

MORE ON ELIMINATORS.....

Jim Rakowsky

This April I attended the huge Carlisle Swap Meet in Carlisle, Pa. Opening day was Thursday, but heavy rains the previous five days had turned the grounds into a sea of mud. After about three hours of walking in ankle-deep mud and seeing the vendors closed or stuck in the mud, I returned to my rented 35 foot motor home and called it a day.

The skies cleared Thursday night and I was off again on Friday morning hunting for those precious Cougar parts. The other four guys I traveled with are GM people so we parted at the gate and met later for supper. At supper they asked me if I had seen the 70 Eliminator for sale. With 7500 vendors and a couple thousand cars for sale I had not yet covered the same areas they had. They indicated it was a Big Block(428CJ), 4 speed and was BLACK with a black stripe. FAKE!!! I yelled. Did it have spoilers? Yes, they said. Did it have a hood scoop and black dash? Yes, they said. Did the fuel door have a running cat? No, they said. Case closed, probably some kid made a 70 look like an Eliminator. In any case I decided to check it out on Saturday.

I couldn't find it Saturday. Either the guy went home or it sold. I guess we'll never know.

But then about a week later I received a telephone call from a fellow named Steve Daniele from Cromwell, Ct. Steve was seeking some info on Eliminators, and in particular a 1970 Black Eliminator which he had bought at Carlisle a week earlier. "Oh that one", I said, " its a fake". Then there was about 10 seconds of silence on the phone. I probably should have been a little less direct in breaking the news to him.

Steve went on to say that the previous owner, a young guy, claimed it was all original since he had bought it from the original owner. Steve read me the warranty info from the door jamb and revealed that it was a big block OF91Q and color code was black CODE A. The car had a dual quad intake and solid lifters. Neither intake or lifters was a factory option I said, but Steve insisted that the original owner ordered it for street racing. I admitted that if the original owner wanted these options and was willing to pay, then the Mercury dealer could have prepared the car as it is. But what about it being a real Eliminator?? Steve and I discussed the issue back and forth until I suggested that the best way to settle the question was for him to send for the original shipping invoice from Lois Eminger in Dearborn, Mi. For those of you who don't know, Lois Eminger is a former Ford employee who obtained the original computerized shipping invoices of Mustangs, Cougars, and some other Dearborn built cars before Ford was going to throw them away. She does not have them for cars before 1969 since she was too late for those. These invoices look similar to the original window sticker but also show the dealer cost of each option. Examples of the invoices were in the last newsletter issue.

Over a week later I heard back from Steve that he received the invoice and it definitely proved that his car was an Eliminator and that it was special ordered as Black. In addition he tracked down the original owner whose name was in the owners manual. The dealer did put on the dual quad intake and carbs before it was delivered. So fellow Cougar owners, let it be known that of the 2200 Eliminators built in 1970, that at least one was Black.

P.S. The reason the car did not have the running cat on the fuel door was that it had been in a rear end collision and when it was repaired the wrong fuel door was used.

P.S.S. Invoices of Dearborn made Mustangs or Cougars \$10.00 ea, Boss 429 or Eliminator 15.00 ea. Send copy of title or registration showing VIN to:
Lois Eminger Box 220 Dearborn, MI 48121-0220.