

# *AT THE SIGN OF THE CAT*

*THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA  
OCTOBER 2010*



*Cougars... At Carlisle*

# Club Contacts

## CCOA Board of Directors

**Chairperson:** Randy Goodling [chair@cougarclub.org](mailto:chair@cougarclub.org)  
 2046 Mill Road, Elizabethtown, PA 17022-9401  
 (717) 367-6700

**Vice Chairperson:** Bill Quay [vicechair@cougarclub.org](mailto:vicechair@cougarclub.org)  
 7113 Old English Road, Lockport, NY 14094-5408  
 (716) 433-9267

**Financial Services:** Greg Fritz [finance@cougarclub.org](mailto:finance@cougarclub.org)  
 16280 Andrie Street NW, Ramsey, MN 55303-5313  
 (763) 274-1438

**Membership Services:** Rob Merritt  
[membership@cougarclub.org](mailto:membership@cougarclub.org)  
 28 W. 8th St, Duluth, MN 55806-2515 (218) 727-6918

**Club Services:** Tim Wolfe 2345 W Piatt Ln, Olathe, KS 66061  
 (816) 550-5446

**Special Services:** Phil Parcells  
[specialservices@cougarclub.org](mailto:specialservices@cougarclub.org)  
 7227 Heath Markham Road, Lima, NY 14485-9508

## CCOA Managers and Volunteers

**Editor/publisher:** Vacant

**Assistant Editor / Advertising Representative:**  
 Kamran Waheed [assisteditor@cougarclub.org](mailto:assisteditor@cougarclub.org)  
 1410 Hamilton St, Jacksonville, FL 32205-7349

**Merchandise:** Randy Goodling (see Chair)

**International Manager:** Tim Glover  
[international@cougarclub.org](mailto:international@cougarclub.org)  
 Oxton Birkenhead, Wirral, England

**Historian:** Scott Dyke [history@cougarclub.org](mailto:history@cougarclub.org)  
 1700 Kelly Ave., Crest Hill, IL 60435-2314  
 (815) 726-7905 (after 6 p.m. Central Time)

**Legal Advisor:** Jody Heil [legal@cougarclub.org](mailto:legal@cougarclub.org)  
 500 Maple Ridge Road, Berlin, Wisconsin 54923  
 (920) 361-5258

**Webmaster:** Steve Shockley [webmaster@cougarclub.org](mailto:webmaster@cougarclub.org)  
 51 Gibson Ave., Warminster, PA 18974 (215) 956-0986

## Specialty Vehicle Registrars

**National Database** (all Cougars): Phil Parcells  
[registry@cougarclub.org](mailto:registry@cougarclub.org)  
 7227 Heath Markham Road, Lima, NY 14485-9508

**1968 R-code, Non-GT-E:** Bill Quay  
[68-r-code@cougarclub.org](mailto:68-r-code@cougarclub.org)  
 7113 Old English Road, Lockport, NY 14094-5408  
 (716) 433-9267

**1969 390:** Mike Brown [69-390@cougarclub.org](mailto:69-390@cougarclub.org)  
 5527 Bluebell Ave., North Hollywood, CA 91607-1909

**1971 429 Cobra Jet:** Mitch Lewis  
[71-429cj@cougarclub.org](mailto:71-429cj@cougarclub.org)  
 1979 Chipmunk Court, Eagan, MN 55122-2225  
 (612) 720-7504

**428 Cobra Jet ('69-'70):** Scott Taylor  
[cobrajet@cougarclub.org](mailto:cobrajet@cougarclub.org)  
 2151 W. Shawnee Drive, Chandler, Ariz., 85224-1740  
 (480) 857-2005 (evenings)

**Dan Gurney Special:** Scott DeFriez [dgs@cougarclub.org](mailto:dgs@cougarclub.org)  
 6420 Hermanas Road S.W., Deming, NM 88030-9519  
 (505) 544-4444

**Eliminator:** Dave Wyrwas [eliminator@cougarclub.org](mailto:eliminator@cougarclub.org)  
 21 Cathy St., Merrimack, NH 03054-2841  
 (603) 429-8437

**GT, XR-7 GT, 6.5 Litre:** Brett Irick  
[xr7gt@cougarclub.org](mailto:xr7gt@cougarclub.org)  
 2 Brookwood Lane, Dearborn, MI 48120-1302,  
 (313) 240-6418

**GT-E:** Jim Pinkerton [pinktwo@att.net](mailto:pinktwo@att.net)  
 20727 106th Ave. S.E., Snohomish, WA 98296-7166  
 (360) 668-0243

**Sports Special:** Bruce Wallace  
[sportsspecial@cougarclub.org](mailto:sportsspecial@cougarclub.org)  
 8709 Catbriar Lane, Orlando, FL 32829-8619,  
 (407) 826-2936 (o), (407) 273-1092 (h)

**Two Tone:** Kamran Waheed [twotones@cougarclub.org](mailto:twotones@cougarclub.org)  
 1410 Hamilton St, Jacksonville, FL 32205-7349

**XR7-G:** Royce Peterson [roycegt@earthlink.net](mailto:roycegt@earthlink.net)  
 1734 Conner Road, Hebron, KY 41048-8254  
 (859) 689-2539



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#### Temporary Editor

Rob Merritt  
28 West 8<sup>th</sup> Street  
Duluth, MN 55806-2515  
[membership@cougarclub.org](mailto:membership@cougarclub.org)

ATSOTC welcomes publishable material for future editions. Send your submissions to the above address or to the Assistant Editor at [assistanteditor@cougarclub.org](mailto:assistanteditor@cougarclub.org). Our next issue is planned for Dec./Jan. Please send your submissions no later than **Soon**.

#### Membership -- RATES (Effective 1/1/10)

Annual Membership in the Cougar Club of America is now available in several flavors:

- \$20 for members who receive the newsletter by email.
- \$30 for members who receive the newsletter by postal mail to a U.S. address.
- \$35 for members who receive the newsletter by postal mail to a non-U.S. address.

To join, point your internet browser to:

<http://www.cougarclub.org/about/membership.aspx> or contact the Membership Services Director listed in the Club Contacts section of this newsletter.

#### Advertising

Members may place a Cougar-related classified advertisement of up to 100 words per issue at no charge. Non-members may place classified ads at a rate of 10 cents per word.

Display advertising rates are also available. Contact Kamran Waheed for details at [assistanteditor@cougarclub.org](mailto:assistanteditor@cougarclub.org)

#### Disclaimer

Members receive this publication with the understanding that the Cougar Club of America, its officers and volunteers, cannot be held responsible for its content. The CCOA reserves the right to edit all submissions. The CCOA does not necessarily endorse views and opinions expressed in ATSOTC. Your mileage may vary.

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**Dedicated to the appreciation and  
preservation of the Mercury Cougar.**

## *Temporary* Letter from the Editor

Rob Merritt, CCOA # 8323.  
[Membership@cougarclub.org](mailto:Membership@cougarclub.org)

Kamran and I were pleased to receive the prestigious Golden Quill Award from the editors of *Old Car Weekly*, in recognition of our efforts with this newsletter.



Just so everyone knows it isn't going to our heads, we did read the fine print which seems to indicate that every automobile club newsletter gets the award. Hey, the gesture still matters, right? It's nice of *Old Cars Weekly* to show its enthusiasm for the hobby.

Thanks to all who contributed material for this issue. The next issue is planned for Dec/Jan. That will be a short cycle from this issue, so send any submissions as soon as you can.

## A Word from the ASSISTANT EDITOR

Kamran Waheed (#3679)  
[assisteditor@cougarclub.org](mailto:assisteditor@cougarclub.org)

Here we are again as another year is winding down, feels like we just started 2010. At the close

of this year the Mercury line/division will only be a memory. After a 72 year run Ford has decided to drop the Mercury line due to poor sales. Ford had the same reasoning when they decided to discontinue the Cougar in 2002. Just because we can no longer buy a new Mercury does not mean that Mercurys have to disappear from the streets of America or around the world. Whether you have a classic or modern Mercury I encourage each of you to drive them as much as possible for all to see; that goes for Cougars too!! Let us keep the Mercury and Cougar memory alive for many generations to come; the best cars/trucks ever made!!!!

I believe the CCOA has made good progress this year towards becoming a strong club once again, but there is more that can and needs be done to make the CCOA even better. Once again Rob has put together another great looking issue of *ATSOTC* and know that we all appreciate his hard work and time. However, Rob is only acting as a "TEMPORARY" editor in order to keep *ATSOTC* alive. We are still in need of the right person to step up and become the permanent editor of *ATSOTC*. It could be you!! Don't be shy, I know that we have members out there who can take the reins and do a great job as editor of *ATSOTC*. Hopefully we can fill this position by the end of this year so the new editor can start 2011 off in great fashion. If you are interested in this position please contact me or Rob or any of the Board members listed on the Contacts page. We hope to hear from you soon!!

As the show season is coming to a close for 2010, I hope all of you were able to get out to the shows with your Cats too. Of course, I know there will be a few shows before the year ends and hope you are able to enjoy them before your Cat(s) goes into hibernation for the winter.

Hope each of you enjoy the fall season. Until next time, keep those Cougars safe and running strong!



# MEMBERSHIP REPORT

Rob Merritt (#8323)  
[Membership@cougarclub.org](mailto:Membership@cougarclub.org)

Greetings fellow Cougar enthusiasts!

## RENEWAL DRIVE UPDATE:

We're almost back to the regular, annual renewal schedule. Starting about a year ago, we invited members to renew their memberships as we worked to rebuild the Club. The process continues as we wrap up the "class of 07/08." If you last renewed in 2007 or '08 and have not yet renewed, the mailing label affixed to this newsletter (or a note in the email) will indicate that. If you think our records are incorrect, let me know. Otherwise, we hope you will choose to renew your membership. If there's no notation on your mailing label or email, you're good to go (and thanks for being a member).

A membership form is available on the Cougar Club of America website at:  
<http://www.cougarclub.org/about/membership.aspx>. You can print and mail the form or use the convenient PayPal button if you prefer.

As mentioned before, we've **decreased** the annual membership cost for members who elect to receive the newsletter by email. Remember to send me your email address if you are choosing the "e-member" option. The current dues are:

- \$20 for members who receive the newsletter by email.
- \$30 for members who receive the newsletter by postal mail to a U.S. address.
- \$35 for members who receive the newsletter by postal mail to a non-U.S. address.

As a renewing member, you will receive a new membership card (with your original member number), the CCOA's official publication, *At the Sign of the Cat*, and an eye-catching window decal for your Cougar that identifies you to fellow Cougar enthusiasts wherever you go. And most important, you'll belong to a worldwide network of enthusiasts dedicated exclusively to the Mercury Cougar.

If you are currently receiving the newsletter by email, and want the paper version, you can renew at any time. You'll get credit for renewing early with an extended date for the next renewal cycle.

A couple members asked if they can still get the email version if they subscribe to the printed version of the newsletter. Obviously, no extra cost to send the email, I just need to figure out how to set that up in the database.

## NEW MEMBERS

Joining the Club since the last ATSOTC, are the following new Members:

LORNE WITTER	ALBERTA CANADA
RAIMO VIITAMÄKI	SEINÄJOKI FINLAND
BOB DEINES	SHOW LOW AZ
DAVID RIVARD	WOODSTOCK GA
ANTHONY CIACCIO	ROCKFORD IL
NICK SCHNEIDER	BILLINGS MT
JAMES NAPHAS	PITMAN NJ
ALAN MASIERO	NEWBURGH NY
EDWARD FIORE	ROME NY
STEVEN CHERNOW	SYOSSET NY
JOHN BACHA	PITTSBURGH PA
NATHAN BIASTRE	MIDDLETOWN RI
DAVID PENNEY	GREER SC
KATHRINE JORGENSEN	COLLIERVILLE TN
DWAIN BARKER	ARLINGTON TX
DANA & RHONDA WILLIAMS	HASLET TX
RON DUNN	MIDLAND TX
KEVIN SHELSTAD	PUYALLUP WA

## Welcome to the new members!

If you know someone who enjoys Cougars, but who isn't a CCOA member, feel free to share this newsletter with them and invite them to see the web site at [www.cougarclub.org](http://www.cougarclub.org).



KEEP YOUR CATS PURRING!

# Cougars at Carlisle

By Phil Parcells (#2554)  
CCOA Special Services Director

The Carlisle All-Ford show was held on Saturday June 5, 2010. The Cougar portion of this show was jointly sponsored by the CCNJPA and the CCOA. The fairgrounds are open for several days before to allow vendors to set up and show cars to get set up in their respective classes.

This year I arrived on Thursday June 3. It was nice weather, and I stopped to visit Randy Goodling at his vendor space. Dave Wyrwas, the Eliminator Registrar, also had the same idea and arrived at the same time. After we chatted with Randy for a few minutes, the sky suddenly got dark and it began to rain. This continued into a torrent, and we all as rapidly as possible got out the tarps and began tarping all the Cougar merchandise down. The rain continued and at times it was 6 inches deep in some places under Randy's tent. Keep in mind that Randy is situated at the TOP of a hill in the vendor area of the fairgrounds. Those unfortunate people at the bottom of the hill had water 2 feet deep in their sites!

Friday was a sunny and hot day. It was good to dry up the fairgrounds, and allowed more show cars to arrive and get situated. Ford parts and good deals were everywhere. Walking through the swap meet is like being the proverbial kid in a candy store. The sun was out in force all day, and most people overdid it. There were many sunburned people at the end of the day. The big excitement of the day was late Friday night, when it began to rain again. High winds kicked up and they were so bad, they lifted the Cougar carnival tent off of its stakes in the Cougar show area. The Cougar owners who had remained in the area to talk were suddenly recruited into holding the tent down. One of the folks was alert enough to take a video of the event, and due to everyone's quick response, a Russo-Steele type disaster was avoided.

Saturday is show day. It was drizzly rain and overcast most of the day, but that was actually preferred especially since many people were nursing sunburns.

The day began with the Mustang Cobra Jets lining up at the base of the shale hill for a photo op. The ground literally shakes as these cars rumble by.



There were many beautiful cars in attendance. I mention names and cars only at the risk of leaving someone out. There were many fresh restorations such as Merv Moyer's red ...



...and Carlton Wright's (#7574) blue GT-E's.



Dave Uza's 73 XR7 which is freshly painted  
Mercedes Orange ...



...and Charles Popenoe's (#7390) red 70 XR7 convertible which is work in process displayed by Tom Lawrance (#7112) .



There were original cars, such as Charlotte Vreeland's (#5175) black 67 GT, and Pat Nawrocki's Burgundy XR7-G.



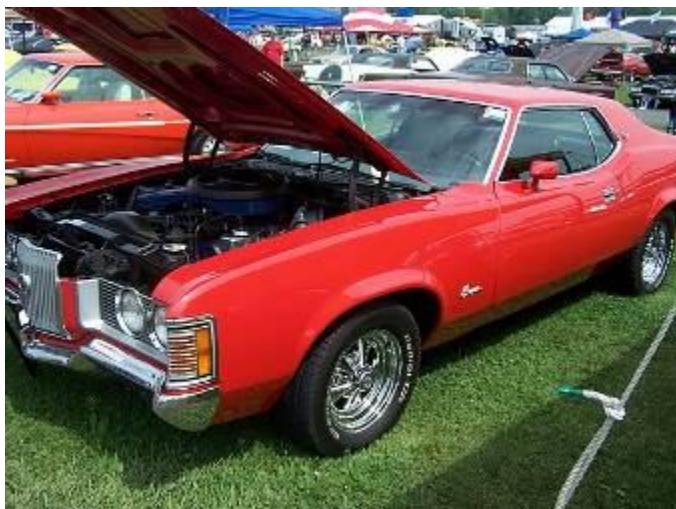
Dan Goldsmith (#7639) drove his Jamaican yellow 67 from New Hampshire.



Mark Piechowski spent the day under the hood of Cindy Ghizzi's (#8803) 72 XR7 convertible fixing a flooding carburetor



Original owner Rich Kellogg had his 71 429 XR7 hardtop on display, complete with Marti report and original bill of sale.



The Eliminators were present and in fine form. Dave Wyrwas (#7558) brought his Diamond blue 70 Boss 302 Eliminator



"Newer" Cougars were also in attendance, such as Michael Kostelnik's 79 XR7...



...and Daymon Baumann's 88 XR7.



Barry Zortman (#6804) brought his yellow 69,



and Steve Hornbaker brought his Orange 69 428CJ

As the day wore on, people began to leave for dinner. After the show field thinned out, Randy Goodling held an informal CCOA meeting in the Cougar tent. That meeting is summarized elsewhere in this issue.

All the winners are posted on Sunday morning.

#### **G51 - Young Guns At Carlisle (Age 25 & Under)**

108 Nembrotti, Michael 1997 Ford T-Bird First Place  
109 Hauck, Steve 1958 Ford Skyliner Second Place  
\* Celebrity Pick Chosen By: Norman Zoumas Hoffman Ford  
110 Bryant, Rolan 1966 Ford Mustang Coupe Third Place  
\* Celebrity Pick Chosen By: Terri Huffnagle Liberty Sho Club  
111 Smith, Chris 2007 Ford Mustang Gt \*Special Award\*  
\* Celebrity Pick Chosen By: Allen Bryant Carlisle Young Guns

#### **G52 - 1967 - 1968 Cougar Standard**

112 Marpoe, Gilson 1967 Mercury Cougar First Place  
113 Eshelman, Mark & Wanieta 1967 Mercury Cougar Second Place  
114 Zeigler, Chris & Sharon 1967 Mercury Cougar Third Place

#### **G53 - 1967 - 1968 Cougar Xr7, Xr7g, Gte, Gt**

115 Wright, Carlton 1968 Mercury Cougar First Place  
\* Celebrity Pick Chosen By: Arlen Fadley Ford Enthusiast  
116 Wilburn, Terry 1968 Mercury Cougar Second Place  
\* Celebrity Pick Chosen By: Sam Auxier Jr. Retired Race Car Driver  
117 Moyer, Mervin L 1968 Mercury Cougar Gte Third Place  
118 Cross, Roger W 1967 Mercury Cougar \*Special Award\*  
\* Celebrity Pick Chosen By: Wally Hagen Ford Lincoln-Mercury Sales - Philadelphia Region

#### **G54 - 1969 - 1970 Cougar Standard Coupe/Xr7**

119 Defeis, Robert 1970 Mercury Cougar Xr-7 First Place  
120 Morey, Raymond 1969 Mercury Cougar Xr7 Cpe Second Place  
121 Gardiner, Cliff 1969 Mercury Cougar Third Place

#### **G55 - 1969 - 1970 Cougar Std Conv. Xr7 Conv.**

1969 122 Polansky, Steven Mercury Cougar Xr7 First Place  
123 Vanheuveln, Chris 1969 Mercury Cougar Second Place  
124 D'alu, Joe 1969 Mercury Cougar Xr7 Third Place

\* Celebrity Pick Chosen By: Jerry Clor Ford Enthusiast  
125 Gill, Chuck 1969 Mercury Cougar Conv \*Special Award\*

\* Celebrity Pick Chosen By: William Andresen Andresen Advertising Design

#### **G56 - 1969 - 1970 Cougar Eliminator**

126 Hornbaker, Steven 1969 Mercury Cougar First Place  
\* Celebrity Pick Chosen By: Dan Workman Ford Enthusiast  
127 Zortman, Barry 1969 Mercury Cougar Eliminator Second Place  
\* Celebrity Pick Chosen By: Jerry Heasley Photographer  
128 Iser, Kraig 1969 Mercury Cougar Coupe Third Place  
\* Celebrity Pick Chosen By: Rick Lebeau Saleen Club Of America

#### **G57 - 1971 - 1973 Cougar (Hardtop)**

129 Kellogg, Rich 1971 Mercury Cougar First Place  
\* Celebrity Pick Chosen By: Randy Goodling Cougar Club Of America  
130 Uza, Dave 1973 Mercury Cougar Xr7 Coupe Second Place  
131 Piersall, David 1973 Mercury Cougar Xr7 Third Place  
\* Celebrity Pick Chosen By: Stuart Nembrotti Cougar Club Of Nj And Pa

#### **G58 - 1971-1973 Cougar (Convertible)**

132 Farrington, Bill 1973 Mercury Cougar First Place  
133 Ghizzi, Cynthia 1972 Mercury Cougar Xr-7 Second Place

#### **G59 - 1974-1988 Cougar (All)**

134 Kostelnik, Michael 1979 Mercury Cougar Xr7 First Place  
135 Ramph Jr, Willard J 1986 Mercury Cougar Second Place  
136 Baumann, Damon 1988 Mercury Cougar Xr7 Third Place

#### **G60 - 1989 & Up Cougar (All)**

137 Miller, Timothy 2000 Mercury Cougar First Place  
138 Tuck, Michael 1989 Mercury Cougar Xr7 Second Place  
139 Jennings, Donna 1991 Mercury Cougar Xr7 Third Place

# Club Reports

## COLUMBUS OHIO BY: BEN BRACE (#2796)

The 28th Arthritis Auto Show (July 9 & 10) was a great success.



Rik Porvasvik won best of show for Mercury Cougars with his 1985 Cougar, below, on Saturday's judged show within a show.



Dan Sugg Sr. won an 8 foot cruise-in trophy at Friday night's cruise-in with his 1985 Mercury Cougar, above.



## KENTUCKIANA CLASSIC COUGARS

BY: JERRY BASS  
MEMBERSHIP DIRECTOR



This past February the Kentuckiana Classic Cougars attended the 2010 Louisville Custom Auto Show, it was a three event (19th-21st). Our members' cars entered in this year's show were John Johnson's '69 Coupe, Mike Craven's '70 Eliminator Clone, Jeff Giffen's '70 Convert, Clyde Mizell's '68 Custom, Teddy Parks '69 XR-7 and Bill Scott's '69 Coupe. Our backup entry was Ken Biscan's '69 XR-7 Convert.

We had six club members participate in this year's swap meet held at The Kentucky Fair and Exposition Center in Louisville. We had strong participation from members that brought parts to sell and other members that just came by to hang out with great friends. We had a corner booth next to the main isle and we filled it to the brim. KCC members brought so many parts that it took two truck loads to bring them in and our booth never looked empty. The event was so successful that we decided we will return next year to the KYANA Swap Meet and hopefully have two spaces instead of one!!

On August 14th 2010 the KCC Club held their 9th annual Cougars and All Fords Show at The Masonic Home in Louisville. This year attendance was down due to the extremely hot weather that has been plaguing our area this summer. However, the show was still a great success. Total attendance was only 60 cars, but all of the attendees had a great time. As always, there were many high quality cars ranging from hot rods and restomods to concours classics. Awards were given for the best cars in the following classes; Top 25 (Plaques), Best Cougar 1st, 2nd & 3rd, Best Mustang 1st, 2nd & 3<sup>rd</sup> (Pre-1980), Best Cougar (Participant Choice), Club Participation Award, Diamond in the Rough Late Model Specialty, Pre-2000 Specialty, Pre-'40s, '50s, '60-'65 (Non-Mustang), '66-'70 (Non-Mustang), '71-'79 (Non-Mustang), '80s, '90s, '00-'05, '06-'11, Best of Show-Early Model ('75 and earlier), Best of Show-Late Model ('76 to present).

During our May meeting we had a special guest speaker. Tim Haas of Haas Machine Company spoke to our club regarding break-in oils for our older engines, compression ratios and the reformulated fuel that is used in the Louisville Area.

The 2010 KCC Christmas Party will be hosted at the same location we have had the party the last 5 years, the KYANA Clubhouse. The date will be December 11th.??

Join our new Facebook group and keep up to date with events, news and Kentuckiana Classic Cougars photos and more!! To sign up you need to be a member of Facebook and then go to the search option at the top right. Just type in Kentuckiana Classic Cougars to find our group!!

Our last big/indoor this year was in August at The Yellow Rose Classic in Ft Worth, TX.



We had several Cats on display and many members received awards:

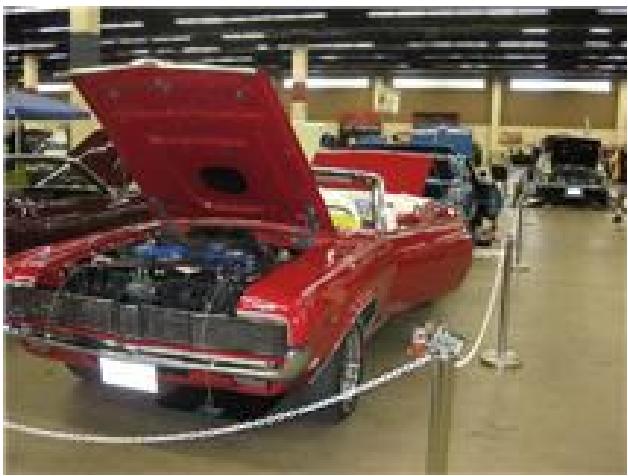


Dwain Barker's '73 STD convertible-Class Award; Dwain Barker's '77 XR7- Class Award; Barry Rowe's '67 GT bench seat-Class award; Gene Mullenberg's '72 XR-7 convert- Class Award; Joe Valenti's '69 XR-7 428CJ convert-Class Award; Connies's (Joe's wife) '69 351 XR-7 convertible-Class Winner; Joe Valenti's '69 STD 428SCJ Coupe-Class Award. Joe Valenti's XR-7G won three awards: Class Winner, Best Cougar & Participants Choice Award. It was a fun filled three day event.



The LSSC members have been enjoy a good show season. Although the show season is slowly winding down for 2010, there are a few more shows around the Dallas/Ft area.





We look forward to next year!!



For more information on the Lone Star Cougar Club and shows in the area please visit our website: [www.lonestarrcougarclub.com](http://www.lonestarrcougarclub.com)

## **M60 COUGARS, U.K. BY: BARRIE DIXON (#156) PRESIDENT**

Over the last year or so while the CCOA has been in the Doldrums, M31 Cougars has also been taking a break. Let me give you a brief history of our tight little club. It began because our local car club wasn't doing what we thought it should. My Cougar owning friend, Steve and I decided we should start our own Cougar club; just for fun. At the time, our local postal district was M31 and the "M" in this case is for Manchester. I suppose that when we started the club we could have called ourselves "M Cougars" because we were probably the only two Cougars in town! However, the club sat pretty

much dormant for a year or so until we opened it up to invited members only.

A short time after this, the Post Office decided that Steve no longer lived in M31 and moved him electronically to M41. A year or so after that he moved to a house with an address in M30. Now it's getting complicated. Right? Well, all this time planning was going on to build a "ring" road around Manchester to help with congestion and speed traffic across town. That work was completed a couple of years ago and this road carries the designation "M60". Nothing at all to do with postal districts though. This "M" stands for "Motorway", which is what we call our Freeways here in the UK.

Where is all this going? A change of name for our precious little club. As Steve and I live just a short hop from our nearest intersections on the M60 it makes more sense for us to become "M60 Cougars." How is this going to affect membership? Well, it is not: If you're already one of our invited members, then you're automatically a member of M60 Cougars. It will still be a life membership, at least as long as you own your Cougar anyway. Let's be honest, if you sell your car it is probably because you have lost interest in it. Yes, I know there are a few exceptions and those guys already know about that.

How is this reformed club going to proceed? Pretty much the same as before really. I will still be the President with Steve as VP and those positions are for life. Membership will still be by invitation only and that membership will also be for life. As for news and information, if there is something for me to say I will say it. We formed our club originally as a bit of fun and that is the way we think it should stay.

What about meets? Our original mandate was that if two or more members are together, a meet is in progress and that is the same rule going forward. Steve and I meet regularly at the local cruise, so that constitutes a meeting of M60 Cougars. If we go to a show together, then that is a club show. We are just a no pressure, bit of fun club. Simple as that. Can you join us? Only if I decide to invite you. Am I likely to do that? You will know if you get the invitation! You see? A bit of fun.

Enjoy your Cougars just as much as we do!!

## SUNSHINE STATE COUGAR CLUB

BY: PHIL ELDER (#7151)

Florida car shows and cruise-ins are the exact calendar opposite of the rest of the country. You're giving your Cougars a final once-over and packing them safely away for the winter just as we're gassing them up and hauling them out of storage after a brutal Florida summer! October brings (hopefully!) cooler weather and more hospitable conditions to enjoy our Cats in. So our summers are pretty quiet, usually working on our Cougars at home, if anything, and maybe making the occasional cruise-in near home, between the summer showers.

The SSCC is looking forward to our second-largest club gathering of the year in October, when we will be the Host Club at Old Town in Kissimmee, in central Florida near Disney. Usually we get about two dozen Cougars from around the entire state, Miami to Jacksonville, Tampa to Daytona. As Host Club, we'll be leading the cruise down Old Town's brick streets of Main Street that Saturday, October 30th. The Saturday Nite Cruise is the largest weekly car cruise in the United States - with over 300 classic cars, hot rods, street rods and antiques from 1974 and older - and began in 1990! If you're in the area, please stop by! For more information, you can go to [www.Old-Town.com](http://www.Old-Town.com) and go to 'Events.'

In addition, we have the Daytona Turkey Run coming up over the four-day Thanksgiving weekend. The club will have club parking in the RV area inside the Daytona Speedway. Again, if you find yourself in sunny Florida at Thanksgiving, come by and say 'hi.' We love sharing our cars and swapping Cougar tales.

Our next major event is the 17th Annual Ford and Mustang Roundup in Silver Springs in Ocala on



January 8th and 9th, 2011. In Florida January can mean beautiful 80° weather, or the coldest days EVER as it was in 2010, when the temps dipped below 20° and the water pipes froze at the host hotel! Bring your sunscreen AND your hand warmers, with a Florida winter you never know what you'll get! In good weather we usually round up two dozen Cats.

Finally, we would like to take a moment to mention the passing of Dick Hertzler in August of 2010.



Dick Hertzler (June 22, 1944 - Aug. 27, 2010)

He joined the SSCC in January of 1998, shortly after it was formed, and enjoyed being a member. He always attended our big annual spring show in Daytona and always made sure he had something to contribute for our raffles each year. He will be missed by us all.



# Original Owners

In the last two issues of *At the Sign of the Cat*, we asked original owners of Cougars to write in about their cars. We received several responses, and have a couple more stories to share. Did you too drive off the lot in a brand new Cougar that you still own today? We'd still like to hear from you. If you are an original owner, send in a couple of pictures of your car and write a short story. The questions below can be used as a guide. Pictures can be mailed or emailed. Ideally, you have a vintage photo from when the car was relatively new, and something more recent.

1. Basic car data - year, model, engine.
2. Where did you buy your Cougar?
3. What other cars did you consider at the time?
4. What attracted you, back then, to the Cougar?
5. Did you buy any other Cougars later?
6. Did you special order it or was it a lot car?
7. Current mileage
8. How have you used the car over the years - at what point did it change from driver to collector or is it still a driver?
9. Why have you kept the car all these years?
10. Any special memories (publishable, please) involving your Cougar?

Send your stories to [Membership@cougarclub.org](mailto:Membership@cougarclub.org) or by postal mail to Rob Merritt, 28 West 8<sup>th</sup> St., Duluth, MN 55806-2515.

## FAWNING OVER THE COUGAR

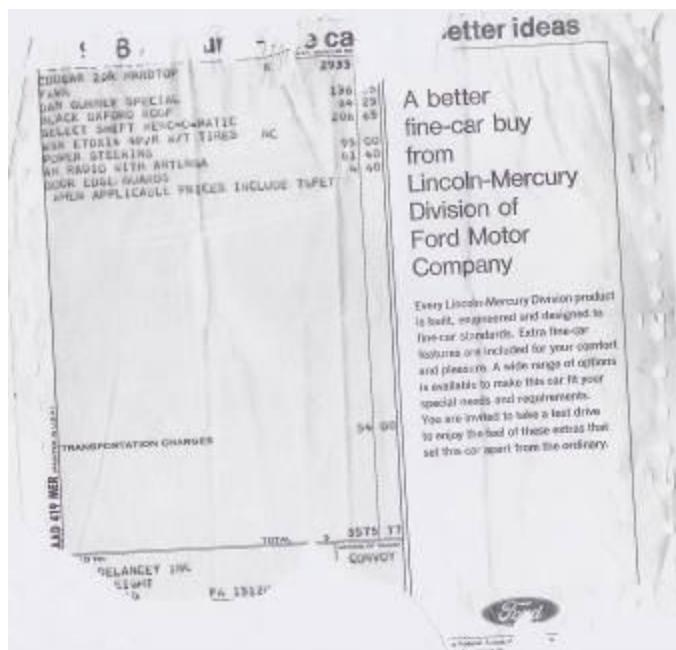
**BY: ROBERT L. ECKBRETH (#183)  
PITTSBURGH, PA**

The car is a 1968 Dan Gurney Special with the 302 V-8 wearing code 6 Fawn paint. I purchased the Cougar from Bob Delancey Lincoln Mercury in Homestead, PA. The dealer is currently known as Benson Lincoln Mercury and located in Pittsburgh.



Vintage Photo from 1968

After seeing the car in a rear field lot with a baseball sized dent in the left door, there were no other cars to consider at that time. It was a great step forward after driving a 1964 Corvair Monza.



Original Window Sticker

The car currently has 119,000 miles on it. It has had some body work due to the Pittsburgh snow removal system – better known as “salt.” No engine work, though, and it still runs good – mostly just to shows



I ran the car steadily until I purchased a 1980 Cougar XR-7. At that time, I had the '68 refinished and put it away in the garage next to the 2005 Thunderbird and a Porsche. Good company.

Note that the Dan Gurney Special still sports F-70 narrow band wide oval tires by Goodyear – just like the factory originals. I was able to find a set in a Goodyear storage area in California a few years back.

I liked the Cougar so much that when I saw another Fawn Cougar for sale, I had to purchase it. That Cougar is an XR-7 GT with the 390 engine. The XR-7 GT currently resides in East Palestine, Ohio, awaiting some engine do-over. It has 76,000 miles.



## **RESTOMOD ELIMINATOR**

**BY: MIKE BLUM (#5201)**  
**ALFRED, MAINE**  
**MEMBER: CCOA, AZCC, NECC**

My 1969 Cougar Eliminator was born April 19<sup>th</sup>, 1969. I purchased the car in Monroeville, PA at Biondi Sable Lincoln Mercury on August 8<sup>th</sup>, 1969.

I initially went to the dealership to purchase an XR7 but could not resist this four speed Cougar. It is 1 of 194 with this white exterior paint and black decor bucket seat trim code. It is one of the 2,250 real Cougar Eliminators built in 1969 by Mercury.

This car has outlasted all the long term relationships in my life with the exception of my sister in Pittsburgh and my best friend, Bernie. Bernie lives in Mesa, AZ and without his help this cougar would be long gone.



My 1969 Cougar Eliminator came with these options:

- ❖ 4 speed close ratio transmission
- ❖ Eliminator Package, with higher ratio axle
- ❖ Power Front Disc Brakes
- ❖ Décor Interior Group
- ❖ Competition Handling Suspension
- ❖ Remote Driver's Mirror
- ❖ Power Steering
- ❖ AM Radio



The stories attached to me and this Cougar would fill way too many pages; however, I will tell you this poor car took a beating and was abused from day one! I have to tell you that from the beginning it was not fast enough and wouldn't handle or corner to my satisfaction! I pushed this car beyond its design way too many times – I could not part with it. I took it off the road in 1976 when I bought a new Ford Elite. I dragged it across 4 or 5 states and finally towed it from Philadelphia to Mesa in the early 90's.

Rebuilt the 351 in the later 90's and began working on her 2, 3 or 4 weeks at a time starting in the mid 90's with my buddy Bernie whenever I could get to Mesa.

**\*\*\* A note to the purists!! Please do not read from here!**  
\*\*\*

I needed more horsepower! So I went to a Stroker 351W. It has dyno-tested at 400 HP on the bench.



I needed more handling!! So we took out the shock towers and put a 2" dropped spindle Mustang II front axle from Rod and Customs Motorsports.



I needed more body strength!! So we installed sub-frame connectors and the crossover X sub-frame support (Total Control Products).

I needed to streamline the body lines!! Here are the changes:

- ❖ Sliced, diced and welded the bumpers as well as pulled them in tight to the front and rear bumpers to the body. One inch was added to the bottom of the rear bumper (Franken bumper).
- ❖ Shaved the door handles
- ❖ Shaved the deck lid
- ❖ Electrically activated the front headlights
- ❖ Car is totally lowered
- ❖ Installed QAI shocks at the corners
- ❖ All fender extensions – eliminated the rubber spacing and tightened them to the bumper
- ❖ Shaved the antenna
- ❖ Shaved side fender corner lights front and rear
- ❖ Changed hood scoop to a Boss 429 scoop
- ❖ Re-installed original rear wing
- ❖ Customized Boss 429 hood scoop



Other modifications:

- ❖ Chris Alston Fab 9 rear end (Jet Hot coated)
- ❖ Lakewood blow-proof bell housing, center force clutch
- ❖ FPA headers

- ❖ March serpentine belt
- ❖ Classic Air A/C Conversion added
- ❖ Eliminated tach 'thru' wiring
- ❖ MSD Ignition with electronic distributor
- ❖ 15 x 7" front and 15 x 8" rear specialty chrome styled wheels (Coker)
- ❖ P215/60/15 BF Goodrich front end and P255/60/15 rear tires (Coker)
- ❖ Custom 'Cat' engine dress up
- ❖ Aluminum radiator 24"
- ❖ Odyssey dry cell 850 cranking power
- ❖ Evans coolant
- ❖ 140 watt alternator
- ❖ Power steering cooler added



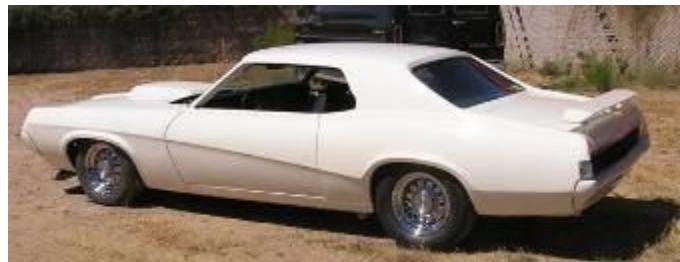
- ❖ Rebuilt power booster
- ❖ Custom X crossover 21/2" exhaust system
- ❖ Rebuilt original close-ratio top loader
- ❖ Rebuilt original third member 3:25 gear posi-traction
- ❖ Custom driveshaft
- ❖ Drive-A-Link Traction Masters
- ❖ De-arched rear springs
- ❖ Front and rear beefed up stabilizer bar
- ❖ 8 quart oil pan
- ❖ Additional fuse box – 8 more circuits
- ❖ Headliner installed
- ❖ Lots of block sanding
- ❖ 3 more coats DP Epoxy Primer and sealer
- ❖ Custom upholstered door and rear panels

May 2010

- ❖ Finish paint (3 coats of Wimbledon White) and 3 clear coats and re-assembled body parts

#### October 2010 – Plans To Be Completed

- ❖ Hand sand both sides of car
- ❖ Apply custom designed 'Eliminator' strip (purists roll your eyes)
- ❖ Finish sanding the whole cat
- ❖ Apply 3 coats clear, block and buff
- ❖ Begin final installation: power windows and locks, glass, interior trunk interior and stereo system
- ❖ Power window conversion with '70 bolt in glass
- ❖ Finish interior/stereo install
- ❖ Adding passenger side mirror
- ❖ Finish all exterior trim



#### Spring 2011

- ❖ License and Insurance – Spring 2011

Took the car to its debut showing at the AZ Cougar Club Outing in May 2009 in primer and in process but boy was fun! – first time show!!

Planned shows: AZCC Show – November (trailer)  
SWA Show – December (trailer)

Spring 2011: Goodguys Spring – Scottsdale  
Licensed and on the road

# Cougar Tech

## 69 & 70 Clutch & Brake Pedal Bracket Removal & Replacement

By: GREGORY M. GRIFFITH, P.E. (CCOA #6521)  
Wilmington, NC



If your early model Ford pony car has a clutch that is difficult to operate or has excessive play in the clutch linkage or other flaky operational quirks, it may not be the fault of that high performance pressure plate or improper adjusting rod settings, but rather severe wear of linkage components. My troubles began many years ago with the use of high performance clutches that increased the stress on the stock factory linkage and resulted in increased wear rates of components. Despite replacing all the bushings and rebuilding or replacing all the worn components in the linkage chain except for the clutch pedal and the pedal bracket several times over the past 25 years, the pedal got sloppier and more difficult to actuate. I was ready to sell my 69 R-code 428CJ XR-7 Cougar because I could no longer operate the clutch comfortably. I considered an expensive hydraulic conversion but since this car is 1 of 139 '69 R-code XR-7s produced according to the Marti Report, I did not want to add non period correct modifications that would require permanent modifications.

I had not been under the dash to inspect the pedal bracket for about 20 years. The clutch pedal was wobbling on the left side but the pedal itself obscured clear view of the bearing and bushing area so I removed the pedal to inspect the bracket. This can be done with the bracket still in the car if, like my car, there was enough play in the pedal bearing area that the helper spring was loose enough to be safely removed. (On 69 & 70 pony cars, this spring is compressed between a fitting at the top end of the clutch pedal and a spring bracket that is bolted to the pedal bracket. If this spring is still under normal compression, it is better to leave it and the

clutch pedal in place until the bracket is removed from the car to avoid damage to the car &/or yourself.) The pedal is removed by removing the through-the-dash push rod retaining pin and sliding the rod out of the hole. Then remove the retaining clip from the right end of the clutch pedal shaft and slide the pedal to the left to remove it. It is helpful to have removed the clutch adjusting rod from the bottom of the bell crank (Z-bar) so the through-the-dash pedal to bell crank rod can be pushed forward to clear the clutch pedal. If the master cylinder is out, the through the dash rod can be removed by removing the pin attaching it to the top of the bell crank and sliding the rod out.

After the clutch pedal was removed I could see that the left side clutch pedal bushing and bearing face were worn completely through and part of the bracket was worn about an inch to the rear of the car. It was obvious the bracket would need to be refurbished or replaced.



Note the cut in the pedal shaft near the pedal where the pedal bracket wore into the shaft and the oval shaped rod hole. Wear was the result of pedal play from worn pedal bearing and shaft necessitating pedal repair or replacement. Reproduction replacement brackets are available; however, to fit in a 69 Cougar, significant machining is required.

If you only need to replace the plastic bushings, this can be done with the pedal slid about an inch or two to the left. The plastic bushings are split so the old ones can be removed and new ones inserted over the shaft. Grease them well.

I am slow and careful, so I spent 2 days in the disassembly and removal stage and 4 days in the installation and reassembly stage plus another half day tweaking the clutch and brake adjustments. This time did not include the 2 weeks down time waiting for new parts. I have detailed the description of the bracket removal procedures in the following.

**1. Safety Tips.** Before performing any of the work described hereafter, remove all rings, jewelry, watches and anything that may be caught while working. Disconnect the battery once the car is in the working position. Recommend long sleeves and pants as there are many sharp edges under the dash and in other locations to slice exposed skin. I also recommend latex gloves and a set of mechanics gloves. You should have four solid jack stands and a level place to jack the car. Do not use cinder blocks or bricks to support a raised vehicle – this could be fatal! I also recommend bagging and labeling all fasteners and small parts removed to facilitate proper reinstallation and save time hunting for the right parts during reassembly.

To remove the pedal bracket from big block cars, it is best to remove the driver's seat, driver's side valve cover, master cylinder, steering column, dash pad, instrument panel and power brake booster in that order. Before starting, inspect the clearance around the brake booster and master cylinder. If you cannot move the brake booster/master cylinder at least 4 inches forward from the firewall without hitting a valve cover or wedging under a strut brace, some engine compartment prep will need to be done to facilitate removing the brake booster from the car.

**2. Engine Bay Preparation.** Engine compartment showing Export brace and Monte Carlo bar that must be removed to remove driver side valve cover for brake booster removal. Note torque strap bolted to driver's side cylinder head and fender well and relocated coil to reduce coil heating. Aluminum manifold is a 427 K-code medium riser port matched to the 428CJ heads. Carburetor is a numbers correct 735 CFM Holley.



The driver's side valve cover must come off to remove the power brake booster from big block cars and possibly from 351 powered cars. My car has an export brace and a Monte Carlo bar that must be removed to

remove the Shelby style high rise valve covers. On most big block cars, the driver's side shock tower brace may need to be removed to facilitate the valve cover removal depending on the cover style.



**Shock Tower Brace (Export Brace) Removal.** Put a work pad on the fender to protect it. Remove the two  $\frac{1}{2}$ " bolts holding the top of the shock to the driver's side shock mount. Remove the two brace retaining bolts & nuts at the firewall. Remove the 3  $\frac{9}{16}$ " nuts attaching the shock mount and brace to the shock tower. Remove the shock mount. Remove the two vertical  $\frac{5}{8}$ -inch bolts holding the brace to the firewall followed by the brace. If you have an export brace, repeat this process on the passenger side. If a Monte Carlo bar must be removed, loosen the 8 retaining bolts (2 through each fender lip and two in front of the shock tower) before lifting the car. The Monte Carlo bar bolts are easier to remove with the car on jack stands or lifted a few inches off the ground since the nuts on the 8 retaining bolts (4 per side) are accessed through the wheel wells.

I am assuming the average person does not have a lift, so find a level area on which to jack up the car and place it on jack stands at a height that will permit easy access to the clutch adjusting rod, front seat retaining bolts, removal of the front tires and access to the rear brake bleeders.

**3. Driver's Seat Removal.** From under the car, pry the 4 rubber covers off the seat bolt access holes. Fold the seat down to take the stress off the bolts during removal. Using a  $\frac{1}{2}$ " deep well socket on a 6" extension, undo the nuts and carefully lower them clear of the lower floor

pan. Do not use impact or air wrenches to do this as it risks throwing the nuts into the void between the upper and lower floor pans. After the four retaining nuts are removed lift the seat from the car and place in a clean dry place.

While under the car, remove the clutch adjusting rod by removing the retaining pin at the bottom of the bell crank arm (Z-bar). Slide the rod off the bell crank shaft. Examine all parts for wear and replace the bushing (grease all bushings liberally when installing). Check the bell crank for play and wear. If the shaft at the adjusting rod or hole at the through the dash push rod is worn, either replace or rebuild the bell crank. If there is play in the bell crank pivots, replace the bell crank bushings. I had to replace the Z-bar and both Z-bar pivot brackets and bushings during a previous engine rebuild. More on the bell crank and pivot bracket removal later.

**4. Master Cylinder Removal.** The brake system must first be bled dry. Remove the front wheels to access the front brake bleeders. Bleed the brakes dry starting with the front. This is made easier with a vacuum brake bleeder (about \$60). If a bleeder is not used, employ a  $\frac{1}{4}$ " vacuum tube to drain the brake fluid into a solid base container that will not fall over easily. If pumping the brakes to bleed them, be sure to leave the cover resting on the master cylinder to avoid brake fluid from squirting all over the engine compartment. Brake fluid will destroy paint almost instantly so keep it off any and all painted surfaces. Have plenty of paper towels, Prep-sol, or gasoline handy just in case.



Once the brake fluid is bled from the system, remove the brake lines from the master cylinder. If these connections are rusty, spray with PB Blaster or penetrating oil and let sit for a while. Plan to replace these brake lines if severely corroded. Remove the two nuts ( $\frac{9}{16}$  inch) holding the master cylinder to the power brake booster. If the car is a small block or has stock valve covers the

master cylinder can probably be removed with a little wiggling. I recommend stuffing the area under the master cylinder and brake lines with paper towels to catch any leftover brake fluid before removing the lines from the master cylinder. My master cylinder had some internal rust in the bowls so I decided to replace it.

**5. Steering Column Removal.** The steering column is attached by two  $\frac{1}{2}$ -inch lock nuts at the flex coupling (rag joint) near the steering box, two vertical studs through the bottom of the dash and one horizontal bolt on the driver's side about 4 inches forward of the bottom of the dash. From in the car, remove the plastic trim piece just below the steering column to access the studs.



The trim is held in place by two vertical Philips head screws into the bottom of the dash and two  $\frac{7}{16}$ -inch bolts into the front of the dash. From the engine compartment, remove the two nuts at the flex coupling. Due to limited space, I used a  $\frac{1}{2}$ -inch air ratchet to remove these nuts. From in the car, next remove the steering wheel. To access the steering wheel retaining nut, the steering wheel cover must be removed. This will require removing the 3 Philips head screws from the back face of the wheel that hold the cover in place. Loosen the retaining nut with a  $\frac{7}{8}$ -inch socket and pry bar. Remove the retaining nut. A steering wheel puller is required to get the steering wheel off of the steering shaft. Remove the wheel and the turn signal lever from the column. Next, fold the carpet back where the column passes through the firewall to expose the four  $\frac{1}{2}$ -inch bolts holding the steering column hole cover in place. Remove these 4 bolts. Be careful to keep the bolts clear of the carpet as they are coated with black tar for water proofing that is not readily soluble with most automotive fluids and cleaners.



Steering column mounting studs are located behind plastic trim piece. Remove stud nut on each side of the column.



Brake booster and steering column holes through fire wall after pedal bracket removal. Some insulation repair is needed before reassembly. Fuse box was removed from firewall to avoid damaging it. This does not need to be done if the steering column is out.

**6. Dash Pad Removal.** The dash pad stretches the complete width of the car, houses the clock if so equipped, and must be removed to access the Instrument panel mounting screws. There are four plastic trim pieces on Cougars that must be removed to access dash pad attaching screws. Each is held in by a lower and upper screw and a top clip to the dash pad. With the doors open and a very short Philips head screw driver, remove the screws on each outside area of the outboard trim pieces.



These two screws are unique from the other connectors having a countersink head and need to be replaced in the same locations. Next remove the lower trim attaching screw and slide the trim piece down until it clears the top clip to the dash pad. Repeat for the other side of the car. To remove the two center trim pieces, first remove the radio knobs and the radio/heater trim panel.



Radio/heater trim panel that must be removed to access trim and dash attaching screws. Note two Philips head screws at top of trim piece.

There are two Philips head screws at the top and two friction studs at the bottom of the trim panel. Remove the screws and carefully pull the trim panel loose from the bottom by hand so as to no break the radio/heater trim piece. The heater controls will need to be manipulated out of the way. Remove the top trim screws now accessible followed by the bottom screws.

Slide the trim pieces down to clear the dash clip. Remove the lower dash trim piece located just above the steering column (held in by two Philips head screws). Remove all the exposed dash retaining screws. There are additional screws (2) located under the pad on the passenger side and two on the driver's side exposed under the removed trim - remove these. There are three Philips head screws holding the dash pad to the car at the windshield. These are best removed with a long shaft Philips screwdriver. Be careful to keep control of the screws and not drop them down the defroster vents or you will also be removing the defroster ducts to retrieve them. (Been there, done that!). The dash pad can now be lifted away from the car. Various electrical hookups to lighting, clock and panel switches in Cougars need to be unplugged so the dash can be completely freed from the car.



**7. Instrument Panel Removal.** With the dash pad removed, the remaining instrument panel screws (1/4-inch hex head) can be removed. The instrument panel has two alignment studs along the bottom edge that will keep the instrument panel from falling. Slide the instrument panel away from the dash to expose the electrical and speedometer cable connections. Unplug the electrical connections. The speedometer cable is removed by simultaneously pushing inward on the plastic extended area of the cable and pulling the cable away from the

instrument panel. Remove the instrument panel. While the instrument panel is out, replace the lights with LED units for brighter lighting

**8. Power Brake Booster Removal.** Looking through the instrument panel hole toward the firewall, the 4 studs and one bolt from the engine compartment and one bolt located above the pedal bracket into the dash substructure are now visible and directly accessible.



Power brake booster mounting bolt in the engine compartment. Remove this bolt with a 9/16-inch socket and extension

Three of the studs, the bolt through the firewall and the bolt into the dash structure must be freed to remove the bracket. The studs are located at the lower left bracket, upper and lower right of the bracket and one below the bracket. It is the top mounting bolt into the dash substructure that mandates removal of the instrument panel. Unplug the brake light switch located on the brake booster shaft where it connected to the brake pedal.



Clutch pedal (foreground), brake pedal showing clip holding booster rod and brake light switch. The clip is removed to remove the rod and switch from the brake pedal. Easier to perform after steering column is out. Note cramped quarters with steering column in place.

Remove the brake booster shaft from the brake pedal by removing the pin and sliding the shaft and the brake light switch off the brake pedal shaft. Remove the four 9/16-inch nuts from the studs. The lower right stud also has a dash stabilizer brace attached. To remove the brace, remove the 3/8 bolt attaching the bracket to the bottom of the dash and slide it out. Return to the engine compartment and remove the break booster mounting bolt in the upper left corner (looking toward the front of the car) of the booster mount. There is insufficient clearance in the 69 Cougar to slide the bracket to the rear to clear the booster studs. Remove the vacuum hose from the booster and remove the booster from the car.



Engine compartment with master cylinder and power brake booster removed. Note Z-bar frame bushing mount bolts are easily accessible.

**9. Clutch/Brake Pedal Bracket Removal.** Remove the two vertical steering wheel attaching studs that also pass through the back rear part of the bracket from the dash. Remove the remaining bracket mounting bolt located above the main part of the bracket and remove the bracket from the car. Remove the clutch pedal helper spring (if not already removed) by pushing the clutch pedal slowly forward releasing the compression on the spring. Be sure the bracket and pedal are held firmly. Remove the clutch pedal if not already removed. Remove the brake pedal retaining bolt and the brake pedal from the bracket for inspection and bushing replacement and lubrication.

Now is the time to inspect all the parts and bushings in the entire clutch linkage system. With the master cylinder and booster out, access to the Z-bar bushing mounts on

the frame and engine can be done from the engine compartment. Recommend removing the entire setup for close inspection and at the very least lubrication. Replace or refurbish all worn or damaged parts. I have replaced the Z-bar, Z-bar bushings and their brackets, clutch adjusting rod and remanufacture the through the dash clutch rod (no repro for big block pony cars and most 69-70 Cougars & Mustangs) during past engine rebuilds not to mention replaced the brake light switch twice.

The clutch pedal mounting shaft was severely worn and the rod hole was a big oval. The pedal was replaced with a new reproduction that used a stainless mounting bolt in lieu of the pressed in shaft on the original. The worn bushing hole in the bracket was welded and machined back to original dimensions. The friction bushings were replaced with a Scott Drake ball bearing kit. Since the bearing holes in the bracket are flat sided top and bottom to stabilize the zinc friction bearings, the ball bearing mounting washers were spot welded to the bracket to keep the bearing from sliding back and forth under load. Use the clutch mounting shaft to keep the bearings aligned during the spot welding operation. I spent about \$320 in new parts and labor for refurbishing the bracket, replacing the clutch pedal, master cylinder, all the bushings in the clutch linkage and new clutch and brake pedal pads and trim. Your cost may vary depending on what parts need to be replaced or repaired. Fix or renew everything while you have access and you will be rewarded with a smooth, like factory new clutch operation and appearance.



The pedal bracket, brake and clutch pedals, brake booster and master cylinder after removal from the car.

To remove the Z-bar and related bushings, remove the through the firewall rod from the top of the Z-bar, then remove the bushing bracket located on the frame attached by two bolts. The bolts are easier to access now that the master cylinder and booster are out of the car. Remove the Z-bar. The Z-bar bushing mount on the engine of small block cars is a single threaded connection

that screws into the block and is much easier to remove than the bushing mount on the engine of big block cars. The big block mount attaches with two bolts into the front side of the engine bell housing wing. These bolts are somewhat obscured by the passenger side exhaust pipe. The bolts can be removed with a long 9/16-inch wrench from below or a curved transmission wrench from above. Air wrenches can be squeezed in from below. The first time I removed this bushing mount with the engine in the car, the air wrenches did not have enough torque to loosen the bolts. I have replaced both Z-bar bushing mounts due to excessive bushing shaft wear. At this stage all the components in my entire clutch linkage

system has zero wear and works better than factory new due to the ball bearings.

Reinstalling the bracket and all the components removed is the reverse of the removal procedure. The above procedures are specific to 69 big block Cougars. Mustangs, small block cars and different year vehicles may have different specifics requirements that I did not encounter.

**(Editor's note:** This article with full-sized photos is available on the CCOA website at: [www.cougarclub.org/techinfo/images/ClutchPedalBracketR&R.pdf](http://www.cougarclub.org/techinfo/images/ClutchPedalBracketR&R.pdf) )

## COUGARS IN MINIATURE

Bill Quay #1515

[wquay@aol.com](mailto:wquay@aol.com)

This article will cover the larger 1/32 scale Cougar slot cars. The car on the left is the Mila Miglia Cougar II slot car. It is a miniature version of the Ford Cougar II Concept car from 1963. I believe the real car still exists in a museum in California. The next Cougar is the Gold color Revell Cougar. It is based on the 1968 Cougar GTE. The last two on the right are from the Dan Gurney race set that was available at your local Lincoln Mercury dealer back in 1968. These are battery powered slot cars that came with their own track. The car in front is the standard Aurora HO slot car, to compare the size of the larger 1/32 cars.



All of the toys shown in my Cougars In Miniature articles are from my personal collection.

# Classified Ads

Send your "Wanted" and "For Sale" ads to [assisteditor@cougarclub.org](mailto:assisteditor@cougarclub.org) or [membership@cougarclub.org](mailto:membership@cougarclub.org). Please send them by **December 1** to ensure inclusion in the next ATSOTC. Ads run twice unless renewed.

**FOR SALE:** Body and Collision Parts catalog sheets. 15 pages of parts identified 1969 Cougar \$12.00 USA. Checks only. PO Box 471147, Charlotte, NC 28247 [panther@cougar-cats.com](mailto:panther@cougar-cats.com)

**FOR SALE: Parts:** Gas tank for 67-68 Cougar XR-7. Original equipment. Good condition. Asking \$100. Oil Pan and gasket set for 67-68 Cougar XR-7. Reproduction from Auto Krafters. Brand new. Asking \$85. Will negotiate shipping costs. Contact Bob (757)412-0448 or [gman72@cox.net](mailto:gman72@cox.net)

**WANTED:** Carburetors part # on air horn C8OF-AB & C8OF-AA; FE distributors Part # on housing C8OF-D, C8OF-F, C8OF-H. 1968 red dash pad. Keith Litteken, St. Louis, MO (314) 351-1789 or email [kslitteken@aol.com](mailto:kslitteken@aol.com)

K T L RESTORATIONS  
ground up on premises  
434.685.7353  
Email: [tlawran@aol.com](mailto:tlawran@aol.com)  
[www.ktorestorations.com](http://www.ktorestorations.com)  
Thomas Lawrance

**FOR SALE: Parts:** 1968 stroker 302: Eagle 347 rotating assy, ported & polished heads, roller rockers & stud girdles, Ultradine solid lifter cam, Edelbrock Victor Jr intake, Holley carb, MSD dist, ARP main & head studs, etc. \$4,800. 1967 GT 390 carb cast # C7OF-9510-A, list 3793, date 784, good core \$250.00; 390 short block \$450.00; N.O.S. 87-88 Cougar red headliner part number E7WY-6651916-ABD, \$150.00; 1972 351C 4V intake, \$100.00; 351W heads, cast #E7TE, date codes 4B16 & 4B18, \$100 for the pair Keith Litteken, St.Louis MO (314)351-1789 or email [kslitteken@aol.com](mailto:kslitteken@aol.com)

Randy Goodling  
Cougar Parts  
1967-73 Cougar Parts  
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New - Used - Reproduction - Rebuilt  
2046 Mill Road  
Elizabethtown Pa 17022-9401  
717-367-6700  
CCOA Chairman  
[bosscat@dejazzd.com](mailto:bosscat@dejazzd.com)  
Member PFCP

## Financial Director's Report

Greg Fritz CCOA #5269  
[finance@cougarclub.org](mailto:finance@cougarclub.org)

### Balance Sheet

	As of 03/31/2010	As of 09/30/2010
<b>Assets</b>		
US Bank	\$10,639.69	\$10,534.68
PayPal	\$2,800.13	\$3,852.15
Total Cash	\$13,439.82	\$14,386.83
Accounts Receivable	\$0.00	\$0.00
<b>Total Current Assets</b>	<b>\$13,439.82</b>	<b>\$14,386.83</b>
Inventory Assets	\$902.00	\$902.00
Fixed Assets	\$0.00	\$0.00
Office Furniture/Equipment	\$0.00	\$0.00
<b>Total Fixed Assets</b>	<b>\$902.00</b>	<b>\$902.00</b>
Other Non-Current Assets	\$0.00	\$0.00
Computer Software	\$0.00	\$0.00
<b>Total Assets</b>	<b>\$14,341.82</b>	<b>\$15,288.83</b>
<b>Liabilities</b>		
Current Liabilities	\$1,628.81	\$30.96
Long Term Liabilities	\$0.00	\$0.00
<b>Total Liabilities</b>	<b>\$1,628.81</b>	<b>\$30.96</b>
<b>Equity</b>	<b>\$9,021.09</b>	<b>\$12,713.01</b>
Current Earnings	\$3,691.92	\$0.00
<b>Total Owners Equity</b>	<b>\$12,713.01</b>	<b>\$12,713.01</b>
<b>Total Liabilities &amp; Equity</b>	<b>\$14,341.82</b>	<b>\$12,743.97</b>

### Income Statement

	As of 03/31/2010	As of 09/30/2010
<b>Revenue</b>		
Dues - Checks	\$4,430.00	\$2,935.00
Advertising	\$0.00	\$0.00
Calendars	\$0.00	\$0.00
Merchandise	\$0.00	\$15.00
Donations	\$0.00	\$0.00
PayPal - Dues	\$1,030.00	\$1,100.00
PayPal - Merchandise	\$28.00	\$0.00
<b>Total Revenue</b>	<b>\$5,488.00</b>	<b>\$4,050.00</b>
<b>Expenses</b>		
Postage	\$371.42	\$248.50
Office Supplies	\$103.94	\$158.86
Advertising Refunds	\$0.00	\$0.00
Bank Fees	\$28.00	\$4.00
Checkprint Charges	\$0.00	\$0.00
Foreign Currency Fee	\$3.64	\$0.00
Newsletter	\$1,211.65	\$896.40
Web Site Fee	\$24.95	\$119.40
PayPal Fees	\$47.48	\$47.98
Legal Fees	\$0.00	\$0.00
Merchandise Cost	\$5.00	\$15.00
Merchandise Refund	\$0.00	\$15.00
<b>Total Expenses</b>	<b>\$1,796.08</b>	<b>\$1,505.14</b>
<b>Net Income</b>	<b>\$3,691.92</b>	<b>\$2,544.86</b>



# eBay Cats

 a sampling of recent auctions compiled by Kamram Waheed.

See an auction result that you think should be featured? Send the link to [assisteditor@cougarclub.org](mailto:assisteditor@cougarclub.org)

Condition: #1 Excellent; #2 Very good; #3 Average; #4 Fair/Poor; #5 What are they thinking?



**Year/Model:** 1968 STD

**VIN:** 8R91J5XXXX

**Miles:** 60,834

**Condition:** 4

**Opening bid:** \$1,500.00

**Total # of Bids:** 0

Comments: From coupe to convertible; this '68 Cat has begun its conversion and needs completing. Runs great, but hasn't been driven since conversion started. Have most of parts to complete.

This is a California black plate car.



**Year/Model:** 1969 Eliminator

**VIN:** 9F91R5XXXX

**Miles:** 500

**Condition:** 1

**Reserve met:** no

**Final bid:** \$31,200.00

**Total # of Bids:** 15

**Options:** 428 Ram Air, C6

Comments: 1 of 170 made with this combo. Completely restored to factory specs, highly documented. Ready for shows and cruises. The eng/trans and rear end are original to the car. Since restored, it has never seen rain or snow and never been raced or abused.



**Year/Model:** 1977

**VIN:** 7H91F5XXXX

**Miles:** 28,302 orig

**Condition:** 1

**Reserve met:** no

**Opening bid:** \$2,000.00

**Total # of Bids:** 0

Comments: All original '77 STD 2dr with only 28,302 orig miles on its 302 2v. Interior is orig & mint. The tires were new in 2009, only 150 miles on them. The battery was replaced in 2009. Purchased from an estate sales in April of 2009



**Year/Model:** 1980 XR7

**VIN:** Not listed

**Miles:** 29,500

**Condition:** 1

**Opening bid:** \$6,900.00

**Total # of Bids:** 0

Comments: Garage kept/all orig '80 XR7, showing 29,500 miles. Cat had been sitting many years in the garage and was not maintained. Replaced the engine with another 302 with High Performance engine kit with the RV cam, less than 3500 miles on it. New 3 core radiator with twin electric fans, new water pump. Showroom condition. The Transmission was serviced by the BG flushing system and all other fluids drained, flushed and replaced with new fluid.



**Year/Model:** 1988 LS

**VIN:** 1MEBM6XXXXX

**Miles:** 24,617

**Condition:** 1

**Opening bid:** 6,499.00

**Total # of Bids:** 0

Comments: One owner '88 LS in near-mint condition! Car has been driven slowly from the beginning; never over 50 mph. No children or drive-thru meals ever in the car. Garage kept for 22 years! Runs and drives like a new car. Tires are original (as with everything else). Paint and trim are in near perfect condition except a small door ding a stain on the rear bumper trim. No stone chips, rust pits or bubbling. The interior is mint - not even a loose thread.



**Year/Model:** 1990

**VIN:** 1mepm62rXXXXX

**Miles:** 11,374 orig

**Condition:** 2

**"Buy Now":** \$9,988.00

**Reserve met:** no

**Final bid:** \$7,255.00

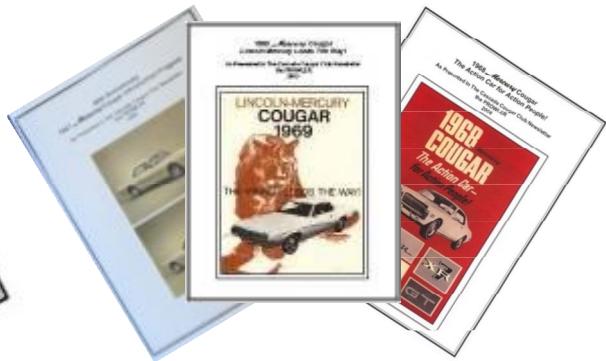
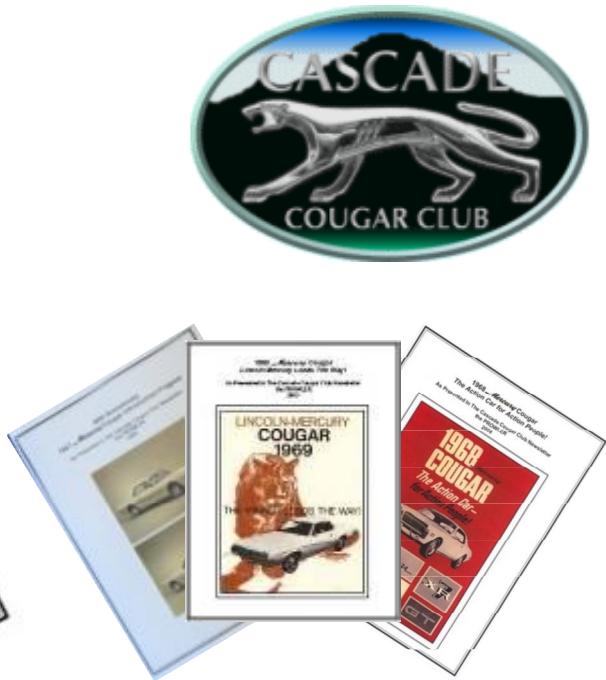
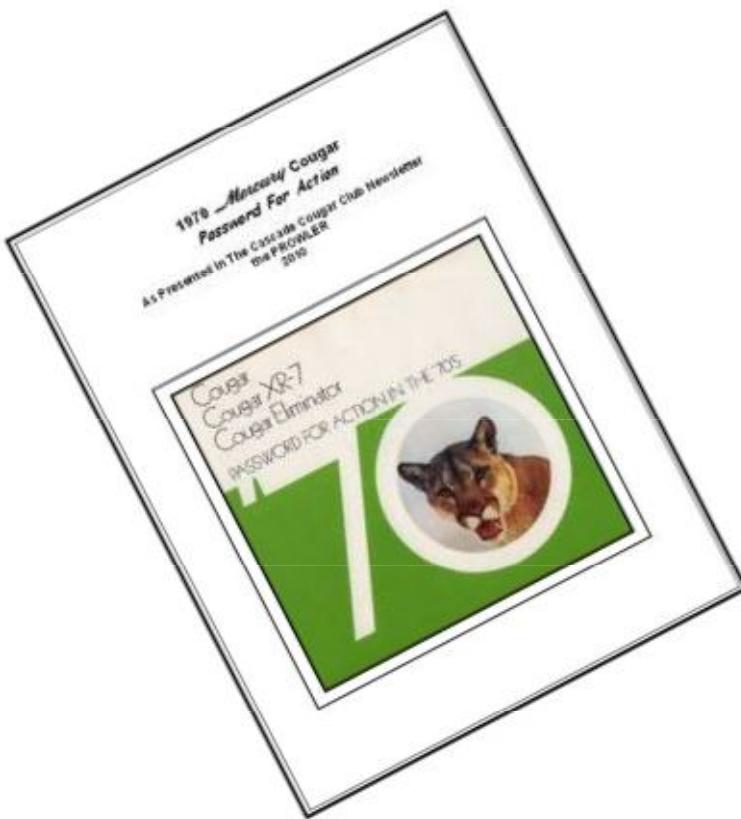
**Total # of Bids:** 3

**Options:** Supercharged V6, Sunroof, Power seat

Comments: This Cat is a one owner and is one of only 841 produced with the 3.8 liter supercharged/5spd with only 11k orig miles!! Has been babied all its life. New tires, exhaust system & battery. Like new in/out and has never seen rain or snow!

# Book Review:

## Cascade Cougar Club's 40<sup>th</sup> Anniversary Series



Editor Don Skinner and The Cascade Cougar Club have done it again! We previously wrote about the Cascade Cougar Club's 40<sup>th</sup> Anniversary Series last year, noting that these magazines are a real treat. The edition for the 1970 Cougar models, subtitled "Password for Action," continues to please and delight.

Drawing from original sales literature and vintage photographs, *Password for Action* covers the new features available for the 1970 model year, as well as various interior options. The article on the Houndstooth top and interior is sure to grab the attention of the Houndstooth Cougar cult.

CJ Registrar Scott Taylor shares his knowledge regarding the legendary 428 CobraJet engine, as well as the Drag Pak and Super Drag Pak options. There's also an article on the Boss 429 Eliminators, explaining how the history of these 1969 powerhouses became confused for 1970 productions. Eliminator Registrar Dave Wyrwas covers the Eliminator for 1970, starting with 0F91G500001. There's even a technical article on the Distributor Modulator System introduced by Ford for some of the 1970 models.

Jim Pinkerton shares some never before printed photographs of the 1970 experimental styling exercise dubbed "El Gato" – Spanish for The Cat. These pictures and article will truly inspire the restomodders among the Cougar faithful.

As were the previous editions, *Password for Action* is printed on heavy weight, quality paper in full color. This is a "must have" for 1970 aficionados and anyone who loves Cougars.

The magazine is available, subject to a limited supply, from the Cascade Cougar Club PO Box 1914, Renton, WA 98057-1914. Order on the Web at <http://www.cascadecougarclub.com/mdse/CougMDSE.html>



# COUGAR OWNERS UNITE!

Join with hundreds of **Cougar Club of America** members to enjoy events and publications available only to CCOA members. As a member, you will receive the CCOA's publication, *At the Sign of the Cat*, an official membership card, and an eye-catching window decal for your car that identifies you to fellow Cougar enthusiasts, wherever you go.

So don't hesitate—print and mail the registration form below to us today along with your yearly dues of **\$20** for members who receive the newsletter by email. For members who want the newsletter by mail, the dues are **\$30 for U.S. address or \$35 for non-U.S. address** (payable in certified U.S. funds only) Become a member of the club that is *exclusively* dedicated to the preservation of the Mercury Cougar. You'll be glad you did!

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ ZIP: \_\_\_\_\_

Country: \_\_\_\_\_ Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

(please include email even if choosing regular mail membership)

New Member \_\_\_\_\_ Renewal \_\_\_\_\_

E-member (\$20) \_\_\_\_\_ U.S. mail member (\$30) \_\_\_\_\_ Non-U.S. mail (\$35) \_\_\_\_\_

May we share your contact info with regional clubs and other event organizers?

Yes \_\_\_\_\_ No \_\_\_\_\_

Tell us about your Cougar(s): \_\_\_\_\_

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*To join or renew, please fill out this form and mail it with payment  
(Make checks payable to CCOA)*

Rob Merritt  
Membership Director  
28 West 8th Street  
Duluth, MN 55806-2515

# Events

Send your Event flyers and announcements to [assisteditor@cougarclub.org](mailto:assisteditor@cougarclub.org).



## 2011 COUGAR NATIONALS

Hosted By:  
Cougar Club of NJ/PA  
Stuart Nembrotti  
President



The CCNJPA will be hosting the 2011 Cougar Nationals in Bridgewater, NJ July 15th-17th, 2011. This is the second time the club has hosted such an event. We look forward to seeing you and your cars, so please save the date. Bridgewater, NJ is just west of New York City and near many things to do in NJ. If you would like to plan a vacation around the 2011 Cougar Nationals we can help you plan some activities in the Garden State.

The show will take place at the [Bridgewater Marriott Hotel](#) in Bridgewater, NJ. The hotel is across the street from the Bridgewater Commons Mall as well as multiple restaurants. Rooms must be booked by June 16, 2011 to receive the \$89 per night rate. **Contact the hotel directly at 800-228-9290 or 908-927-9300.** Rooms are available from Thursday July 14, 2011 though Sunday July 17, 2011. If you need more time let us know.

We will be using the judging sheets from the CCOA so you know what we will be looking for. This Cougar Nationals is sanctioned by the CCOA. There are enough classes so your car will fit one of them. How you can help or get involved? Contact us at CCNJPA.com and let's talk. We need Class and/or Show Sponsorship, volunteers for judging, any help with give-a-ways would be a great way to advertise your company. Just a short note about the Show Sponsorship, at the 2003 Cougar Nationals the winner of an award could not go to the banquet because funds were tight. So we are looking for Show Sponsorships to help off-set the cost of the banquet so everyone can attend the banquet. Class and/or Show Sponsorship will be listed on the web site and on the show banner/shirts.

We all enjoy our cars for many reasons so let's enjoy them together at the **2011 Cougar Nationals** in Bridgewater, NJ on **July 15-17, 2011**. Mark your calendar now and watch for more information in future editions of At the Sign of the Cat, as well as the Cougar Club of NJ/PA's website at:

[www.ccnjpa.com](http://www.ccnjpa.com)



# In Memoriam:

We were very sorry to learn that Richard A. ("Dick") Hertzler (CCOA # 32) passed away August 27, 2010.

For the past decade, Dick was the Technical Advisor to the CCOA. He frequently contributed his knowledge and passion for Cougars to this newsletter, including his articles *Once Around the Cat* (Vol. 21, 2000), and the follow-up, *Once More Around the Cat!* (Vol. 27, 2006). Dick also was active in the Sunshine State Cougar Club, serving as its Vice President.

Born June 22, 1944 in Madison, Wisconsin, Dick was an electrical engineer with Unisys Corporation (formerly known as Sperry) in Virginia where he resided until his retirement in 1991. He enjoyed restoring old cars, especially Packards and Cougars and driving his 1957 red Thunderbird convertible. He leaves behind many good friends, fortunate neighbors and dear family whose lives he touched.

Dick has been described as a person who always had something to contribute to those around him. The CCOA made a small donation to the American Cancer Society in honor of this special man.





Cougar Club of America  
28 West 8th Street  
Duluth MN 55806-2515

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