \$37,000, is almost half the projected cost of its prior-generation autonomous ride. Baidu says its Level 4 robo-taxi has the same performance as a human with 20 years of driving experience.

Activities of the Vegreville Iron Runners Auto Club

A few members of the Iron Runners brought their vehicles to the Vegreville Seniors Car Centre for a social gathering and meet and greet with the seniors there. The seniors

appreciated being able to view the cars and reminisce about days gone by. Refreshments were served to those in attendance.

As well, some of the members also brought their vehicles to the Homestead Lodge where the residents were able to come out and talk to us regarding our vehicles. Again, refreshments were served.

Members of the Iron Runners attended the Show and Shine hosted by Laurence and Darry Anderson. There was a large turn out and Darry's yard was packed with a wide array of vehicles of all makes and models. Numerous retro police vehicles were also present. Those present were treated to hot dogs, pop, water, and other goodies as well as numerous door prizes.

The Vegreville Iron Runners hosted a member's show and shine at the Pysanka Park, followed by a cruise through town in honour of collector Car Appreciation Day. Both the Mayor and the M.L.A were on site, at the park, to present certificates regarding Collector Car Appreciation Day. The day culminated with the annual President's BBQ and pot luck supper. A grateful thank you is extended to Greg Panchyshyn for barbequing the steaks.

In July, Greg and Diane Panchyshyn hosted a show and shine on their acreage near Tofield. From all reports, there was a large array of vehicles present as well. There were hot dogs for lunch and a pot luck supper to ensure no one went away hungry.

At the beginning of August, several members of the Iron Runners participated in the Annual Vegreville Country Fair parade. Following the parade, the Agricultural Society treated the participants to a light lunch.

On August 21, several members participated in the 3rd Annual Toy Run in Vegreville. After the run, which consisted of a tour through town, we were treated to a Chili lunch.

Specialty Vehicle Association of Alberta



Protecting the rights and privileges
of auto enthusiasts of Alberta since 1974

The SVAA was created in 1974 by a group of members of several Alberta vintage vehicle clubs for the original purpose of correlating event dates to avoid conflict. This grew into a lobby group which over the years was able to bring antique (one-time) licensing for vintage cars (25 years and older) to Alberta, and recently was able to petition, with the National Association, the Federal Government in order to prevent the creation of pollution or junker laws with respect to old cars.

Today, the SVAA consists of some 35 Alberta Vintage, Modified, Street Rod and 4-wheel Clubs in Alberta, representing some 2 000 individual persons.

Mission Statement

The Association is dedicated to the preservation, restoration, and enjoyment of all antique, collector, vintage and specialty vehicles. Also, the Society is dedicated to bringing all auto related clubs in Alberta together, to promote and protect our common interest in the Automobile Hobby.



Suggested Disclaimer For Hosting An Event

The undersigned hereby agree to indemnify all officers and directors against any and all alleged wrongful acts, wrongful acts and/or claims resulting from attendance and participation in this tour and associated events. I/we certify the vehicle indicated above is properly and adequately Insured, licensed, registered and is in a safe operating condition

Signature: _____ Date: _____

Name: _____

(Please Print)

Cruisin' The Dub

Be sure to check your local listings, for location & times, for more Information, check out

www.cruisin@aw.ca

Calendar of Events (2022)

The SVAA publishes events throughout the year, so please forward your information to rds01@outlook.com or by mail. Some events are now included on the SVAA web site at www-svaalberta.com. Do not send events to this web site.

Something For The Chefs In Our Lives No Bake Corn Flake Toffee Drop Cookies



Ingredients

3 tablespoons butter

3 bars of Mackintosh's Toffee (if using individually wrapped toffee - about 50)

3 tablespoons coconut milk or milk, cream, or condensed milk

1/4 teaspoon vanilla extract

3 cups gluten-free corn flakes

1/3 cup sliced almonds (Optional)

Instructions

1. Start by smashing your Mackintosh bar into small pieces. (unwrap individual candies)
2. Melt butter in a large saucepan over low heat.
3. Add toffee pieces and milk and stir frequently until the toffee is completely melted. Watch the pot carefully to make sure it doesn't burn.
4. Once fully melted, add vanilla extract and stir.
5. Add corn flakes and sliced almonds, mix until well-covered.
6. Drop onto wax paper and allow to cool.

Notes

For corn flake toffee bars, make recipe as instructed above and press mixture into a lightly greased medium baking dish. Chill and cut into squares once hardened.

2022 Members

Darry Anderson

Laurence Anderson

Len Bullock

Richard & Margaret Densmore

John & Madeline Kitz

Denise Komick

Honorary Life

Kulwinder Kundan Singh

Orest Lazarowich

Honorary Life

Greg & Diane Panchyshyn

Gary Pinkham, Quain & Hailey

Tina Pinkham

Ron Reese

George & Velma Sample

Bill & Sylvia Smolak

Mike & Joanne Sturmay

Lorne & Connie Wakaruk,

Austin, Brody, and Carter Wakaruk

Jerry Wilde

Honorary Life

Please Complete the Following and Return To
Vegreville Iron Runners Auto Club
C/o William Smolak
5701 - 43A Street
Vegreville, AB
T9C 1E3
Release and Consent Form

I, _____, (print full name) do hereby consent to the use, reproduction, and publication of any and all photographs, video/audio recordings, and/or movies taken by and/or supplied to local papers/and or other media pertaining to or as a result of my activities as a member of the Vegreville Iron Runners Auto Club.

Signature

Date

Vegreville Iron Runners Auto Club

Membership Application

Please Print

Date: _____

Name: _____ Occupation: _____

Spouse: _____ Occupation: _____

Children: _____ Age: _____

_____ Age: _____

_____ Age: _____

_____ Age: _____

Address: _____ Phone (Res) _____

City/Town: _____ Phone (Bus) _____

Postal Code: _____ Phone (Cell) _____

Province: _____ New Membership: ____ Renewal: ____

Type of Membership: Single: ____ Family: ____ Other: ____

Vehicles Owned

Vehicle #1 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Vehicle #2 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Vehicle #3 Make: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Fees: Single: \$15

Family: \$25

This information is solely for club use only and will not be given out.

Date of Acceptance: _____

