

Nutz Letter

Fordnutz Cougar club is dedicated to the preservation of all Cougars and "Orphan" Ford and Mercury Vehicles

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Please send your articles for the Nutz Letter C/O the club address.

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Mark & Marlene's 68 Galaxie 500 XL 428 SCJ



Mark and Marlene's 68 Ford Galaxie at the Vancouver Classic Motoring show inside BC Place Stadium in April 99.

Back in 1975 I was an impressionable youth. I was still in high school, and was in the market for a set of wheels. I worked part time after school and weekends at a gas station for \$2.72 per hour. At that time I was pretty open minded as to what type of car I wanted. I told my boss at work that I was interested in buying a car. He told me his brother owned a used car lot on west Broadway, and that I should talk to him. His brother came in to visit later on that afternoon, so I asked him about buying a car. He asked me what I was looking for. I told him I would be interested in a Chevelle, a Charger, or an XL. It just so happens that he had all three. The Chevelle was a 69 convertible 396 SS with a working toilet roll tach. They wanted \$3600 for it. Way out of my league. The Charger was a 69 R/T 440 magnum. They wanted \$2000 for it. Only trouble was when you opened the front doors you could see the front tires. When you opened the trunk, you could see

the road. Not a good choice if you wanted a decent car. And then there was the XL. Originally they were asking \$2800, but because I worked for his brother they gave it to me for \$1500. He wrote on the bill of sale, "No Warranty Expressed Or Implied, Due To Price Consideration". I had to get my dad to co sign for me, and since he already owned a 68 LTD that he had factory ordered, it was easier to convince him to co sign. I told him the car was just like his only it had two doors and was a fastback. The first thing he asked was if it had any rust. It didn't, so he said he'll co sign, but I had to pay for it. I didn't bother showing him under the hood. He found out much later what it had under the hood. The car was a daily driver for me until about 8 years ago. At that point I spent \$10,000 rebuilding the engine, and shortly after that another \$8000 doing a paint job. Now that I have collector plates the car is only driven when the weather is nice, the rest of the time she is tucked away in my garage with a car cover on it. When I got my collector plates ICBC confirmed that they couldn't find another one like mine in the province, that they could compare it to, so that makes it unique and rare, at least in this province. The car is fully loaded with all options except cruise control and tilt steering. Some of the more unusual options include an automatic load levelling system, rear anti sway bar, x-frame bracing, cast iron headers, tri power induction, 140 mph speedometer in mph and kph, with the kilometres on top of the miles. In console tachometer with gauges. It also has low fuel, door ajar, belts, and parking brake warning lights. Air conditioning, power seats, windows, door locks trunk, and twin quarter mount power antennas. The final bit of information is that the engine is a 428 SCJ. I discovered this during the engine rebuild process. Funny thing though, the external crankshaft balancer that all 428 SCJ's are supposed to have, is missing on this engine. That is why I didn't know what I had until the engine was disassembled.

Story by Mark Gazzola, photo by Scott Ferguson