

# Nutz Letter

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

January/February 2000

Newsletter Editor - Scott Ferguson

Volume 4, Issue 1

Mailing address:  
P.O. Box 24015 Airport R.P.O.  
Richmond, BC Canada  
V7B 1Y2

E-mail : [fordnutz@motorhood.com](mailto:fordnutz@motorhood.com) WWW: <http://www.bigfoot.com/~fordnutz/>

Pres. [Scott Ferguson](#) (604) 786-3673  
VP/Events director  
[Barry Tallman](#) (604) 574-2746  
Sec. Lorne Pirson (604) 594-0665  
Treas. Vera Ferguson (604) 421-4518  
Mem. Dir. [Roxanne Tallman](#) 574-2746



## IN THIS ISSUE

Feature Feline	<a href="#">Page 1</a>
Intro, Top Cat, Vice, "Den", Events	<a href="#">Page 2</a>
Kitty, For Sale/Wanted, Secretary's report	<a href="#">Page 3</a>
Member Discounts, Sec cont	<a href="#">Page 4</a>
Sec cont., Car -Doc, Feature Feline cont.	<a href="#">Page 5</a>
Merchandise order form	<a href="#">Page 6</a>
Two month Event Calendar	<a href="#">Page 7-8</a>
Internet year long <a href="#">Event Calendar</a>	
Please send your articles for the Nutz Letter C/O the club address.	

Cougar Club of America



Fordnutz is affiliated with the CCOA  
and [The Classic Cougar Network](#)

## "Two Cougars that Didn't Get Away", Bruce Haaland's 69 Eliminator



Left, 1st in the judged class at the Fordnutz Claw In 99. Centre, an engine so clean you could eat from it. Right, the all original interior.

### Story and photos by Bruce & Alan Haaland

Back in the '70's Snow Ford in Lynden, Washington was sort of a hang-out for the 'Blue Oval Boys.' I remember stopping there one day when they had just unloaded a new orange '70 Boss 302 Eliminator. This was the first Eliminator I'd ever seen and the throaty sound of the exhaust and solid lifters certainly raised my adrenaline level. I immediately asked my friend 'Shorty' the sales rep. how much for the Cougar. As I recall it was around \$3,600 (US) but it was a special order for a local young man. Shorty offered to order one for me as well, but I opted for a '70 F-100 Ranger XLT which I needed for my business.

Not long after that I noticed an orange '69 Eliminator cruising the streets of Lynden along with the '70. There was something about those two cars that raised my adrenaline level higher than all the GTO's, Roadrunners, and Bow-Ties could.

Late one afternoon in 1978 I saw the '69 Eliminator go around the corner by a local drive in and smoke the tires about half a block. At that point I decided I had to have that car before he destroyed it.

Since I had a '70 Boss 302 Mustang, a '67 GTO, a '70 GTO, a hot '64 Comet 302, a '65 Mustang 289, a '78 Monarch 302 ESS 4-speed, and a 429 Montego, something HAD to go. I gradually sold all of these and bought a '79 LTD family car. Around the same time I was fortunate enough to get married to Sandy.

Around 1980 I realised the '69 Eliminator wasn't cruising the streets anymore. After asking around I found out the owner had hit a cow with it. When I contacted him about possibly selling it to me he said he would never sell such a rare car. A year or so later I tried again, he had the engine rebuilt, bought a nose off a wrecked 428 CJ in Everett, WA and a new rear wing and front spoiler from Snow Ford. A year later, still not for sale, no progress on restoration, and he was too busy to do any work on it.

I made numerous contacts until 1985 when he said, " sold to my brother, because I didn't have time to work on it. " By now I was about to give up, I made quite a few calls to his brother over a 4 year period, and all yielded the same answer, too rare, too valuable to sell, will restore some day.

While reading the Friday paper one evening in 1989 I noticed the wedding announcement of the owner. Saturday morning I loaded up a battery, gas can, transmission fluid, jumper cables, tools, etc. and my check book and headed out in pursuit of the cougar again. This time it was a different story, The owner said he was getting married, he had bought a new double-wide and he could sure use some extra money. By then my heart was pounding, and I told him I would give \$2,500 right on the spot. He said it was not enough money for a car that rare. I said, " I've tried to deal with you and your brother for 10 years and that is my final offer, If you won't sell it I will find one in Seattle, or wherever. " He wanted to think it over, and I said, " You've had 10 years to think, take it or leave it. " He said with hesitation, " Well, Okay, I guess you can have it. " He was shocked when I opened my trunk, installed the battery,

(Continued on page 2)

*(Feature Feline Continued from page 1)*

Transmission Fluid, poured gas in the carb and was out of there in about 15 minutes, before he could change his mind! I drove the Eliminator home in 1989 with 1979 tabs on it!

I spent 1989&1990 gathering up original parts that were missing. Styled steel wheels, valve covers, carb., etc. Also bought a very original, rust free '69 XR-7 donor car for \$665.00. Hated to part out that car, but you have to make sacrifices.

Restoration began in 1991. On a Saturday in May while working on the Eliminator I heard a familiar sounding solid lifter noise in my driveway. Turned out to be the old '70 Boss 302 I hadn't seen in years. A good friend of mine from Snow Ford had found it in a garage in Ferndale, WA covered with blankets and cats sleeping on it. He had a fellow with him he had just met at the 'Hinton Chevrolet Street Meet '91' His name was Tony Fisher. (owns CATFISHER a great 68 XR-7 4 speed). Tony was astonished there were two Eliminators in a little town like Lynden. He convinced me to join the Cascade Cougar Club.

The restoration proceeded slowly, in the summer of 1996 we brought the bumpers, stainless and aluminum to Superior Plating in Cloverdale, BC to be reworked. In December of 1996 we talked Squeek (Fordnutz Member #67) into doing his magic on the body and paint. In March of 1997 we brought the Eliminator home to begin re-assembly. By the 1st of August the car was back together, but I didn't trust myself to install the tape kit. Back to Squeek's shop on a Thursday night, I told him to drop everything because I needed the tape kit installed so I could go to the 'CCOA Cougar West Nationals' in Bellevue, Washington on Saturday. Squeek was about as nervous as I'd ever seen him that night. The next morning, (Friday) I called Jim Pinkerton to see if I could bring my car to the show. Since I wasn't pre-entered Jim wasn't very pleased about the situation. He said he only had 3 spaces left but if I could be there by 8:00 Saturday morning he would try to get me in the show.

At 5:30 AM the next morning Alan and I started our 100+ mile drive from Lynden in a car that hadn't been driven in 20 years, to our very first car show. The engine had less than 40 miles on it. We arrived in Bellevue at 7:45 and standing at the gate, true to his word, was Jim Pinkerton. He said the 3 spaces were gone but if I wanted to enter I could park in the isle way in front of the judges tent. We were the very first car to be judged on that 93 degree day. With orange over spray all over everything and the usual flasher problems, we still finished 3rd.

After some under hood detailing, wet sanding, buffing and a new sequencer, 1998&1999 turned out to be very rewarding. Memorial Day in May of 1999 found us at the ' Bellingham Antique Auto Restorers Club' car show. There were over 400 cars entered, 90 in our class (1960's and 1970's). We were the only Cougar in a class loaded with Mustangs, Torinos, Fairlanes, Montegos, Comets, Chevilles, GTO's, Novas, Road Runners, etc. etc. I told Alan that we might as well enjoy the show, because I'd be very surprised to place in the top three. Later in the afternoon Squeek stopped by and asked how we did. When I told him First Place, you should have seen the look on his face. He could have gotten 10 paint jobs from people that day. The judging was done by club members that were not allowed to enter their own cars. Everyone thought this was a fair way of doing things as opposed to some smaller clubs where people regularly vote for a club member's car, regardless of it's condition.

In September of 1999 we had the pleasure of having our Eliminator featured in 'Car Collector Magazine.' The Lynden Tribune picked up on that and did an article with photos. This article was also reprinted in my hometown newspaper in Cooperstown, North Dakota so everyone back there knows I'm still alive and still a car nut. Also, in September we were surprised by a 'Best of Show' at the Can-Am '99 in Surrey BC.

This winter will find us rebuilding the Transmission, Replacing the trunk mat, scuff plates, and installing 620 pound, one inch drop front springs. Hopefully there will be some time to do some touch-up on the interior, which is all totally original.

Had we known this project would be so rewarding, the blood, sweat and tears over the six year restoration would have been a lot easier to take. Here we are entering a new millennium, and the same two Orange Cougar Eliminators that prowled the streets of Lynden in the 1970's are still in Lynden alive and well.