



On the Prowl

Mid America Classic Cougars

Find us at

midamericaclassiccougars.com

<https://www.facebook.com/MidAmericaClassicCougars>

midamericacougars@gmail.com

Editor: Charlie Brown

MACC Newsletter

1Q2019

Mark your Calendars:

MACC Meeting—January 26th

Albert G's 421 E 1st St, Tulsa Ok (Downtown Tulsa)

Lunch at 1:30pm. Meeting at 2:00

MACC Meeting—No Meeting

Darry Starbird show—come find us there at the MACC area

MACC Meeting March 17th

TBD

A Note from the President:

I hope everyone had a happy and joyous holiday season. It is on to 2019 and MACC is looking forward to another great year of showing off our CATS. I want to thank all the newly elected officers for stepping up and volunteering their time to keep MACC moving forward and growing. We have several items planned for the new year and hope to see a great turn out from our MACC members. I want to encourage any member to register their Cougar for the upcoming Daryl Starbird show in February. We are hoping to get 30 Cougars in the show and as I write this we currently have 23 Cougars committed to the show. Please reach out to Charlie Brown or myself if you want further details or if we can help in anyway. I also want everyone to remember our car show - Classics at the Drive In #2 will be held on September 22, 2019 at the Admiral Twin Drive Inn in Tulsa. Our Show Chairman - Dan Whisnant will be looking for volunteers and help in securing sponsors and door prizes for the show. If you know of any sponsors or want to volunteer please reach out to Dan.

I also wanted to let the club know that MACC now has a second member on the Cougar Club of America Board of Directors. Charlie Brown was just elected to be the Membership Director for the next two years. I want to congratulate Charlie and wish him all the best in his new position. If you are not a member of CCOA I encourage you to join. It is a great organization and Charlie can get you signed up.

Randy Christian
MACC President

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2019 MACC Board of Director

Thank you for everyone that voted in the election.

Your 2019 MACC officers:

- ♦ President – Randy Christian
- ♦ Vice President – Phil Childers
- ♦ Treasurer – Craig Parrott
- ♦ Secretary – Ross Lord
- ♦ Sergeant at Arms – Scott Nuessen

- ♦ Other notable contributors
 - ♦ Felicia Whisnant – Membership Director
 - ♦ Juston Woods – Activity Director
 - ♦ Charlie Brown – Newsletter Editor

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Is That Your Ride?

Charlie Brown

My Cougar story starts in 1981. I was 16 and looking for a car. I would spend time looking at old car magazines and wanted a Ford 2-door. My brother had a Mustang and dad knew how to work on Fords. One night I came across an ad for a 1968 Mercury Cougar for \$1,000. I talked to my dad about it and we went to go look at it, ironically it was only about a mile away. We drove over and looked at the car. It started, but ran rough. The interior and paint were in good condition. This Cougar was black cherry with a white vinyl top and a parchment interior. Dad negotiated the price down to \$800. She was a beautiful Cougar, and to top it off she was an XR7, but at that time I had no clue what that meant. To be blunt, I was stupid and sold her a couple years after high school and have regretted it ever since.



Fast forward to January 1st, 2001. I was up early that morning and reading the paper and came across a 1967 Cougar XR7 for sale at this little car dealer in Tulsa. I went right over and there she sat, dented and battered waiting on a new home. She had a few big dents down the driver side, but the rest of the car looked good. I went straight into the sales office to get the keys. Her 289 started up just fine and she went into gear. That is all I really needed, so I went back to the office and started the paperwork. While I was the office, two other people came in asking about the Cougar and I told them it was sold!! The keys never left my hand.

At that point, from the summer of 2001 until the summer of 2003, I worked on the 67, but not at the pace I really wanted. I had great support from my wife Paula, to finish the car. Once the 67 was finished she was ready to show off at car shows and I won several awards, but then in the following years, I did not get her out as much as I should have or wanted too. Having two very athletic girls, my time was spent coaching softball or going to watch them play.

Now it's 2015 and I found out there is a Cougar club, Mid America Classic Cougars, here in Tulsa. Very cool.. So, I picked dad up and we headed off to the library one Sunday afternoon to meet other Cougar owners. There were about 8 people there and we talked about our cars and family. I was really glad that I went that Sunday because these MACC members shared the same passion as I did. I have been the MACC Secretary for 3 years now.

Moving on to April 2017. Mid America Classic Cougars was hosting a national event here in Tulsa. My dad loves Cougars as much as I do and he goes to car shows with me. We started talking about him getting a Cougar to take to shows, but he wanted a big block. Now, keep in mind, my dad was 76 at that time. I said ok. I walked over and talked to Gavin Schlesinger and he dialed a number



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Is That Your Ride? (continued)



and told me to “talk to Mike”. Ok. I’m game. So, I talked to Mike Brown and he sent pictures and we worked out a deal and at the end of April, a 1968 Mercury Cougar GT rolled up at about 10 pm on the back of a transporter. We unloaded her and put her in the shop. The next day, I was out taking more pictures to chronicle the rebuild. Dad and I decided to go back 100% original, or as close as we can get it. We took stock of what was there and started a punch down list to figure out what we needed to do first. We are keeping every receipt in a book and taking pictures along the way. We are doing a Father & Son project together. I could not wait because this is something I wanted to do with my dad. He has always been there for me and if we can do the majority of the work then it will be a memory to last forever.

Now it’s October of 2018. The suspension has been done, the differential has been rebuilt and installed, the floor pans have been stripped and painted red oxide, engine bay has been painted and a fresh 390 S code painted a beautiful Ford blue now sitting in it. The AC was reconditioned and installed. Over the last year we have purchased the majority of the interior parts to make it look like it just rolled off the showroom floor.

There is still more to come to the story. We are hoping the 68 goes to paint by the end of Decemner, so we can get it back just before the car show season starts She will come back with a beautiful black cherry paint job then the interior goes back in, headlight assemblies, tail lights, all the chrome and stainless, and the list goes on.



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MACC EVENTS

MACC Meeting at Charlie's

We had a great turn out and everyone enjoyed the Chili. It was great to have so many members and their spouses come out and enjoy the afternoon. We took a quick tour of Charlie's shop to talk about Cougars and especially the 68 GT that Charlie and Floyd are restoring. Cecil and Doris drove in from Missouri to enjoy the festivities.



Christmas Party at Randy's

We had a great turn out for the MACC Christmas Party. It was great to see some of our southern Oklahoma members make the trip. We had a real quick meeting to announce the officer elections and to talk about putting more Cougars in the Daryl Starbird show than last year. Great time was had by Everyone.



Merry Christmas and Happy New Year

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Tech Section

Article submitted by Dan Whisnant

Intermittent wiper switch installation

Part number MC68WI (For a 1968 Mercury Cougar)

Purchased from "Restoration Parts Source" 1-510-786-2067

www.restorationpartssource.com

(Note: Before beginning the removal of the wiper switch, think about installing an LED lighting kit from www.HiPoParts.com. and upgrading your clock, if equipped, with a quartz movement from Instrument Services Inc. at www.ClockandGauges.com.)

Removal and installation of gauge package.

1. Disconnect the ground terminal from the battery.
2. Remove the gauge package mounting screws (4 at the top and 3 at the bottom) and the button on wiper switch arm with an allen wrench (the screw is on the underneath side of the button).
3. Place a towel over the steering column to prevent scratching the paint.
4. Pull the gauge cluster slightly forward. Reach behind the cluster to disconnect the 5 wire wiper switch connector.
5. At the bottom of the cluster, remove the speedometer cable retaining nut and cable.
6. Tilt the cluster face down. (Note: If your installing the LED light package or upgrading your clock, continue by removing the remaining wiring connectors and remove the cluster by rotating it clockwise around the column.
7. Remove the 2 mounting screws that secure the wiper switch to the gauge cluster and remove the old switch.
8. Scuff the back of the gauge cluster where the wiper screws mount to guarantee a good ground connection.
9. Install the new switch to the back of the gauge cluster, holding it flush to the back of the cluster.
10. Install the 2 mounting screws in the switch and tighten securely.
11. Turn the wiper switch to the " Off " position. (Note: The new wiper switch does not have the same travel as the old switch. See photo below.)

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Tech Section

Article submitted by Dan Whisnant

Intermittent wiper switch installation (Continued)

12. At the bottom of the cluster, reinstall the speedometer cable and retaining nut.
13. Connect the wiper wiring harness to the new wiper switch.
14. Install the gauge cluster back into the dash (Note: The new switch housing is slightly larger than the old switch and may require a little finesse reinstalling). Install the gauge cluster mounting screws and the button on the wiper switch arm.
15. Reconnect the negative battery terminal.

Operation

The switch maintains the OEM left "Off " position and right "High" position while providing 5 variable speeds with delay intervals of 18, 12, 9, 6, and 3 seconds. After moving the switch to the "low" position, each flick of the switch to the "high" position and back to the "low" position will decrease the intermittent delay by 3 seconds (18, 12, 9, etc.).



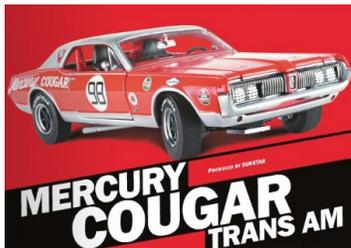
By moving the switch to the "High" position for 1 second, then to the "Low" position will allow the switch to return to the OEM 2 speed switch. Moving the switch from the "low" position to the "Off" and back to "Low" will allow the intermittent delay to begin at 3 seconds. Each movement to "Off" and back to "Low" will increase the delay by 3 seconds. (3, 6, 9, etc.)

Turning the switch to the "Off" position for 1 second will allow the switch to revert back to the original 18 second delay.

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Cougars in Racing



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COUGARS!

Mercury's Ponycar Was a WildCat



In April, 1964, the same month that the

Mustang was introduced, Ford gave Lincoln-Mercury the green light on Project T-7. In 1967, the result of that project, the Cougar, was introduced. Available only as a

two-door hardtop, the Cougar was larger and a bit more elegant than its equine cousin, but it shared the Mustang's performance spirit.



'69 COUGAR ELIMINATOR

Despite the fact that the performance contest was heating up by the end of the decade, the Cougar was not left on the sidelines. The '69 model was larger, lower, and meaner looking. Halfway through the year Cougar's highest-performer to date, the Eliminator, was unleashed as a limited-production model. The ram-air hood scoop (non-functional with most engine options), blacked-out grille, F70x14 "traction"

belted tires, and spoilers were identifying features. Under the hood, a 351 made 290 horsepower. Optional engines were the Boss 302, 390, and 428 CJ with or without ram-air induction. Tranny choices were the 2.78 wide ratio four-speed with 3.91 rear gears or the 2.32 close-ratio version with a 4.30 rearend. Alan Kane's Eliminator is bright yellow. Other factory colors were white, bright blue, and Competition Orange.



'70 COUGAR XR-7 CONVERTIBLE

By 1970, the Cougar line, which had originally consisted of only one model, had expanded to appeal to a broader range of drivers. Mercury had initially aimed the Cougar at a middle-class sport/luxury car customer. While the Eliminator appealed to the performance-oriented youth market, the XR-7 assumed the identity of the refined Cougar. Some of these refinements were the distinctive grille, special wheel covers,

body color-matching left and right racing-style mirrors, and special side moldings. Don't get the idea that these cars only looked good. The XR-7s still came with engine options from the 351 (Cleveland or Windsor) on up to the ram-air 428. XR-7s were available as hardtops or convertibles in 1970. Steve Mitchell's convertible is a ground-up restoration packed with the plenty stout 351.

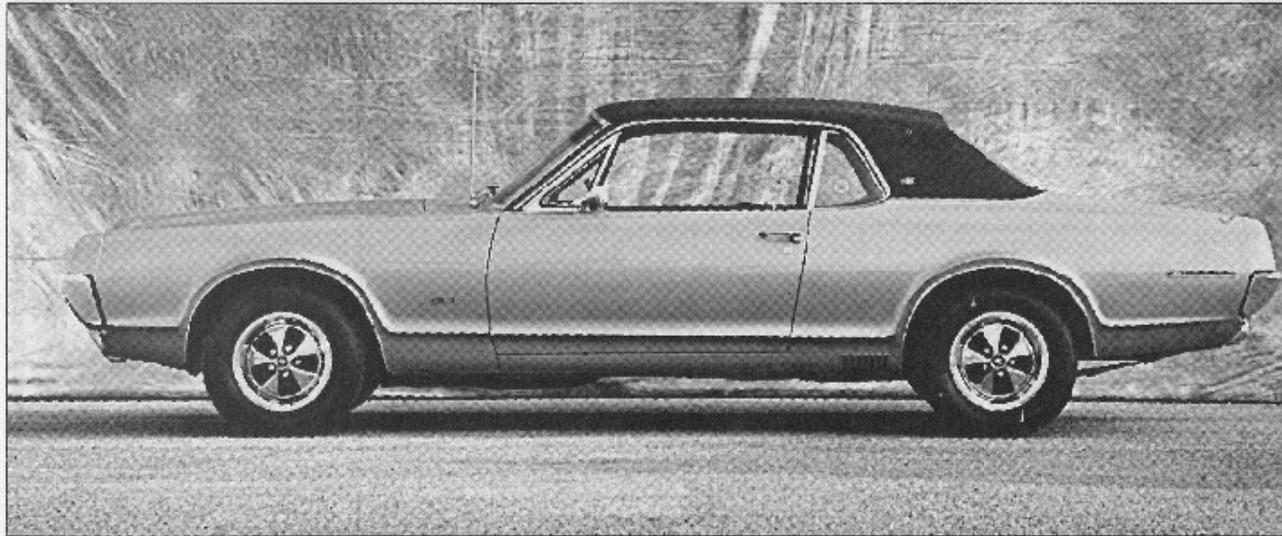
(continued)

The rear decklid spoilers interchange from the '69 Eliminator to the '69 Mercury Cyclone. Neither spoiler is adjustable. In 1970, the Eliminator and Cyclone rear spoilers became adjustable, but they do not interchange. Also, 1969 spoilers tend to warp, while 1970 spoilers do not.

It's an oddity that in 1970, both the ram-air 428 Cobra Jet and the non-ram-air 428 Cobra Jet were coded "Q," which in all other Ford lines is a non-ram-air CJ. Also, most 428 CJ Cougars did have ram air. This is the one year for this Cobra Jet engine code quandary.

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COUGARS



'67 COUGAR GT XR-7

Hardcore skeptics dismissed the new Cougar as a Mercury Mustang, and in many ways it was. The cars shared the same inner skin, a couple of body parts, and many mechanical pieces, but the Cougar was no Mustang wannabe. In the middle of the '67 model year, Mercury erased all doubts with the creation of both the XR-7 and the GT performance package, combined here on Craig Kuromi's car. The XR-7 came

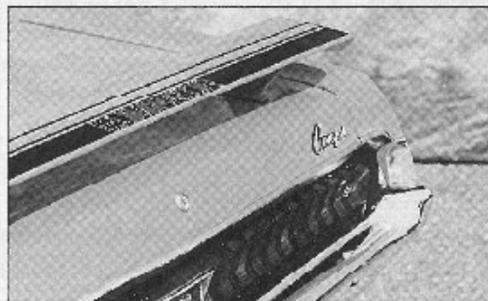
standard with a manual four-speed, an interior overhead console, leather and vinyl seats, deluxe seat belts, and body stripes, as well as other cosmetic trim items. The GT package offered the 320 hp Marauder 390 engine, Firestone wide-oval whitewall tires with 6-inch rims, low-restriction dual exhausts, and 11.38-inch power disc brakes. The GT suspension had stiffer shocks, solid bushings, and a beefier front anti-roll bar.

The GT Cougar was offered for only one model year, 1967. In 1968, Cougar offered a GT-E and an XR-7 "G," or Dan Gurney Special. Mercury did not use a GTA designation for a GT with automatic, as did both Mustang and Fairlane. An automatic GT was simply a GI, same as a four-speed.



'70 COUGAR ELIMINATOR 428

When the family went down to the neighborhood dealer to check out the '70 Cougars, Dad and Mom may have been wooed by the XR-7, but junior's attention was fully absorbed by the Eliminator. The Eliminator became a distinct series in 1970, aimed dead center at the look-cool go-fast crowd. The Eliminator did both things well. The standard engine was still the 351, and the Boss 302 and 428 CJ were again options. Rich Ladd's car has the 335-hp ram-air 428 Super Cobra Jet. The Drag Pak option, required with this engine, had an engine oil cooler, special crank, and connecting rods, and either a 3.91:1 Traction-Lok rear end or the 4.30:1 Detroit Locker.



The name Eliminator came from drag racing great Dyno Don Nicholson's Mercury funny cars, beginning with Dyno's '66-'67 Mercury Comet Eliminators, followed by the Cougar Eliminator.

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News From Cougar Club of America

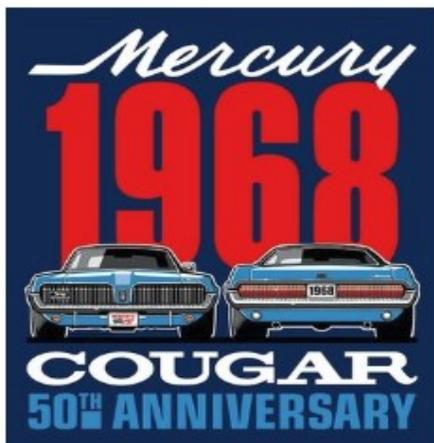
Membership -- RATES (Since 7/1/16)

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

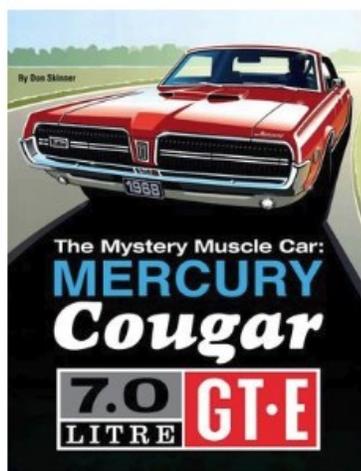
- FREE for members who submit a substantial article or make regular contributions to the newsletter.
- \$25 for members who receive the newsletter by email.
- \$35 for members who receive the newsletter by postal mail to a U.S. address.

To join or renew, point your internet browser to: <http://www.cougarclub.org/join.htm>

CCOA watches are still available and CCOA has added more shirt colors. Check it out at <http://www.cougarclub.org/store.htm>



Apparel



Books



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Facebook Groups

Mid America Classic Cougar

Lone Star Cougar Club

My Name is and I'm a Cougaraholic

Mercury Cougar Group 1967-68-69-70-71-72-73

Mercury Cougar Drivers

Mercury Cougar Restorations 67 68 Group

Mercury Cougar 1969 1970 69 70 cars & parts – buy and sell

Mercury Muscle Cars

Mercury Cougar 69 / 1969

We are not alone: Cougar Clubs

Cougar Club of America-- cougarclub.org

Mid America Classic Cougars --Midwest midamericaclassiccougars.com

Arizona Cougar Car – Arizona clubs.hemmings.com/azcougarclub

Cascade Cougar Car Club –Washington State cascadecougarclub.com

Cats Classic Cougar Club --Michigan www.catsccc.com

Colorado Cougar Club --Colorado
www.coloradocougarclub.com



Delmarva Cougar Club --Delaware <https://www.facebook.com/dcconline/>

Fordnutz Cougar Club -- Canada fordnutz.org

Lone Star Cougar Club --Texas lonestarcougarclub.com

Mercury Stray Cats Classic Automobile Club –CA
<http://straycatscc.com/>

New England Cougar Club --Massachusetts necougarclub.com

Cougar Club of New Jersey and Pennsylvania NJ-Penn www.ccnjpa.com

Northern California Cougar Club --California

Cougar Club of San Diego --California <http://cougarplace.tripod.com/>

Southern California Cougar Club --California socialcougarclub.org

Sunshine State Cougar Club --Florida

Tennessee Cougar Club --Tennessee

Utah Cougar Club --Utah <http://www.topcatscougarclub.com/>

Sierra Nevada Cougar Club --Nevada

New York Classic Cougar Club --New York <https://www.facebook.com/NY-Classic-Cougar-Club-518324595182936>

High Desert Cougar Club of Oregon—<https://www.facebook.com/groups/497126700667623/>

International

CCO Germany -- Germany

M60 Cougars --Manchester GB



MID AMERICA CLASSIC *Cougars* Membership Form



Mid America Classic Cougars is a not for profit organization dedicated to the enjoyment of all aspects of 1967-1973 Mercury Cougars. We strive to foster an open atmosphere for cougar enthusiasts and owners to gather together on a regular basis. Whether you own a cougar, dream of owning one, or just want to get together to talk shop, come join us for a meeting!

Membership Dues

Full Year: \$20 Half Year: \$10 (after July 1st)

Please print the information below in black or blue ink.

Date:

First Name		Last Name	
Address			
City	State	Zip Code	
Email Address		Phone Number	

How would you like to be contacted? _____

Are you a member of the Cougar Club of America?

Membership #

Please tell us a little about your cougar(s).

If possible, please send a picture of your cougar(s) to MidAmericaCougars@Gmail.com

Please mail your completed application and dues to:

Mid America Classic Cougars
1548 S 75th East Avenue
Tulsa, OK 74112

If you have any questions, please call:

Randy (President): (918) 398-3315
Phil (Vice President): (918) 978-5599
Ross (Secretary): (918) 804-7876
Email: MidAmericaCougars@Gmail.com

Registration is also available at

<https://www.midamericaclassiccougars.com/store>