



Cougar COUNTRY

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Upcoming Events:

- September 27, Opening Day at the State Fair of Texas — Fair Park, Dallas, TX
- October, LSCC Picnic date and location TBD
- November 10, SSG Alex Viola Memorial Car Show — Keller Town Center, Keller, TX
- December 7, City of Irving Holiday Extravaganza and Christmas Parade — Irving Heritage District, Irving, TX

LSCC Going Strong at This Year's Events

PCHPS Car Show

The club came out in force for the 2019 Park Cities Historic & Preservation Society Classic & Antique Car Show on April 27th. This year's show featured over 200 cars and among them, 16 Cougars! We had 1 new member and 2 guests join us, including Tom Folk, President of the Southeast Texas Cats Mercury Cougar Club. LSCC President Dan McKeithen chairs this show and was very grateful for the support.



Dallas Spring Nationals (Sam Pack)

The club rolled 4 Cougars for the 29th Annual Dallas Spring Nationals at the Sam Pack Museum in Carrollton



in May. Ken Stovall, Dan McKeithen, Barry Rowe, and Gene Mullenberg showed with Dan and Ken taking home awards in the Cougar Class.

NTMC Cracker Barrel Cruise

In June the club joined the North Texas Mustang Club as the guest club at Cracker Barrel in Lewisville and showed up with 12 Cougars and a Mustang. It was a beautiful evening and several members were recognized with awards.



Yellow Rose Car Show

The 2019 Yellow Rose was a two day all Ford/Mercury event at the Arlington Convention Center with over 100 cars and trucks on display. This year the LSCC had nine beautiful Cougars on display, 7 convertibles and 2 coupes. All 9 Cats won

awards. Barry Rowe won in the closed car class with his '67 GT bench seat and Tim Page's '68 STD won in the concours class. Jeff Dryer won in the convertible class with his '73 XR-7. Dwain Barker ('73 STD convertible), David Thompson ('70 STD convertible), Gloria Farabaugh ('69 STD convertible) and Gene Mullenberg ('69 STD convertible, '72 XR-7 convertible, '73

XR-7 convertible) won class awards.

Warbirds On Parade

The WOP show in Lancaster over the holiday weekend was a bit rainy, but Barry Rowe braved the elements to enjoy the aircraft on display and show his '67 GT. The show was still fairly well attended and Barry took home a top 40 award for his efforts.

Editor's Desk - Kamran Waheed

I hope all of you have been enjoying the summer and the many car shows throughout the area! As most of you know by now my new bride (Sylvia) and I have moved back to Carrollton and are really happy to be back in Texas.

I offered to start doing the newsletter again and I look forward to sharing club news

and good info all year long. I want to thank LSCC members for allowing me to take this on and for your confidence in me as editor. I will do my best to produce a nice looking newsletter we can all be proud of. The newsletter will be published electronically on a quarterly basis, although some print copies will be available.

Cougar Country will only be successful with the support of the LSCC membership. Please send me any articles and/or pictures of interest. Sending submissions by the deadline dates will help me publish on time. Thanks, I appreciate it!! Until next time, keep those Cougars safe, running strong and on the prowl for all to see!!

Message from the President

We're almost into another fall with car show season winding down but the weather getting much better — at least for a little while. The club still has events scheduled for September (State Fair), October (Club Picnic), November (Veterans Day Show), and December (the annual Irving Christmas Parade). I hope everyone will mark their calendars to come out and support these club activities, show off your Cougars, and visit with other club members.

There are also a number of other car shows and events around the metroplex, so if you plan on attending one, post something on the LSCC Facebook page or let the activities chair know so an email announcement can be sent out. The more we are out there with our cars, the better we are able to achieve our stated mission! (See the last page of the newsletter.)

Fall also means it's time for nominations and election of club officers. The last several years have been difficult for the LSCC as we lost 2 very key and important members — Alan Easley and Matt Slay. Both of these guys were fierce and energetic Cougar fans, great supporters of both our club and the Cougar Club of America (CCOA), and just good friends who were fun to be around, especially at Cougar club events. In their absence those of us that worked with them in the club have tried, I hope successfully, to carry on their legacy of commitment and support for the Lone Star Cougar Club.

Over the last several years, we have seen the Mid America Classic Cougars club and the Southeast Texas Cats Mercury Cougar Club flourish as more and more Cougar folks in the Southwest region of the US have found one another. We have supported MACC events, including the phenomenally successful 1st Cougar Nationals event of the 50th anniversary year in 2017 with over 100 Cougars in attendance. The STCMCC president made the trip up from Houston to meet and support the LSCC at this year's PCHPS Car Show in April, where we had 16 Cougars on display. This was an outstanding effort and really

drew a lot of attention. There is a real momentum now between the clubs in Tulsa, Dallas, and Houston.

All that being said, it is critically important that the LSCC encourage and develop leadership that can carry on what has been a vibrant organization for 30 years.

WE NEED YOU! to raise your hand, volunteer your time, and help ensure that this club is around 30 years from now. Any successful group or club will always require a handful of people to ensure a positive experience for the membership as well as the longevity of the organization. So the LSCC is looking for members who want to be involved in that process.

Nominations will open in November for these 6 positions:

- President
- Vice President
- Secretary
- Treasurer/Membership
- 2 Directors — Activities Chair & Media Chair

This is your club and you can play a role in its future growth and continuing success for years and generations to come! If you are interested, please contact one of the current officers listed here in the newsletter.



Who Knew?

Contributed by Dan McKeithen

I'm currently working to restore a 1970 Standard Convertible, and in the process of removing the convertible top I noticed something odd. The tops of both rear wheel wells look like they've been smashed in somehow.

Well, my first thought was some after market slop-bucket shop obviously didn't know what they were doing. But the sound insulation in the area looks factory, as do the welded up body support



bracket extensions with factory paint. A quick search of some Cougar and Mustang forums reveals that this was in fact the established factory method for creating clearances for the convertible top retraction in both Cougars and Mustangs. I hear the tool is called a BFH. Who knew?

(Editors Note: If you have an interesting or little known fact about the Mercury Cougar, its variants or its production that can be published, please send a note to Editor Kamram Waheed at the70man@msn.com)

Tech Tips — 2v to 4v Conversion

Contributed by Royce Peterson

When modifying a small block Ford for better performance one of the easiest and cheapest ways is a carburetor replacement. In my case the 289 was a healthy engine with good oil pressure and no knocking noises. The factory 2 barrel carb just didn't have the performance.

The first thing I did was rotate the engine until the timing mark on the harmonic balancer was on 0 degrees — BTDC (Before Top Dead Center) with the distributor rotor pointing to the #1 plug position on the cap. This is to make it easier to install the distributor later. You can change the intake manifold without removing the distributor, but it is difficult to keep the gaskets in place.

After removing the distributor, the fuel line, throttle linkage, choke heat tubes and PCV hose, the 12 bolts holding the intake are removed. The manifold had to be pried a little and then came off. Be careful here, you don't want to crack or break it.

Newspaper is then laid in the lifter area. The gasket surfaces need to be scraped to bare metal and degreased with lacquer thinner. The newspaper will protect the lifter area from debris during this cleaning. I installed new gaskets using Permatex #2 non-hardening sealer. The manifold I used was a factory 4 barrel cast iron unit. Other good choices for street

use are Edelbrock's Streetmaster and F4B. The Torker manifolds sacrifice a lot of low end torque to achieve high RPM horsepower and for that reason I do not recommend them for street use.

Be sure to tighten the intake bolts in a criss cross pattern to avoid pushing the gaskets to one side. Adding a new thermostat at this point is a good idea also.

My favorite carburetor for this application is the Holley p/n 0-1850. It has a manual choke and comes jetted for a car with mild performance camshaft and headers.

For my car with cast iron exhaust manifolds and single exhaust it was necessary to change the main jets to #62 from the #66 jets that were supplied. I also purchased the p/n 37-912 "trick kit". This is Holley's fine tuning kit for the 0-1850 600 CFM carburetor. From past experience I knew that the accelerator pump cam on the carburetor should be replaced with the white one from the trick kit. I also installed the smallest accelerator pump shooter. The one in the kit has brass extension nozzles which aim the fuel more toward the center of the carburetor

bore. The smaller size decreases fuel volume during accelerator pump operation but increases pump shot duration. This eliminates bog when the secondary butterfly opens.

The trick kit also supplies float bowl anti-slosh tubes. These were designed for Ford during the late 1960's for their Trans Am cars. They prevent fuel from spilling into the float bowl vent during hard braking or cornering.

After installing the carburetor and hooking everything up including the distributor, fuel line, and throttle linkage I got inside the car and operated the gas

pedal to be sure it would return properly. The engine was started and the float level proved to be too high, causing fuel to overflow the vent tube. The engine was shut off and the float level adjusted

down two turns from the factory setting. After starting the engine the bowl sight plugs were opened and the float level adjusted upward until the fuel was visible just below the hole.

Performance is now fantastic and should be even better after a good dual exhaust system is installed. Total cost was \$225.00 including gaskets, but not including the intake manifold.



If you have a restoration tip, project idea, or performance upgrade you want to share with the club, send an email to the Newsletter Editor at the70man@msn.com

*Newsletter submission deadlines:
February 15th
May 15th
August 15th
November 15th*

Cougar Passion

Have you ever wondered why people decided to buy a Cougar instead of another car? Was it because they saw one prowling the streets and liked the sound of its purring engine as it passed by? Perhaps they saw one sitting in a dealer's lot and liked the looks of its sleek body. Maybe a



friend had one and they just knew they had to have one of those Cats too. Or they grew up having a Cat in the family and knew that was the car for them!

Whatever the case may be, this section of Cougar Country is where you will find such stories. When did they first become interested in Cou-

gars; how and why?

Whether you have a "first generation" Cat or a "last generation" Cat or somewhere in between and have been a Cougar enthusiast for the last 40+ years or only a year or even just a month, we want to hear your story!

Please email me with your story and a few pictures of your Cat. We look forward to hearing your story soon!!

LONE STAR COUGAR CLUB

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The Lone Star Cougar Club is a North Texas based organization dedicated to promoting interest in the Mercury Cougar and other Ford/Mercury/Lincoln automobiles. Our members are actively involved in preserving, restoring, modifying and, most of all, driving our cars.

We're on the Web
LoneStarCougarClub.com

Mercury Cougar...

Untamed Elegance

Member Profile

Kamran Waheed, Editor of Cougar Country, is our member profile this month.

I joined the club back in September of '89 and owned 3 Cougars at the time, a '68 STD, a '70 XR-7 coupe and a '78 4dr. I am not what you may call "your average LSCC member or even your average car guy" due to the fact that I am a physically (not mentally) disabled guy. But do not let my disability mislead you. I love Cougars as much as the next person and know a lot about them too. I can spot a Cougar a mile away and go nuts when I do! I was not born disabled, it is a result of a DPT shot that I received when I was 5 months old, the shot caused a mild brain injury which controls my motor skills, balance & speech. The first shot did not harm me, but the second shot almost killed me and put me in this state (disabled). When I was first born I was very allergic to dairy products & beef and I would get very sick if I had any. Unfortunately, no one told my parents that the DPT shot was made of beef broth and my disability is the result. I am one of the blessed ones



who received the shot because some are worse off than myself and some even died. I was blessed with two loving parents who did not give up on me due to my disability and I would like to thank them for their ability and willingness to care for me for many years until they no longer could due to age and illness. I

also would like to thank them for putting up with my love for cars, especially my dad because he worked on them for me. Thanks, dad & mom!!

I have not let my disability hold me back too much. I graduated high school in the spring of '87 and enrolled in a community college in the fall of that year. I got my associates degree (general studies) in the spring of '96. It took me nine and a half years to do because I was only able to take one or two classes at a time, but I finally did it. In the spring of '99 I took seven computer classes at another community college in hopes of getting a job, but the job part didn't work out. However, I did finish all 7 classes with no problem. In case you're wondering, I don't use any special equipment when working on the computer. I just use my two fingers to type and do quite well. I'm able to write with a pen/pencil as well.

As for how I communicate with other people, I use my cell phone to type messages on.

I know this may sound funny coming from someone like me, but I've always loved cars and trucks both real and diecast ever since I was born. It seems to be in my DNA. I "met" my first Cougar at 18 months old when my parents bought our very first Cougar brand new. It was an all green '70 STD coupe, I've loved Cougars ever since. I'm very thankful that my dad was willing to work & drive my cars for me for many years. I learned a lot about them from watching my dad work on them.

Even though I no longer have the ability to own 1/1 scale Cougars, I will always love them and that will never, ever change because they are and always will be part of me. Although I don't own any real Cougars, I do own many diecast Cougars and don't have any plans on ever giving them up; I might even be buried with them.

Well, that is all there is to know about me. I would like to thank all of you for allowing me to still participate in the LSCC and for helping me to continue to enjoy my passion. It means the world to me. Like I always say; keep those Cougars safe & running strong.