

AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA LLC

WINTER 2018





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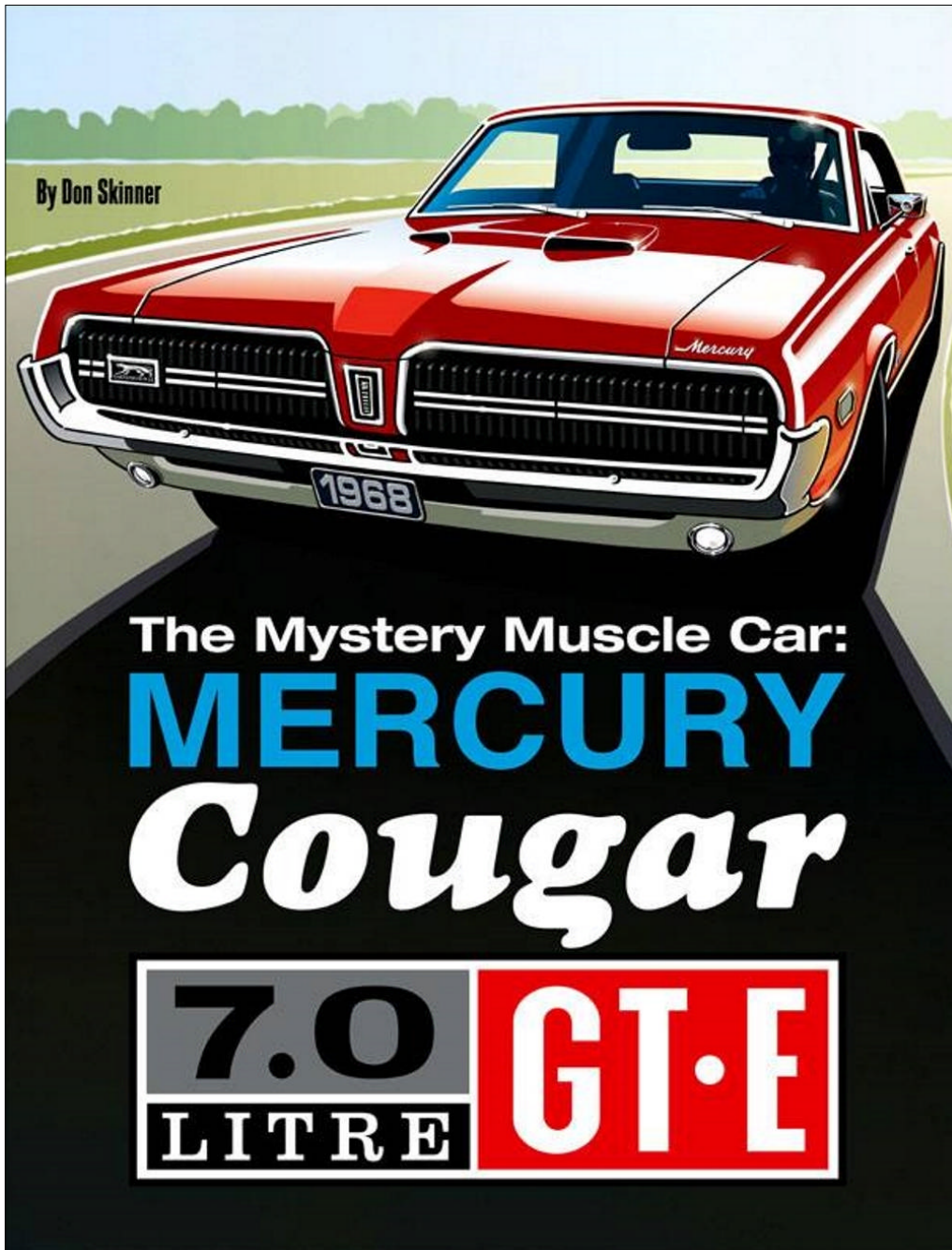
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ATSOTC welcomes publishable material for future editions. Send your submissions to the above address or to the Assistant Editor at assistanteditor@cougarclub.org

Our next issue is planned for the spring. **Please send your submissions no later than January 31st, 2019.**

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

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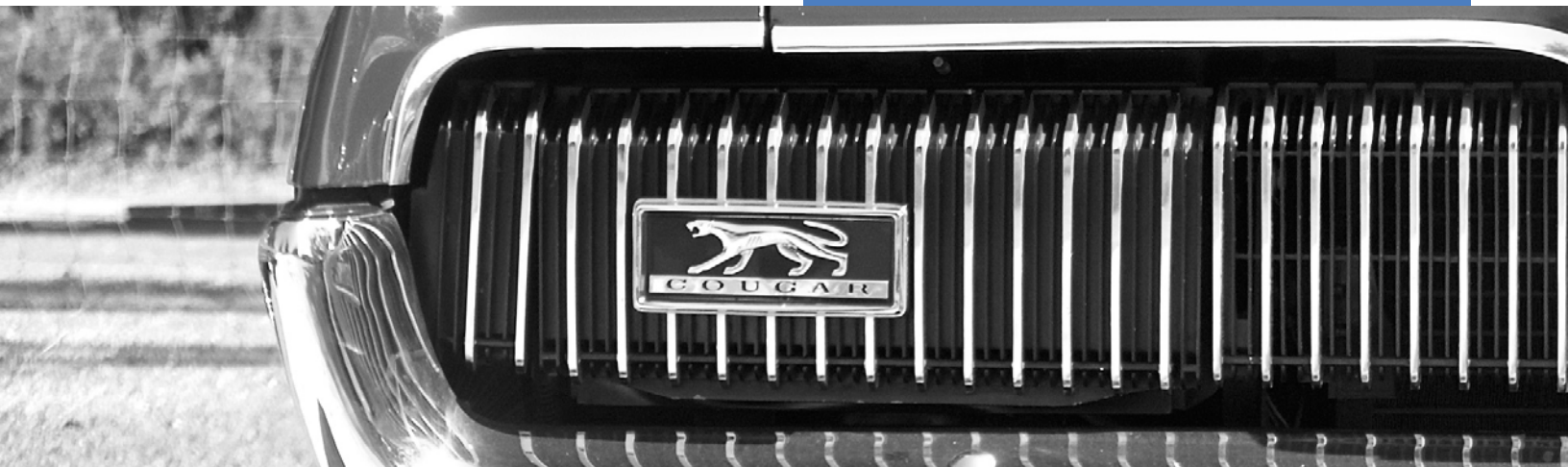
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IN THIS ISSUE



- 4 **At the Sign of the Cat**
- 5 **Club Contacts**
- 6 **In This Issue**
- 7 **View from the Chair** by Gavin Schlesinger
- 8-11 **CCMC hosts Mercury Cougars Comets & Cyclones**
by Rob May
- 12-13 **High Desert Cougar Club of Oregon** by Conan Tigard
- 14-15 **A Message From Cascade Cougar Club, Pacific Northwest**
by Heather Whitaker
- 16-17 **A Message From Fordnutz Cougar Club, Vancouver, BC, Canada** by Heather Whitaker
- 20 **Membership Application**
- 21 **M60 Cougars** by Barrie Dixon
- 22-24 **1968 Mercury Cougar Dan Gurney Special**
by Ted & JoAnne Taylor
- 25-33 **Mercury Cougar - Bringing people together for over 50 years**
by Thierry Frisch
- 34-35 **Clay & Miranda Olmstead's 1968 Calypso Coupe**
- 36-37 **Lethal Cat Revealed at SEMA** by Rob May
- 40-43 **My Cougar 500 Story** by Chuck Donaldson
- 44-45 **20 Years of Mercury Cougar** by Dan Boggs and Rob May
- 46-47 **North Eastern 1977 Mercury Cougar Gets New Life**
by Mark Lachance and Rob May
- 48-51 **MN12** by Eric Dess
- 52-55 **A Cougar Tale** by Dan McKeithen
- 56-57 **Ebay Cats and Personal Ads** by Kamran Waheed
- 58 **Membership Report** by Rob Merritt










2018 - 50th Anniversary for the 1968 model year
GT-E, XR7-G, 428 Cobra Jet, Calypso Coupe, Cougar 500



As this is the last issue celebrating the 50th Anniversary for the 1968 model year, I am thinking not only of the Mercury Cougar. I am reflecting on all that has happened in 2018 as well as all we must look forward to in 2019 and beyond.

Rob May, Matt Slay and I started a file to research points of interest as to what was of interest during our anniversary years. In 1968 looking back:

-  1# Song – 'Hey Jude' by The Beatles
-  Best-selling album in the US – Are you Experienced – Jimi Hendrix
-  #1 Movie – 'In the Heat of the Night'
-  Price for a gallon of gas \$0.34
-  Most popular snack food – Hunt's Snack Pack (pudding)

Keeping all Cougar Enthusiasts informed for upcoming events and activities, we try to maintain information provided on www.CougarClub.org and our Facebook page. The more you can share about events, the more of our fellow CCOA members can plan to also attend events they may not have been aware of.

Send all of your favorite cat photos from events attended, or cruising around town to editor@CougarClub.org and one of your photos may just be selected to appear in an issue of ATSOC or on our club Facebook page.

On behalf of the BOD, Volunteers and our membership, I want to thank Thierry Frisch for all the amazing issues he created in his role as Editor of ATSOTC. Thierry set the standard and bar for all future issues. The advancements made to ATSOTC over the past three years have been amazing. The club would not be where it is today without the countless hours Thierry dedicated to the Magazine.

Keep both hands on the wheel, and I hope to see you out on the street!

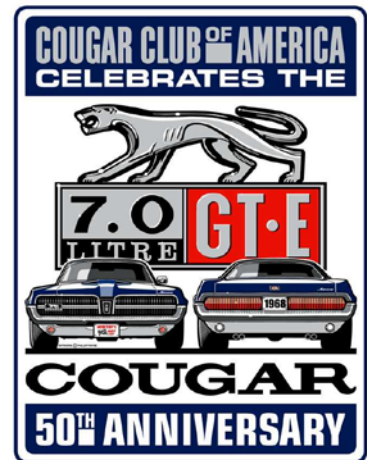
Gavin Schlesinger

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Look for us on Facebook:

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If you are interested in more information about the CCOA 50th Anniversary Events, please email me directly chair@cougarclub.org

CCMC hosts Mercury Cougars Comets & Cyclones

By Rob May (CCOA #9623)

Central CA Mercury Club hosted Mercury Cougars Comets and Cyclones, a Santa Maria CA Car Show on Sat Oct 6th that also featured a free airplane event! Cats from San Diego to San Jose all traveled to Santa Maria to prowl. This 50th Anniversary of the 1968 Mercury Cougar event set a Central CA record with three dozen Mercurys in attendance. Nine classes of Cougars were available plus additional trophies for Comets, Cyclones, and other Ford powered rear drive Mercury cars. (Mercury's insulting front drive cars and the horrible ls swaps were banned from this event). The weather was pleasant and perfect for cats to get out and stretch in the sun on Saturday. There was no excuse for not bringing out your favorite cat!

Mike Brown's Southern California Cougar Club SCCC helped make this show an extra special event! Thanks to Mike (CCOA# 6669) for leading the parade to Santa Maria. (He also is credited for the show's name). World famous Kurt St Julian and his Cool '67 Cougar won the '67-68 hardtop

class. Stan and Jodi Owens (#9525) showed off their '68 sporting new wheels. Ember Emmett won the 3rd gen '71-'72 Cougar convertible class. Mark Matejka displayed his cat from the opening scenes from the Dusk to Dawn movie! Ted Taylor (CCOA# 9385) drove his '70 Restomod to the show!

Friday night, Pepper Garcia's at the Santa Maria airport was the place to be for a Mercury social. There, we met long distance award winner Scott Ferguson and Heather Whitaker who brought their 1968 XR7-G all the way from Canada! It was an honor having representatives from Fordnutz and Cascade Cougar. Flying in all the way from Tennessee for this event (and a trip to the director's museum) was Tom Fitzpatrick. Tom owns a Grecian Gold '68 with Black vinyl top which is very similar to the current 2018 Hot Wheels '50th Anniversary cat!

Project cars – Rob May asked for project cars, and we all welcomed them as family. CCMC had special awards





for its participating members. Rick Miller (CCOA# 9772) from Lompoc trailed his cat project placing 1st in the Eliminator class! Rick was also chosen as this show's hard charger for making his '69 Eliminator a roller again within a week of the show (earning a \$50 gift certificate)! John Foust, also from Lompoc, won the project cat award with his '67 dad and son cat.

Additional CCMC's highlights include Doug Pool of Nipomo bringing two Mercurys – a Cougar and a Comet to the show. This feat was also accomplished by Jim Vernassect of Goleta with his 57 Mercury and '67 Mercury Cougar! Jeremy Daniel

(CCOA# 9665 and a forming member of CCMC) from Paso Robles won the '67-'68 GT class. Barbara Wendt (CCOA# 3465) of Orcutt won the 1975-1997 class with her '87 20th Anniversary cat! John Brush of Atascadero displayed his '68. It was great to see Joel Cehn's Legendary 3rd Gen convertible from Cambria. Jason Kirkwood of Santa Maria won the 3rd Gen hardtop class. Special mention goes to Tim Baal of Orcutt for letting Rob May have the honor of "borrowing" his '67 Cat (with 325,000+ miles on it) for the show! Thanks to Santa Maria's Frankie G for being the show's DJ.





This show had a full range of classic Cougar models. Standard hardtops, XR7, GT, Eliminator, Convertibles, and more, were all among the full complement of cars displaying their factory best. Every range of original color options were on hand along with custom hues. Mike Brown and Lou Fishman (CCOA# 7412) caused double vision with their pair of Burnt Orange with White Top 1969 Convertible Cougars! Almost making it triplets, Todd Gregory (#6330), one of CCMC's members from Goleta, drove early Saturday to make the show with his Burnt Orange with White Interior '69 XR-7 hardtop Cougar!

Projects, daily drivers, restored, original preservations, and modified from minor personal touches to full Resto-mods added an additional variety. The day was an enjoyable trip back in time as everyone in attendance had a good look

at what was available for Mercury Cougar and Mercury enthusiasts. Several cars had their Marti Reports on display listing all the rare options. The majority of the Cougars at the show were built between 1967 and 1973. Rob May's 1997 30th Anniversary (who also showed his '69 hardtop as display only) capped the three decades of the Mercury Cougars at this outstanding show.

Saturday night, the cats roared with a quick mini cruise to the Happy Dayz Diner on Main St Santa Maria. The classic drive-in provided the perfect setting for vintage style photos. Every parking space was filled by a Mercury! Many thanks to James Jarmann (CCOA# 9758) for bringing his big block cat and posting the cruise video to Facebook.





Goodie bags were full of surprises. Microfiber towels were Light Agua in reference to the Club Director's cat. Gold and Black 2018 Hot Wheels '50th Anniversary of the 1968 Cougar were an added treasure (same color as Gary May's first 1968 cat in Colorado). Vintage CCOA calendars were also handed out. Trophy and show sponsors included the Southern California Cougar Club (SCCC). Extra special thanks to Georgina May who had her '69 Mustang on display only.

At the time of this article's deadline, Georgina Garcia May Photography and Rob May wife will be focusing on helping KTL Restorations from Virginia with their '70 Eliminator Lethal Cat at the SEMA show in Las Vegas!

Photos by Georgina Garcia May (CCOA# #9623).





High Desert Cougar Club of Oregon

By Conan Tigard (CCOA #9870)



As we move from Summer into Fall, with Winter creeping right behind, Oregon is getting ready for either snow or rain, depending upon which side of the Cascade Mountain Range you live on. Here in Central Oregon, living at 3,500 feet, it will be snow for us, so the Cougars out here take this time to go into hibernation. Things have slowed down a lot here, as the car shows are done here for almost half a year. The same could be said for the High Desert Cougar Club of Oregon, as we had only had one new member join in the last three months. So, now the HDCC is has grown to 28 members.

that was parked under a tarp across the street. The wind was lightly blowing and as I was talking with my friend, a gust blew the front of the tarp up high enough for me to see the grill of a first generation Cougar. I pointed and shouted, "Cougar!" I apologized to Bob and told him I had to go and see this car. We walked over there and the tarp was torn over the passenger side window, which was rolled down, so I could see it was either a '67 or '68 Cougar with the rare front bench seat. I walked through the gate that circled the house and up to the front door where I knocked. The wife of Steve Penni opened the door and told me it was her husband's car. I told her who I was and asked if I could look at the car. She said that would be great and for me to go ahead.



As I was checking out this Cougar, she came out and gave me her husband's phone number and told me that he would want to meet me. Perfect! I met Steve a week later and then he joined the HDCC.

Time to meet our newest member:

Steve Penni in Redmond, Oregon with his 1967 Standard Hardtop

In September, I was attending a small car show in a church parking. I was talking with my car show buddy, Bob, who owns two early 1960's red Corvair Convertibles, when I noticed a car

My search for other Cougar owners continues. Really, it is almost all I ever think about. I know they are out there, but how do I go about finding them? How do I can I get them to learn about the existence of the High Desert Cougar Club? Once way for sure is to take Victoria, my 1970 Houndstooth Cougar, to as many car shows as I can. This is where other classic car enthusiast hang out on the weekends and where I make a lot of contacts. I attended 19 car shows this year and I met a couple of Cougar owners and quite a few Cougar enthusiasts. In the last three months, I had my Cougar at Patriot Pinup Car Show in Redmond at the Redmond VFW, Oregon High Desert Swap Meet & Car Show in Redmond, Zion Lutheran Church Summer Celebration in Redmond, Cars in the Canyon in Crooked River Ranch, Classic Car Show & Suicide Prevention in Madras, and Powell Butte Church Show N Shine in Powell



Butte. I did see a 1969 Cougar Convertible at the Redmond Swap Meet at one of the booths, but the Cougar was not for sale. Other than that, all of the rest of the Cougar owners in Central Oregon must have been doing something else. I would love to have some join me at any of the car shows. I know they are out there . . . I just have to track them down. I am always hoping to find new members for the High Desert Cougar Club of Oregon. I am constantly posting on the HDCC Facebook Group. It has grown to 504 members from all over the world in ten months. I am still planning on having a gathering at two car shows next year, one in Central Oregon and the other over the mountains in the Willamette Valley. I

am just trying to figure out which shows they will be and which cities they will be located in.

As always, if you are interested in joining, please send a HDCC application to me. The application can be found on the Membership page on the website listed below. Best of all, it is free to join. Please contact me if you have any questions.

Conan Tigard
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A Message From Cascade Cougar Club, Pacific Northwest

By Heather Whitaker (CCOA #7477)
photos by Peter Peterson



Fall and winter here in the Pacific Northwest are pretty much devoid of car events due to our rather “soggy” weather, but there are still a few shows to keep us going just a little longer. Some are indoor events, and others take us on the road to warmer, drier climates.

Such was the case for Scott and me when we chose to visit Santa Maria, CA for the Stray Cats (Central California chapter) show on October 5th and 6th. Unfortunately, due to prior commitments and a few mishaps, other Cascade members were unable to make the trip, so we decided to take the opportunity for a mini-vacation, leaving a few days early to abandon I-5 in Oregon and head to the coast on day one.

Day two took us through northern California’s Avenue of the Giants where we continued our leisurely cruise south to the little town of Arcata, just south of McKinleyville, home to the Lucas family of Stray Cats fame. Having successfully settled in our hotel, we made a call to the Lucas clan and Rob, Shelle and Alyssa made the short drive to join us for dinner. It was great to spend several hours catching up on the latest news, but alas, we were forced to say our goodbyes for fear of being locked in the restaurant overnight.

Another two days of travel saw us arrive at our Santa Maria hotel just in time for dinner, and as we waited for others in our Cougar group to gather in the lobby, we discovered several dozen uniformed men and women loitering there as well. It turns out they were pilots and support personnel in town for an air show...and it would be held at the airstrip right behind our hotel over the following two days - car show AND air



show - sweet! While waiting to depart for dinner, I struck up a conversation with a couple of the fellas from the Snowbirds (Canadian version of America’s Blue Angels) and discovered that one was practically a neighbor, living not far from Scott’s and my Delta home.

Show organizers, Rob & Georgina May had a delicious Mexican buffet organized for us at Pepper Garcia’s right there at the



Santa Maria airport so it was an easy walk from the hotel. After we'd had a chance to individually introduce ourselves to the group, we settled in to exchange stories and enjoy our meal.

Saturday dawned bright and warm (a typical California October, I'm guessing) but there was a strong wind (40 mph according to the news) which persisted the entire day, coating cars and participants with dust from the adjacent unpaved parking lot. However, entrants were undeterred, beginning to arrive at the show field (again, conveniently located across the street from the hotel) shortly after 7 a.m. to enjoy the day – complete with air show which began later in the morning. As the day progressed and it was time to complete our ballots, I was surprised to see that pre-registration numbers topped fifty, but there were fewer than two dozen Cougars and maybe ten other Mercs. – what a shame. A lot of work went into preparing this well-organized event which included a tri-tip lunch with all the trimmings, music, trophies, and a mini-cruise to the Happy Dayz Diner for dinner following the show... and everything was included in the cost of registration. Trophies were awarded promptly at 2 p.m. (Scott's familiar 68 G took first place in the G/GT class as well as the long distance award) and the cruise didn't begin until 4 so there was plenty of time to relax, sit back and enjoy the air show, too. All in all, it was a great event and we thank all those who made us "foreigners" feel very welcome.

As Scott and I began the return from California, a couple of Cascade members took in the show at Columbia Crest Winery in Paterson, WA. Due to the unpredictable weather and the fact that this was a Mustang club sponsored show, Jeff and Carol Bingaman chose to drive their 2017 Mustang GT, leaving the 70 Cougar at home. Apparently Jeff's weather fears were unfounded as after a very pleasant drive, they arrived to clear skies, even though it was chilly. After checking in, Jeff decided to clean up the Mustang since it's a daily driver and not a show car. As he worked using his array of Griot's spray-on products, he found it odd that the late model Mustang people were amazed that he could clean his car without benefit of a bucket and hose. After answering their myriad questions, he finished the job then decided to watch everyone else using the hose to wash their Mustangs. He said he had a nice time visiting with an entirely different crowd of folks from those he normally hangs out with at shows.

Later that evening, heading back from dinner Jeff noticed the parking lot had about twenty late model Mustangs and one Mustang II but no classic Mustangs, or any other F/M/L products spending the night. It made him wish he'd brought his Cougar.

The following morning there were about one hundred sixty cars at the show, including two Cougars, an assortment of classic Fords and other makes and about twenty classic Mustangs. The Bingamans felt right at home with their Mustang amid the other



hundred or so late models, from Fox bodies up to the current model year.

Fellow Cascade member Jim Compton took first place in the Cougar class with his familiar white 1969 XR-7 Coupe but Jeff's Mustang came up empty in the 2015-present Mustang class of about fifteen cars (shoulda brought the Cougar, eh Jeff?).

Many of us who have been in the car hobby for a long time have seen interest and participation wax and wane over the years, as demonstrated by the two shows highlighted here (one barely had two dozen entrants while the other had over a hundred and fifty) and there's not necessarily anything obvious that can account for this. Such is the case with our Cascade Prowl. 2017 was a fantastic year with participants coming from as far away as New Hampshire to help us celebrate Cougar's milestone anniversary, however 2018 fell way short of expectations. This does not necessarily indicate the extinction of the traditional car show, but I do think car clubs need to be aware of certain trends and "go with the flow" to be successful. Over the past year we got bumped from our preferred August date and hence lost our venue (as it was fully booked over the summer months), so as leader of our group, I've listened to a number of suggestions ranging from not hosting a show at all to changing Prowl to an informal, drop-in picnic and everything in between. This was a subject of discussion at our September meeting and after much deliberation it was decided to try a compromise - piggy-backing on another club's show. This format has pros and cons but we'll give it a try for one year anyway, make an assessment then decide on our course of action moving forward.



A Message From Fordnutz Cougar Club, Vancouver, BC, Canada

By Heather Whitaker (CCOA #7477)



As mentioned in the last issue, there are so many car events throughout our area now that Fordnutz attendance gets spread rather thin. That being said, I do try to rally the troops to support other FoMoCo clubs' shows like the Canadian Falcon, Fairlane, Comet Picnic in the Park (quite a mouthful, I know) held on Labour Day each year. On September 3rd we had six members on site among the nearly two hundred participants at the George Preston Arena. Tom Wood trailered his 64 Comet Cyclone race car (Just a Breeze) joining Scott Ferguson's 68 XR-7, and the 69 Cougars of Bill & Joan Ronalds (convertible), Kim & Cindy Friesen (428 CJ), Harry & Marlene Unruh (Eliminator) and me (XR-7 convertible). In addition, dropping by, but not

participating in the show, were Guy Stromsten and Gord Carter who, besides visiting with us, was on the hunt for a classic Mustang for his wife, Janet. There were a few cars sporting "For Sale" signs at this event, so I have to wonder if he made any deal. Time will tell.

The classes for this show seem to change every year and this time we found our cats put together with Thunderbirds and Galaxies, a grouping perceived as a little unconventional by some. By 3:00 the ballots were counted and all the raffle prizes had been won so everyone assembled for the awards ceremony. I don't know if any of our gang won raffle prizes, but I do know





that no awards came our way (nor did the nearly \$700 prize for the 50/50 draw). Now THAT would have been a score!

Supplementing the growing number of car shows are the more informal "cruise-ins". Many long-established burger drive-ins began hosting these events years ago (no doubt heavily influenced by the movie American Graffiti) and over time other establishments and clubs have climbed on the bandwagon. One such cruise-in that popped up recently was held at Vancouver's beautiful Spanish Banks beach, taking advantage of the spectacular autumn weather on October 13th. The venue abuts an ocean inlet amid tall stands of trees, walking/cycling paths and grassy expanses, and just across the water sit the three thousand foot peaks of the local mountains. What better place to spend a sunny Saturday morning?

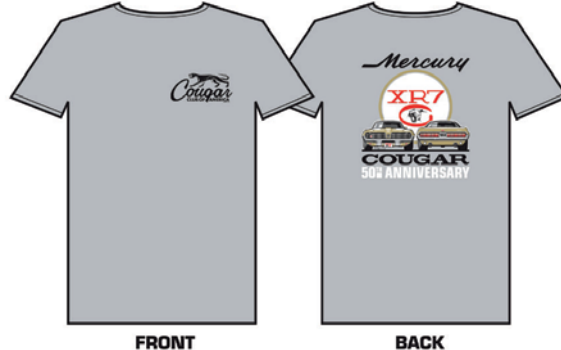


The last-minute notification advised everyone to bring their own coffee and gather by the shore to hang out with like-minded car folk...and it seems the word got out successfully. Scott's yellow 68 XR-7 found parking amid numerous Porches and other European makes, plenty of representatives of the Big Three and even a variety of hot rods. Several people came by to ask about the Cougar while we feasted on our Tim Horton's breakfasts then off we went to investigate what other classics might be parked nearby. We hadn't walked far before we came across the familiar face of Jay Coleman who had chosen to exercise his 89 Bentley on this fine morning. As we were catching up on the latest from Jay, we spied Fil Spasojevic pulling in to park his blue 67 Cougar so I wandered down to offer him a spot next to us. It was fun to visit with a couple of other Fordnutz members and it seemed to be the perfect type of fall gathering for everyone, as cars could arrive and leave on their own timetables between 8 and 11 a.m. - no fuss, no muss, just a pleasant cruise-in over our morning coffee and a chance to swap car stories.





50th Anniversary T-shirts are hitting the C



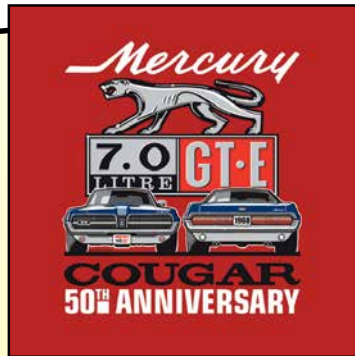
A 50th Anniversary key chain is included on merchandise orders over \$50.00.

With the purchase of two die-cast cars, you receive one key chain and with four die-cast cars, you receive two key chains.

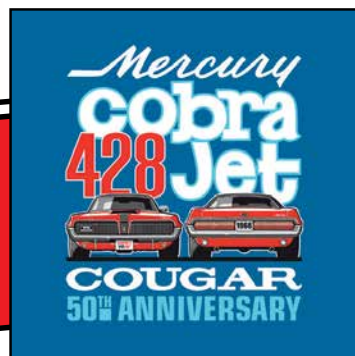
(while supplies last)



Use the coupon code **4SHIRTS** and receive **\$25.00 OFF** when you order any four of the 50th Anniversary t-shirts shown on this page!



All four of the 1968 shirts are available in a Youth Large size at a cost of **\$30.00!**



Sizes S - 2XL are \$30.00 each - Size 3XL is \$35.00 each

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We have had two different Hot Wheels castings for the 1968 Mercury Cougar in 1/64th scale created exclusively for the CCOA - a new for 2014 casting and a vintage 2002 casting. They are available in four colors matching 1968 Mercury Cougar paint options; Wellington Blue, Calypso Coral, Cardinal Red

Metallic, and Grecian Gold Metallic. The cars were stripped down and repainted, with the graphics added by hand. Our amazing graphics and backer cards are designed by none other than Phillip Payne, the CCOA Brand Manager. The acrylic cases are engraved with the CCOA logo on the top and are ready to display.



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Use this form or the online registration form at www.cougarclub.org/join.htm today. Annual dues are **\$25** for members who receive the newsletter by email. For members who want a printed newsletter by mail, the dues are **\$35 for U.S. addresses** or **\$40 for non-U.S. addresses** (payable in U.S. funds only) Become a member of the club that is *exclusively* dedicated to the preservation of the Mercury Cougar.

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E-mail: _____

(please print clearly and include email even if choosing regular mail membership)

E-member (\$25) _____ U.S. mail member (\$35) _____ Non-U.S. mail (\$40) _____

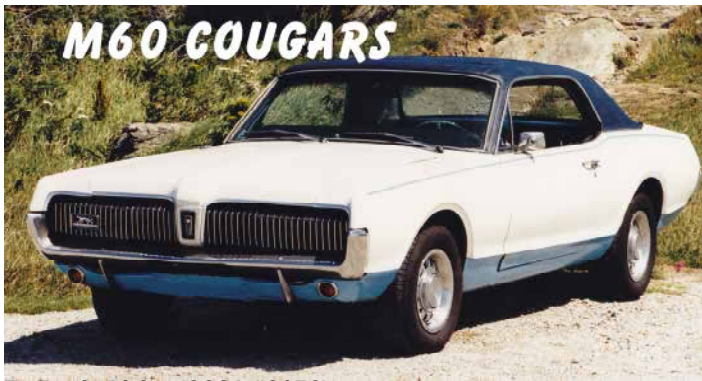
May we share your contact info with regional clubs and other event organizers?

Yes _____ No _____

To join or renew, please fill out this form and mail it with payment
(Make checks payable to **CCOA**) or use the on-line form at www.cougarclub.org/join.htm

Rob Merritt
Membership Director
1320 West 5th Street
Duluth, MN 55806-2339

Tell us about your Cougar!



By **Barrie Dixon (CCOA #0156)**

It's not been a particularly good year for the Principals of M60 Cougars. My '67 and Steve's '68 have been suffering from so many minor issues that our mileage figures have barely reached three digits. I don't mean each, I mean collectively! I won't bother you with all the details because I'm sure you know exactly what it's like: you fix one thing and another shows its head. You fix that and another crops up. Thankfully, none of the issues we've had have cost us any money; at least not much anyway, but 50yr old parts do wear out. Right?

We're both pretty certain that all these tiny niggles will be resolved before the start of the 2019 "season" because high on our list is the Stars and Stripes show at Tatton Park, Cheshire. Our collective attendance over the last year or so has been somewhat sporadic so even if we have to tow our cars there (not going to happen!), Steve and I will be attending. Why not join us? This won't be a formal CCOA/M60 Cougars affair, but together with the Classic Cougar Club of Great Britain we might just have more Cougars there than at any other UK car show in decades. I think the last time was in the '90s when we had eight or ten at a show in Hertfordshire.

Now that you are so excited, you're going to want details about this show. Aren't you? OK, here's the scoop. The event is over two days and begins on July 6th and ends July 7, 2019. Steve and I plan to be there on Sunday the 7th. It's free to enter and you can download an application from:- www.cheshireautopromotions.co.uk/forms.php

Close to Tatton Park is a Premier Inn hotel with a Brewers Fayre bar and restaurant right next door. On the Premier Inn website the location is listed as "Bucklow Hill" and the bar is "The Swan". It used to be

called the Black Swan but hey, ho! To help cross reference that a little further, the Post Code is WA16 6RD and it's maybe a mile from the park entrance. Since I'm always busy on Saturdays and can't make the show, I'm thinking we could get together in the bar Saturday evening and get to know each other. Sunday morning we could all cruise out together and hope we can park in the same location if we get there early enough, that shouldn't be a problem.

How will we know who's going to be there? Well, it's a little early yet to include contact details, but Randy Christian has them on file. Maybe send me a PM on Facebook Messenger? Hm, the more I think about this, the more excited I'm getting. Just think, a whole row of Cougars lined up near one of our Stately Homes. If for some reason you get bored with all the cars, the house is open to the public as is Home Farm and its stable of Shire horses. At least, I think they're Shires. Whatever the park is full of interesting and historic stuff.





1968 Mercury Cougar Dan Gurney Special

Owned by Ted & JoAnne Taylor, Chino, California

My 1968 Cougar was sold July 19, 1968 by Foothill Motors in Pasadena, CA to my Great Aunt Annabel who lived in Glendale, CA at the time. I was 9 years old, I remember the car well and enjoyed sitting in it pretending I was driving. She drove the car as her primary transportation until she lost her sight in the mid 70's, then she kept the car for people to drive her on errands as needed. Though not used much. I saw her regularly over the years, and told her several times that when she no longer needed the car, I would like to buy it from her.

That time came in 1983 and I was able to purchase the car from her at market value. In 1983 it was just another old used car, but I needed a 2nd car for my wife to drive and the Cougar fit what we needed. When we purchased the car, it was 15 years old and had covered 70,000 miles, garaged its whole life. I got all her service and maintenance records from day 1. The car received all of its recommended maintenance and was never in an accident other than one

parking lot incident that required some minimal body and paint at the right front fender. My wife drove the car regularly as her commuter car until 1986 when our first child was born and we were able to purchase a more suitable family car. Our Cougar remained as a spare car and fell into dis-repair.

Then around 1991 I decided I wanted to fix it up and enjoy it as weekend car for local car shows and such. The car needed paint, vinyl top, headliner, seat covers and some good detailing. I added a set of styled steel wheels, some suspension enhancements and a louder





exhaust. We enjoyed the Cougar for many years until around 1999 when it started to run bad, it had 121,000 miles on it and it appeared the engine was just tired. So took on the task of removing the engine and had it fully rebuilt, .30 over but a stock build. Having other project going at the time and having just completed a nut/bold restoration on two other cars (not Cougars) I was tired of working on cars. And the Cougar just sat in the garage with a cover over it and the newly rebuilt engine sitting on an engine stand in the corner. And there it sat while other projects, business and personal life just took priority.

Fast forward to 2014, after years of nagging to “get rid of that thing” I decided that I would get it running again. BUT first, I needed to clean up the engine compartment a bit and I should probably pull the transmission and re-build it since it sat so long. Well, you all know how this goes. Now with the engine and trans out of the car there were so many other things that could use attention, and before you know it the whole car was disassembled.

Now that a total restoration was under way, I decided that I wanted to do it right and address everything and go for a concours level restoration. As you can see from the photos, I addressed everything and every



detail. Every nut and bolt was touched. I either replaced with NOS or restored the original part. If I couldn't find NOS and the original part was too bad to restore, I would replace with the best reproduction I could find. I cleaned and painted the underside, repainted the car, though I considered matching the original single stage, I ended up going with a base/clear as long term maintenance and possible future touch ups would just be easier.

After the underside and paint, I re-installed the engine and trans, installed new carpet, newly recovered seats. Restored the dash chrome and other interior parts. The dash pad and door/rear interior panels are original and just cleaned up. The vinyl top and headliner remained from the 1991 face lift. Then I undertook the tedious task of disassembling the grill and tail lights to restore them as well.

Carefully reassembled the doors and glass. All glass is original except for the windshield. The few modifications I had made over the years were reversed. Now 100% stock.

After 15 months of almost every weekend working on the car, I had the red pinstripes re-applied and fitted the new reproduction correct styled wheels with white wall tires. Now the car is complete. Its exactly as my Aunt Annabel purchased it in July 1968. The only variations I made from the stock build, was to use GT suspension parts, a group 24 battery, the aforementioned styled steel wheels and the correct Am-Fm Stereo FoMoCo radio (with internals upgraded to modern electronics and bluetooth integration).

I'm super happy with the end result and have been lots of fun showing and driving the car. It debuted right in time for the Cougar 50th Anniversary shows. It won best of class at the CCOA West Coast National in No Cal and the So Cal national show. My Cougar also was honored with the Best of Show (Johna Peppia Ford Motor Company Award) at the 2016 Fabulous Fords Forever show. And then this year a Best In Class winner in the Pony Car Class prestigious Palos Verdes Concours Sept 2018, this was a special award as the class had some very expensive and well restored non-cougar pony cars, Shelby's 429 Mustangs, Hemi-Cudas and such. Needless to say there were some surprised pony car owners.





MERCURY COUGAR

Bringing people together
for over 50 years

photo by Myriam Kraemer
www.myriamkraemer.com

By Thierry Frisch (CCOA #9342)

Three and a half years ago, I took over as the editor of "At the Sign of the Cat". 14 issues later, it's time for me to move on and to pass the baton to a new editor. Starting with the 2019 Spring issue, Pam Lindsay is taking over.

Pam and I have been working together on the last 14 issues and all I can say is that she is the perfect choice for the job.

When Gavin asked me if I wanted to do a highlight section in this issue, I wasn't sure what I should include. Then, I remembered what I wrote three and a half years ago when taking over the editor job: "I know this is a newsletter about the Cougar, but behind every Cougar there is a person."

With this idea in my mind, I went through all the ATSOTC submissions I have received over the last few years. Of course, I found heaps of photos of every possible iteration of the Mercury Cougar. But many photos showed people meeting, mingling, eating, laughing, discussing, hugging, helping each other. This made me realize that our common hobby, our passion for this very special car, brings us together. Color, race, political views, gender, different paygrades, all our differences don't matter when it comes to our hobby. In a world that is in quite a turmoil, this restores my faith in humanity and gives me hope that we might make it after all.

So, for my highlight section I've decided to include photos of YOU mostly. Show our members and friends and also the loved ones that we've lost in 2018.

I have had the chance to meet a few members of the Cougar family over the last years, in real life. Some of them have passed, sadly. But all of them were super friendly, nice, warm hearted and welcoming. I genuinely hope I'll be able meet more of you in the future.

Finally, I would like to thank the Board of Directors for giving me the opportunity to do this job. Thanks a lot to Gavin, to Kamran and Pam who've supported me so much. Thanks to Heather Whitaker for always being the first one to send in their submissions. Thanks to Rob May for writing so many articles. Thanks to all the clubs around the world. Thanks to everyone submitting articles. Thanks to all the photographers. Thanks to all the volunteers. And finally, Thanks to YOU, our faithful readers of ATSOTC.

Thierry

For those who'd like to stay in touch, don't hesitate to mail me:
trf@trf.lu













© Ted Taylor 2017









Clay & Miranda Olmstead's
1968 *Calypso Coupe*







LETHAL CAT REVEALED AT SEMA

By Rob May (CCOA #9623)

Las Vegas for SEMA 2018 was the place to be at the end of October where “The Lethal Cat”, a Competition Yellow 1970 Mercury Cougar Eliminator revived by KTL Restorations roared to life as a selected by BASF feature build! Crystal and Kurtis Thomas Lawrance (KTL), known for rebuilding concours cats, are two of the finest Cougar auto specialists in the world! Born with a 428 Cobra Jet with Ram Air Induction mated to a 4-speed, this is a powerful animal indeed. Sadly, an under-hood fire caused extensive damage. Burnt paint, warped metal, melted plastic, water damage, and ruined interior extinguished many lives from the Cougar. Charles Donaldson, owner of this sleek Mercury feline, knew KTL Restorations was the best choice to give this 1 of 1, by Marti Report, Cougar new life. He was ecstatic to view the hand rebuilt Cat on Monday prior to the public reveal.

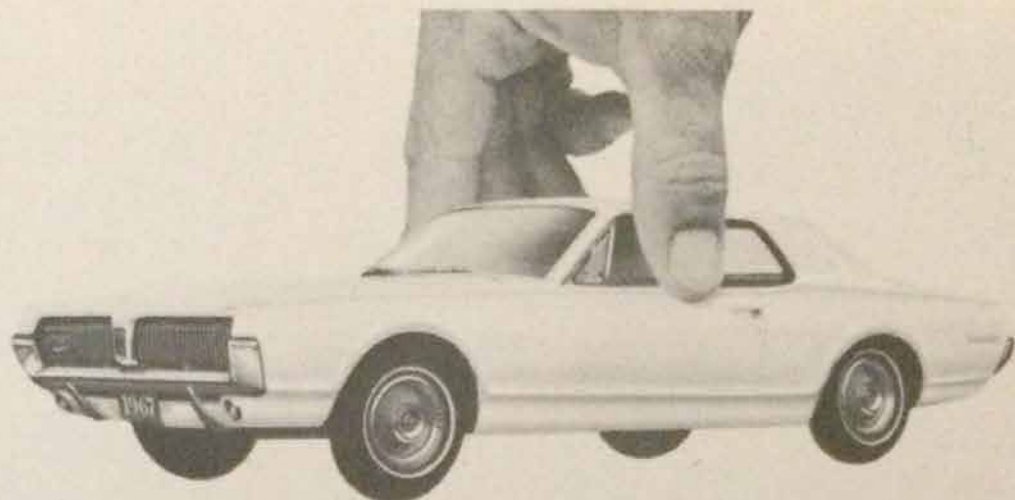
“Lethal Cat – A ‘70 Cougar “Eliminates” All of the Competition”, Musclemag Classics April 1991 by Don Emmons, named this potent Mercury Cougar! Cats of this magnitude and pedigree are not often seen in the wild nor road. Extraordinary to find an Eliminator with the Black Houndstooth Decor interior, these bucket front seats and rear seat were revitalized with OEM seat covers, replicated and hand stitched by Upholstery Express. OEM original front and rear lighting are included. Number matching engine and transmission have been rebuilt and returned to the chassis along with OEM restored suspension. The 3.25 standard rear axle gives it extra kick on the road. Factory finishes is a KTL Restorations specialty. This Cat easily reflects Mercury dealership showroom condition along with some added personal touches. Special features

include embossed floor mats, front / back custom plates by Elite Fabrication, and Coy wheels with the KTL Logo on the custom center caps by Greening Auto Company.

Glasureit, a brand of BASF, provided the finest luster available. Their Competition Yellow color was matched perfectly to the factory Ford paint. Kurt, a self-taught painter, applied three deep coats of this bright yellow topped with four coats of Glasurit clear 923-210. More custom colors by KTL using BASF products allowed them to continue the restoration painting process from Ford Blue for the engine to Dearborn Gray. Actually, the factory used leftover paint to create a ‘Slop Gray’ which was applied underneath. The engine is also a custom “Ford Blue” color using BASF. With a fresh coat of paint, re-assembly began. Any car is a winner when BASF is utilized. With several BASF products used along these multiple stages and parts, the Lethal Cat can’t ask for anything better!

SEMA Battle of the Builders 2018 welcomed KTL Restorations. To prepare for this event, all body panels were removed from this car, repaired, painted, and painstakingly realigned upon assembly. The OEM Houndstooth interior certainly called out to be viewed and appreciated. Along with the Marti Report, this car has been well documented including multiple magazines. A 428 powered 1970 Eliminator is not a cat to ignore. Fitted with Goodyear tires on custom machined wheels and center caps, this Cougar was proud to roar in Las Vegas!





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My Cougar 500 Story

By Chuck Donaldson (CCOA #7402)

The story of my love of Cougars starts when I was about 10, in 1970, back in Milwaukee Wisconsin. I liked fast cars even though I didn't know anything about them, I just liked how they looked. I had a small collection of drag racing "baseball" cars, and car models. My dad was a Lincoln Mercury guy, we literally had the stereotypical Mercury station wagon with the fake wood sides. Later he bought a beautiful blue 1971 Cougar with white front-half vinyl top. So early on, Cougars were in the family.

From my card collections, dad saw I liked the fast cars of the day, so I remember he took me to a race at Great Lakes Dragway in Union Grove Wisconsin. It was a golden time in drag racing, we saw "Big Daddy" Don Garlits, Shirley "Cha Cha" Muldowney, and Don "The Snake" Prudhomme, and I believe "the Snake" had a run against Tom "the Mongoose" McEwen. I liked the wild colors, the racing stripes, the wings, the speed, the big engines, cars pushed to the edge blowing up. At the same time one of my older brothers was into muscle cars, and had a lot of friends that had, believe it or not, muscle cars from AMC. They brought over 390 Javelins, and even a 390

Rambler Scrambler. AMC's may have been more popular in Wisconsin because they manufactured them in Kenosha. Those cars gave me an appreciation for the more unusual, and non-mainstream muscle cars. My brother had a V8 5.0 liter Gremlin for goodness sake. I was in it when we beat a rumbling GTO. Between stoplights the Gremlin was hard to beat, the GTO would've killed us in a full quarter mile. Kids, don't try this at home.

My love of Cougars started in 1970 when my friend and I were 10 years old and walking to the store, (back when kids were told to get outside and blow the stink off), and in the lot of a Lincoln Mercury dealer we spotted a half dozen Cougar Eliminators sitting there. Holy smoke! Those were the coolest things we had ever seen! Big engines, Boss engines (didn't know what that was then, but who cares the name was boss), Orange, Yellow, Green, Gold, Blue, wings, stripes, spoilers, hide away headlights, what's not to like! I remember telling myself that someday I would own one of these.

In my late 20's, so around 1988, while living in the suburbs of Dallas, I bought

a 1969 XR7, 351W, 2V. It was highly optioned, with electric windows, A/C, and what I liked best is it was black with black interior and black vinyl top with red pinstriping. I thought it was gorgeous. This was my reliable daily driver for years.

I was finally true to myself and in May of 2000 bought an Eliminator from Frank Bowers in Oklahoma. Frank headed up the Eliminator registry at the time. It is a yellow 1970 Eliminator, 428 CJ, 4-Speed, Houndstooth Interior. That car is now frame off restored by KTL in Virginia, and is known as the "Lethal Cat". But that is a story for a different day. This is about the Cougar 500. While Lethal Cat was being restored, like most Cougar addicts, I perused for new cats to add to my litter. I had my Eliminator, so now my brother-inspired appreciation for the more unusual was niggling me.

I meet the Cougar 500

While browsing ebay one day in 2015, I came across the Cougar 500. It was a 302 2V, C4 automatic car. I thought what a weird, unusual cat that is, just the kind of thing I was looking for. I vaguely knew of Cougar 500s, its' availability

piqued my interest and sparked a cursory search for more info. I loved what I found. Basically, the Cougar 500 was made as a promotion in the Atlanta and Washington D.C. sales districts to take advantage of Mercury's success in NASCAR. It was a regional promotion, not a national one, only dealerships in the limited sales districts received cars. The "500" is because it was named after the famous 500-mile NASCAR races. There were only 54 made, all were polar white, some had black vinyl tops. They had all engine options from the 289 to the 428. They had black or red interiors. The cars were ordered in April, were available in May so that they were ready for the Charlotte 600 NASCAR race. If you bought the car before the race you would get all kinds of goodies.

The only thing different about a Cougar 500 is the addition of the Cougar 500 badges on the rear panels. On my personal Cougar 500 there are also Mercury badges on the front quarter panel. The 428 cars were 428 GT cars with the added Cougar 500 badging.



The pictures show the Cougar 500 badging. Notice the dealer badge which is Scenic Motors in Mt Airy NC which was one of the dealers that received Cougar 500s. The badging was a reuse of badges from other cars. The 500 came from the Galaxy 500 badging and the flag came from Comet/Cyclone badging.



I don't know if all Cougar 500s have this, but mine has a Mercury badge above the turn signal.

I loved the information I was finding about the Cougar 500, I really wanted to get the car on ebay, the Cougar 500 hunt was on. I felt that excitement, you know the one where you know you aren't messing around and believe you're really going to do something big. I told my wife about it, and she was all for it, I'm lucky her dad was a car guy, and she puts up with my addiction. (She's pressuring me for a cat of her own.)

While the auction was still active I contacted the owners through ebay (Foreign Coachworks) and asked some introductory questions. We talked on the phone, the car was in North Carolina, I am in Texas. They didn't know if it was numbers matching, because they were primarily Ferrari guys and didn't know where to look. I told them I'd help with that, I thought there was plenty of time to get that done. They were extremely nice. I told them I was a Cougar guy and was serious. They mentioned that the guy who had the Cougar 500 also may have an Eliminator for sale.

I buy the 500

A couple days go by, I go to check on the bids, and like a numb skull, I missed the end of the auction! It sold for \$10,100.

Here's the ebay SOLD notification I saw when I went to bid on it. Sold Saturday March 21, 2015.

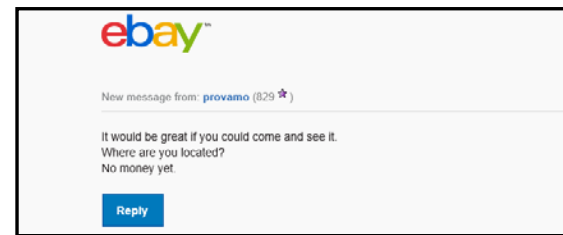


Bumped, I contacted them through ebay and said I missed bidding at the end of the auction, and asked if they had a lead on the Eliminator they had mentioned.

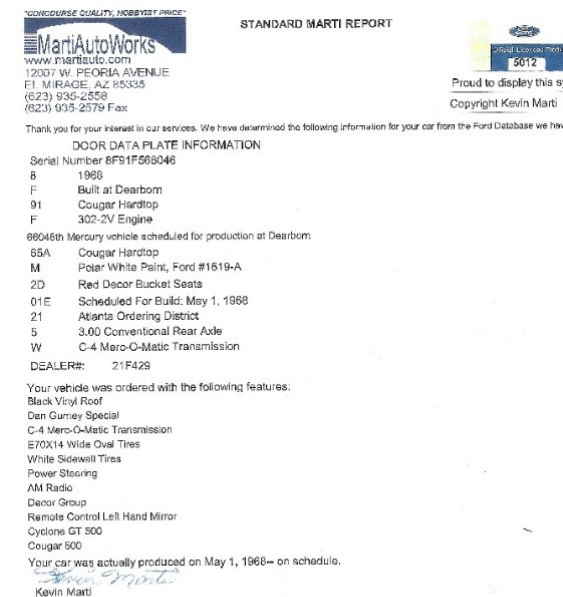
At about 9:00 that night, I got this message through ebay.



Woohoo! I still had a chance! I replied immediately that I was interested. Maybe some ebay shenanigans was going on, but I didn't care.



On Sunday afternoon I got this message. We talked on the phone and I told them I'd buy it if it was numbers matching and not a rust bucket. They didn't know the location of the vin and engine stamping so I told them. They got back with pictures, and found the matching numbers. They said it was running and they guaranteed it would be running when I got there. He sent me a copy of the Marti report he had.



Take a look at this Marti Report from 2014 and see how it showed Cyclone GT 500 too. The newer Marti reports don't have the Cyclone 500 GT on them.

Cyclone 500 GT's were made for a regional Atlanta 500 promotion and it was extremely successful, so they made another 60 Cyclone GT 500s and 54 Cougar 500s, for the next race, the Charlotte 600. Having Cyclone GT 500 on the report for the Cougar is probably a mistake.

Everything looked good, so on the 29th I called them on the phone to finalize the deal. I realized we hadn't agreed on a price. The closing bid was a little over \$10K so I figured that's what he'd ask. He said since I was obviously a Cougar guy and it would go to a good home, he'd take \$8500. I think I was hooking up my trailer before the phone lines disconnected.

I pick up the 500

When I picked it up they told me what little history they knew. A family was reducing the number of cars they had. They had some Ferrari's so they went out to look at them. They saw the Cougar in a shed and asked about throwing that in the deal. They bought it, cleaned it up, got it running, and put it on ebay.

When I got there I saw they have a really nice little setup. As I walked towards the back of their shop this is what I saw.



I gave the car a quick once over. It was exactly as described. It was running, but not great, just as they had disclosed. I drove it around the block, one foot on the brake and one foot on the gas to keep it going. They had put in a new gas tank, fuel pump, blew out the fuel lines, all new fluids and filter, replaced the brake hoses, and bled the brakes. I have nothing bad to say about the Foreign Coachworks guys, they were all retired and doing it for fun, and not trying to rip anyone off. It

was fun looking at their other cars and talking car stuff.

We put it on my trailer and I brought it home, drove it from North Carolina to Texas.

Purr kitty purr

Now that the car was home, it was time to get the cat purring, so I started putzing with it to get it back to original and running better (remember I was doing this at the same time as the frame off on Lethal Cat, so funds were limited). I'm no master mechanic, but I know righty tighty, lefty loosey, so let's do it!!!!

I did a triage of what was wrong, and I'll share pictures of some of what I found and fixed.

It had the wrong carb on it, it was a carb from a 70 mustang, so I got the correct carb for it.

It had a 390/428 non ram-air, base and cover. The filter was too tall for the base so it stuck out. I got the correct base, lid, snorkel. I restored the lid myself.

It had a radiator overflow container jury rigged to the sidewall, and to do that they removed the wiper washer reservoir.

The alternator slipped and it couldn't be tightened because the tightening hole in the alternator was stripped.

The battery wouldn't charge because the voltage regulator harness was shot.

Some bulbs were burned out, so I replaced all of them. Everything worked but the taillights. UGH! Turned out to just be that there was a loose ground. Bought wires and distributor cap through Marti. Put in a Pertronix. New plugs made a big difference mainly because the old ones had random gaps. The brakes started to want to launch me through the windshield, so I replaced the booster and master cylinder.

This is how it looks now. It's running really well, starts properly with high idle that kicks down properly. Doesn't overheat. Even the A/C works.



The car has most of the major mechanicals back up to snuff, but is largely unrestored. It still has the original Dan Gurney Special sticker in the window.



The car had dog dish wheel covers when I got it, since it's a Dan Gurney Special, I went out and got the turbine wheel covers for it. I think it has an older repaint.



It has the original exhaust, I just slapped on a cheap Thrush muffler. The mechanical tail light controller still works.



This was my first '68, when I was working on the turn signals and heard the whirring and clicking in the trunk, I was like, oh geez what the heck is going on. I tracked down the noise and pulled the turn signal mechanism into the trunk. When I saw the whirring electric motor and the clicking relays I busted out laughing. But



20 Years of Mercury Cougar

By Dan Boggs (CCOA #9939) and Rob May (CCOA #9623)

1987 marks the 20th year for the Mercury Cougar. This fine example makes its den with owner in Sandusky, Ohio (the roller coaster capital of the world). Dan's wife, Shawnee, provides the photos. He tells his story to CCOA volunteer coordinator, Rob May. Rob had the honor of meeting Dan, Shawnee, and their cat at the Arthritis Foundation Event in Dublin, Ohio this July.

Dan, who has been messing around with cars since he was a kid, starts the cat tale "My buddy Gabe Vaccaro works at the local Ford dealer. One day a customer came in after driving this Cougar all the way from California, and he traded it in on a new car. Gabe ended buying it from the dealership wholesale for cheap. and he drove it around for a couple of years. We put the SN 95 suspension and rear disc brakes on it with 17 inch 97 Cobra wheels. He did an H.O. conversion on the engine. After a while, the trans stopped shifting so he parked it in the back yard of a mutual friend's house where it sat for about 4 years under an old tree next to a dilapidated garage and shed. One day he posted on Facebook...'who wants to buy a Cougar cheap'? I was the very first one that commented and said 'mmmeeeeeeeee!!!!!!' He ended up giving it to me for \$200!!!! When I picked up the cat, you couldn't tell what color it was as it was so dirty we had to remove shingles, wood branches, and whatever else blew in from the fields. All 4 tires were sunk in the mud up to the wheels somebody had also pried the hood up (because the hood cable broke) to raid some parts. I hooked a chain up, yanked it out with my Bronco, and trailered it home. That was in 2015, and the Mercury had about 185,000 miles on it."

After a good cleaning and a new battery installed, the Cougar fired up. Dan drove around the block a few times in first gear... as it only had first and reverse. He had just parted out an '85 Mustang GT, so a pile of parts was right there in his garage available for the cat. Dan utilized the pedals and the T5 transmission. He had all the interior pieces to finish the inside (enabling him to have the cat look like it came from the factory with a 5 speed).

This '87 Mercury Cougar has red leather interior with digital dash, power windows, both power seats, power antenna, premium sound with equalizer and tape deck, auto headlights,





power trunk, and gas door release. Now it has a very very tired 5.0. Dan will be getting his Mercury painted along with recovering the front seats when all the mechanical mods are done.

While this cat is almost a daily in the summer time, it is also almost never driven in the winter. Dan says his Cougar drives great on the highways with the cruise set at 75mph and the a/c on while sitting in comfortable seats. "It is just a classy car, smooth, quiet with no squeaks nor rattles, and it has a pretty good amount of the latest technology from its time."

There are not very many of these cats left on the roads anymore.





North Eastern 1977 Mercury Cougar Gets New Life

By Mark Lachance (CCOA #9942) and Rob May (CCOA #9623)

North Eastern USA is home for this 1977 Mercury Cougar XR-7. Mark, 32 years old, owns this great example of the '77 to '79 cats. From the small town of Dighton, MA, he currently works in auto parts sales and gauge cluster restoration on Ebay.

When Mark was 8 years old, a family friend, “Jiggs” who owned two Pro Stock cars that raced at a local circle track in Seekonk, MA would pick him up every Saturday during race season and go to the track. Mark was made a “Junior” member of the pit crew and dubbed the team mascot, which even included having a decal with the name “Mark” on the rear quarter of the race cars. Jiggs owned a 69 Lincoln Mark III that he bought new. That’s where Mark’s love for the Big Fords and real interest in cars began.

This Cougar was bought from a friend on July 1, 2012. While all the background information is not known, it was repainted back in 2000 and had a mostly stock 460 and C6. A set of clean bumpers in Arizona were installed, the leaky steering box replaced, the carpet replaced, and the door panels reupholstered. Fast forward to Winter of 2015, Mark pulled out the motor, tore the nose down, sandblasted everything he could and repainted using SPI Black Epoxy Primer. Randy and Joe at Precision rebuilt and reassembled the

short block, and freshened up the high compression C9VE heads for me. That included a 3-angle valve job, and replacing the guides. Mark assembled the long block. In addition to the engine, suspension, brakes, cooling, and steering were all modified and upgraded by Mark.

Mark completed the overhaul on the cat with its current setup in late August of 2017. He managed to drive it about 500 miles before garaging for the





New England winter. It's a firm like a new car, but not obnoxiously so. "The previous owner used it daily. I'd have no issues doing the same." Mark enjoys going to local Cruise Nights. The Cougar has been to a handful of judged shows over the last 5-6 years placing 3rd in the 73-79 Antique Class at the 2012 Cure For Kids Car Show in Fall River, MA.

"This car started out as something to keep me out of trouble, and it turned into something I love. Something I'm proud to drive, show, and listen to people shout 'Hey, my aunt had one of those!' every other time I pump gas."



MN12

By Eric Dess (CCOA #6366)

Continuing the series on MN12 (1989-97) Mercury Cougars, we take a look at the 1994-95 models, featuring new safety features, electronics, and a very modern V8 engine option.

While Ford continued to enjoy the success—and profits—of its early SUV entry (Explorer) and its ongoing popularity of trucks (F-150, redesigned Ranger), there was no guessing as to what Ford's priorities were by 1993. Striking while the proverbial iron was hot, they continued to pump more cash into light trucks at the expense of passenger cars.

Granted, Ford in the mid-1990s was fairly bulletproof. The Taurus was still a hot seller; the Mustang enjoyed renewed sales with a dramatic body redesign; the Mark VIII was a technological flagship; the Town Car was still the king of full-size cars; and Lincoln itself was the number one luxury brand in the U.S.

But the cars that helped define Ford a decade earlier, the Thunderbird and Cougar, were left to plot their own courses through the mire of competing sedans and occasional coupes. It was no secret that Americans preferred 4-door vehicles by now. While the Grand Marquis began to resemble a 4-door Cougar from certain angles—probably on purpose—there was no plan for an official Cougar sedan again. The Cougar always worked best when it was an unapologetic luxury-oriented personal coupe, and so was the case for the 1994 model year. The previous model year had shaved Cougar models down to one, the Cougar XR7, and that continued right up until the 1997 model year.

1994

For 1994, the Cougar began another two-year styling cycle with two major changes: a new engine, and a new interior, with some minor exterior updates in place to keep things fresh.

The streamlining of the Cougar's models and features from 1993 continued into 1994. There was still one model, the Cougar XR7, with a standard V6 and optional V8. There were only 15" wheels offered again.

The old pushrod 5.0L (302cid) V8 was now gone; it soldiered on in the F-150 and redesigned Mustang GT. But for the Cougar, in its place was Ford's new modular 4.6L V8 in SOHC form. It produced 205hp and 265 lb-ft of torque, close to the numbers from the outgoing 5.0L engine, but with more modern touches such as a distributorless ignition, better emissions, and a new



engine management system. That system, dubbed EEC-V, had debuted in 1994 and was actually a hybrid system which bridged some of Ford's older error codes with the upcoming codes from OBD-II, slated for 1996. This system gave a much better idea of any electronic issues, with more specific codes than ever before.

The 3.8L V6 was still the base engine which retained the previous EEC-IV system. There were no changes made to this engine for 1994.

However, both engines were hooked to a new transmission, Ford's 4R70W electronically-controlled 4-speed overdrive. It solved some of the older AOD's sensitivity issues and in fact was built from the ashes of the AOD. Its factory rating to handle up to 700 lb-ft was impressive. Additionally, there was also a new traction control system that used the car's ABS brakes to help control slipping situations.

Underneath, the chassis got some new updates, with several key chassis reinforcement structures (transmission crossmember mounting point, trunk reinforcements, and the rear axle mounts) being redesigned for less noise, vibration and harshness (NVH). All suspension components became self-sealed, never needing lubrication for life. Much of the Cougar's sheetmetal was now two-sided galvanized steel for additional corrosion resistance.



Beefy side impact beams were added to the doors. Of course, all of this didn't help with the already hefty weight situation, but the Cougar definitely felt stiffer as a result. It was good to see a little more thought put into the car's safety and structural rigidity.

On the inside, the Cougar received a brand-new interior with nothing being reused from the old one. A twin-cockpit wraparound design, it was truly one of Ford's greatest interiors of the decade (along with the "twin flow" Taurus and two-tier Mark VII, and arguably the revised Explorer/Ranger dash). Built for ergonomics, everything was perfectly placed and for the first time, this Cat had a truly modern interior unlike anything before. It was not conservative, which was a departure from all Cougars past, but it did fit the purpose of the car, and its panache was evident from even a glance.

Gone was the digital dash option—all Cougars had analog gauges from now on. Rear seat heat ducts gave a nice touch for back seat passengers. Softer materials were employed, most fasteners were hidden, and plastic surfaces had a very tactile feel to them. The console with floor shifter flowed elegantly into the dash; nothing was tacked on here. It was truly a harmonious interior and a pleasure to enjoy for daily driving. The interior was available in grey, red, tan, blue, and dark green.

Of course, the biggest reason for this interior change was to include U.S. federally-mandated dual airbags. The deadline was for the 1994 model year, and the Cougar was rather late to the party. But they integrated succinctly into the new interior, something that competing cars had sometimes forgotten to do.

The exterior was slightly tweaked to denote all these other changes. A new split, modified waterfall grille was tucked between the headlamps. New reflective-style laser taillamps gave a modern twist on the Mercury "shaver" pattern. Floating-type side moldings helped soften the slab sides a bit. New front and rear bumper covers did away with chrome accents and were smoother. Cougars equipped with the 4.6L got a new "V8" badge on the front fenders.

Where Ford really turned up the heat was with its exterior color offerings for 1994. More metallics were on the slate, including a factory pearl white (White Opalescent Metallic Tricoat). A few greens, a popular 1990s color, were also added (Light Evergreen Frost Metallic, Deep Jewel Green Metallic, Teal Metallic). But the truly spectacular colors were the opalescents: Opal Frost Metallic (silver with gold and blue tendencies); Royal Blue Opalescent (bright blue with purple shadings); and Deep Iris (aka "lipstick pink", also offered on the Mustang that same model year). If any automaker had offered pearl colors like these before, they were never this stunning. All paints were clearcoated from now on.

Mid-way through the model year, there was a special Feature Edition offered, which included white seats with Opal Grey inserts and color-coordinated piping, and embroidered cat heads in the seats and floor mats. The Feature Edition cars were only available in Opal Frost, Performance White TriCoat, and Deep Iris. They were produced mainly due to dealer request,



as it seemed the one-model approach just wasn't enough for customers that wanted a unique touch.

Overall the 1994 model year marked a logical progression forward, and while it may have been a bit difficult to let go of some of the older things (particularly the 5.0L V8), it was the right move for its time. Sales numbers held somewhat steady with just over 71,000 sold, down around 8,000 from the previous year. But the 1994 model had better features for the price, a real bargain since the pricing stayed about the same as before.

for hot rods or vintage cars. What used to be a custom mix is now a factory color, easily mixed and available for touch-ups. Of course, the standard black, white, red, and charcoal colors were still offered, but mostly in metallic form. A solid, non-metallic hue was not really in style at this time.

There was also another Feature Edition for 1995, which now included a non-functional luggage rack and 15" lacy BBS wheels, similar to those used on the 1992 25th Anniversary model. The interior again featured white seats, this time available with the green interior.

1995

Again the second year of its two-year design cycle, the Cougar XR7 had no significant changes. All engines and mechanicals carried over. About the only area of change, as always with cars, was for color offerings.

More opalescent exterior colors were on the palette, featuring Rose Mist/Red Nite Mist Metallic, Moonlight (Royal) Blue Opalescent, Silver Blue Mist (Graphite Nite Mist) Metallic, and Chameleon (Venetian) Blue Metallic. If these names sound exotic, the actual colors were even more so. I remember seeing a Chameleon Blue Cougar for the first time...as it crossed the intersection in front of me, I watched the colors flip before my eyes and was taken aback. They are incredible to see in person. A great thing about these factory colors is that they're perfect



Along the way, a special dealer-prepped Cougar Special Edition appeared. It was denoted by the same 15" lacy wheels and luggage rack, but also silver lower stripes and special cloisonné C-pillar badges. They were produced in relatively low numbers from 1994-97 (roughly 3000 cars per year) and are instantly recognizable. While they don't command big bucks, they definitely stand out from the "normal" Cougars of the era.



Sales dipped to about 60,000, still on a general downward decline. Sales of the redesigned Explorer probably had a bigger impact on the Cougar and Thunderbird than had been initially projected, which didn't bode well for the future of the big Cat.

Collectibility

It's tough to pull any real stand-outs here, from a collectible standpoint. Any V8 car would be a first choice. The Feature Edition and Special Edition models are unique enough to qualify, but be aware that most were likely equipped with the V6 and standard options; it's rare to find a fully loaded one. Another obvious choice for collecting would be any of the opalescent colors since one just doesn't see them around anymore. And each color was more or less unique to its model year, which guarantees limited availability and uniqueness.

In the next issue we'll conclude our look at the MN12 Cougar with the 1996-97 model years, the very last of an era in more ways than one.



TECH SPECS

ENGINES

(standard) - 3.8L (232 cid) V6; 140 hp @ 3800 rpm; 215 lb-ft torque @ 2400 rpm

(optional) - 4.6 (281 cid) SOHC V8; 205 hp @ 4500 rpm; 265 lb-ft torque @ 3200 rpm

TRANSMISSION

4R70W full electronic 4-speed automatic with overdrive

BRAKES

Front 10.8" disc, rear 9.8" drum

Optional with ABS - Front 10.8" disc, rear 10.0" disc with antilock brakes

SPECIFICATIONS

Wheelbase - 113"

Overall Length - 199.9"

Overall Width - 72.7"

Overall Height - 52.5"

Cargo Capacity - 15.1 cubic feet

Fuel Capacity - 18.0 gallons

CURB WEIGHT

w/V6 - 3564 lb.

w/V8 - 3726 lb.

1994 Production Numbers

TOTAL - 71,026 (XR7)

1995 Production Numbers

TOTAL - 60,201 (XR7)



A Cougar Tale

By Dan McKeithen

Born in 1963, I celebrated a half century on this planet in 2013. It occurred to me that I should celebrate by making an effort over the course of the next 12 months to check some things off a “bucket list” of sorts. Call it the “12 months of birthday” – the goal being to accomplish one item per month. On the list, among other things, was “owning and driving an old car.”

The walls of my room growing up were basically papered with pictures and pages from Hot Rod Magazine. I wasn't, however, a typical teenage gear head, and pretty much grew up driving my mom's 4-door '73 Mercury Montego. It was blue with a black vinyl top. The official Mercury color was Blue Glamour, only I'm sure I didn't share that with my friends. In any case, from an early age I had a pretty extensive collection of Hot Wheels and Matchbox cars – and the one I remember most was the lime green Cougar. There was just something about that long hood, short deck lid, cool tail lights, and electric razor front end.

Well, life happened, and although I piddled around with the various cars I owned as an adult, it wasn't until 2013 that the Cougar theme cropped up again. One Saturday that, I told my wife I was going to look at cars for the bucket list and headed out to a consignment showroom in Ft. Worth. With well over 200 cars for sale in this warehouse it was the perfect place to get an idea of what my options might be. Over on one side, against the wall was a purple car with a black interior that caught my eye. They said it was midnight blue....but it was purple...and a Cougar! Suddenly the love for the lime green Hot Wheels car came flooding back, and after test driving the car I decided I was going to own a Cougar, although that one was a little over my budget. So much for the “PRPL HZ” or “DP PRPL” license plate I was already planning. Would love to know where that car wound up.

I headed east from Ft. Worth with plans to hit several car shows to continue my “research” – the last being some 60

miles down the road. Arriving at my 3rd car show of the day just as the awards were being announced, I watched as Ken Stovall, Lone Star Cougar Club (LSCC) President at the time, received his. Ken was there with his beautiful Black Cherry '68 and was kind enough at the end of his long day to spend time talking to me about his car, about Cougars in general, and about the purple one I had found. Ken was my first contact in the LSCC. It was a great day and I learned a lot from Ken. I was in. If I couldn't own PRPL HZ, then I would just have to find another. And to make it interesting, I decided it should be a 4-speed.

The months clicked by, and in October of 2013 wandering around the Bid Goes On section at the Dallas Mecum Auction, my wife and I found a 4-door '63 Galaxie 500 survivor with 48K original miles. The price seemed right and she (bless her) said we should get it. Turned out the car came from a family in Greenville, TX who had owned it since new.

I now had my old car and started attending shows, where I learned there was another LSCC member and Cougar owner from Greenville. Mike Hogge and I finally met at a show and had a great time talking about Cougars and looking over the Galaxie, which turned out to be the car the band director at his high school used to own. I told Mike of my quest for a

Cougar and he offered to help out in any way he could. He also suggested I join the LSCC, which I did (even though I didn't own a Cougar yet). What a great group!

(Sidebar....for anyone out there interested in Cougars, you don't have to own one to join CCOA or a local club. It's a great way to meet some fine folks and really build your knowledge base.)

Fast forward a year and I was eager to get into something with fewer doors and a little more...let's say vitality. I had been perusing the internet for a few months and chasing 4-speeds, most of which were ATs with Toploader swapouts. Then I came across an ad for a car here in Dallas claiming again to be a factory 4-speed.



Although the 3 pictures looked like they were taken with a flip phone...at night...in a carport...under a single bulb, the price was right so I was intrigued.

The owner said someone was coming to look at the car at 9:30am on Saturday. I said I would be there at 8:30. Early that Saturday morning after telling my wife if she didn't hear from me in 3 hours to call the police, I rented a car hauler and drove to the address. The guy was nice enough and said he was selling the car, some tools and a few other things trying to lighten the load after just getting out of prison (uh oh). He said he'd had a good job and was on a management track with his employer when he made some bad



decisions that landed him in trouble. At least he seemed honest about that.

The first thing I did was check the door tag – sure enough, a factory 4-speed! A 302 4V and still wearing the factory paint color! Don Rush at West Coast Classic Cougar has an excellent video about what to look for when buying a Cougar. Armed with that info I dug in. Hood lip, not much rust – check. Deck lid, same – check. Under the hood, some maintenance parts along with what looked like the original engine, radiator, AC compressor, and smog system – check. Floor pans were rusted out and the dash pad was gone but otherwise the interior seemed restorable – check. Missing a gas tank, but no major rust in the trunk and someone had pulled the vinyl off the roof so there were only minor issues other than surface rust – check. I asked if he had keys and a title. He said no, he had bought it off a friend a few years ago – I guess before he went to prison. The ignition had obviously been drilled out (uh oh, again).

How much was he asking? He said right off the bat he would take 10% less than his ask in the ad. So I had him sign a bill of sale, got his driver's license info, paid him and then asked for help getting it on the trailer (maybe I should have done those last two the other way around). I didn't think it would be very helpful to point out that possession or sale of stolen property might not be a great way to get things started on the outside, so I took the car off his hands and headed out. I guess it didn't occur to me that receiving stolen property might also be a problem. A few miles away I stopped to snap this picture.

I quickly called Mike to let him know I had found a Cougar and tell him the story. He recommended I touch base with his title search contact to see what we could learn about the car. I reached out to Tuesdee Knight of Tuesdee Knight Auto Title Service (really, I couldn't make that up). Unfortunately Tuesdee passed away last year, but she was very gracious and helpful. I really enjoyed visiting with her. Tuesdee told me the car had been registered twice and provided me with the name and address of the last registered owner dating to 1996. She then explained to me all of the ins and outs and angles involved with possessing a car without a title. That was an education!

So now I owned a stolen car that I might have to return it to its rightful owner. I thought of all the options Tuesdee had gone over and thought it best just to reach out to the previous owner, explain my intent to restore the car, and see if I could get a power of attorney to title it. Of course you can't just look someone up in the phonebook anymore, so I hit the internet. Through property records I learned the prior owner still lived at the same address. A few days of google searches turned up a name and phone number for someone I thought could be the son. I left a message that I had acquired a car that might have belonged to his dad and I wanted to see if I could talk with him or his dad. He called me back the next day, and said, "yes, that sounds like my dad's car." We had a lengthy conversation about the car that his dad loved and drove daily into the 1990's. He told me his dad had promised to give to him when he turned 16, but that his dad reneged on the deal and he only got to drive it on occasion (and when he snuck it away from the house when his dad wasn't around). The car apparently had fallen into disrepair and the city was threatening to have it towed, so his dad towed it first...to the storage lot of a friend. It was from there a number of years later that the car was stolen.

Eventually I got to sit down with his dad, and I spent the next 8 months or so visiting him every few weeks to talk about the car. The car was sold out of Eagle Lincoln Mercury on Lemmon Avenue in Dallas on December 21, 1967 (oddly

my wife's third birthday and she lived at the time only a few blocks from that dealership). The original owner decided to sell after only driving the car for 900 or so miles, according to this gentleman, because she didn't like driving a 4-speed.

He shared stories from his childhood (he had once worked in a Ford assembly plant in Mexico near his childhood home), told me about coming to the U.S. as a student, and detailed his employment with the airline from which he would eventually retire. The Cougar was his daily driver into the '90s. I really enjoyed getting to know him and could tell he missed the car.





Meanwhile, I was diving into my first restoration project – one that would prove to offer a very steep learning curve and would take me down a rabbit hole of sorts as I got caught up in trying to achieve mostly factory finishes on everything. The car proved to be exceptionally original, which is the main reason I decided to go with a stock restoration.

I purchased the car in October of 2014 and had decided that I needed to be done with the project in time for the first national Cougar show of the 50th Anniversary year – the Mid America Classic Cougar show in Tulsa in April of 2017. That gave me 2 ½ years, and I really didn't want this project to turn into an expensive garage shelving system. By June of 2015 I was pretty deep into the project, but still didn't have a title. It would take one last meeting with the prior owner who finally said he'd been asking himself what he would do with the car at 80 years old. So he signed a power of attorney and allowed me pay him a few hundred dollars for the car. I went straight to the county tax assessor's office and got clear title to the car.

(Another sidebar – this is not an advisable approach to purchasing a car. I got lucky. Through good fortune and by showing some interest in the history of the car with the prior owner, things worked out. But it could have been a costly lesson.)

By the time I got a title, the car was completely stripped down so structural work could be done – new floor pans and cowl, seat risers from a donor car (thanks to WCCC), repair of the cracked shock tower and zerk holes. I knew this part of the project, along with a few other things, were above my pay grade so Mike and the other folks in the LSCC helped find some great places to outsource that work. My task was to catalog every part on the car down to the last nut, bolt and washer. I refurbished what parts I could, sourced remanufactured or reproduction parts when needed, and spent hundreds of hours watching internet videos and reading online forums to figure out everything I didn't know – and that was a lot.

Eventually things came together and I completed the car just in time for the Tulsa show. I had it concours judged at the show and did pretty well – the judging sheet became my punch list. In the last 18 months I have enjoyed driving and showing the car around the Dallas metro area. Although I swore it would never see rain, I've been caught in weather 3 times in the last several weeks. I've also gotten to know many in the Cougar community, enjoy keeping up with Cougar enthusiasts around the country via social media, and am now President of the LSCC.

As of last weekend, the Galaxie has found a new home in Louisiana with a young man who wants to drive and show the car

when he turns 16 next year. The empty space in the garage will soon be occupied by a 1970 Cougar convertible. This is the car that former LSCC President Alan Easley was in the process of restoring when he passed unexpectedly in 2017. I am grateful his family would entrust me with that car and hope to honor Alan by continuing the restoration and getting it back on the road in the not too distant future.

So that's how a Hot Wheels car, a bucket list, a very supportive wife, a friendly former owner and his son, some great restoration resources, and a bunch of good new friends all helped to preserve this 1968 Standard 4-speed.



EBAY CATS



Year/Model: 1997 XR7
VIN: 1MELM62W0VXXXX
Miles: 91,758
Condition: 2
Winning bid: \$3,400
Total # of Bids: 24

Comments: Mostly original 30th anniversary Cat with only 91k original miles on its V8 that still runs strong. The only thing changed was rear bumper cover a few years ago. This Cat has the following new parts; front brakes, calipers rotors pads, brake lines, radiator, intake, plugs serpentine belt, battery and sway bar bushings. The AC blows cold, has full power seats, cruise, tilt and PW. Very nice car for its age with some light scratches and a little paint fade starting on tops of both front fenders, but overall a great rare Cat to drive and enjoy.



Year/Model: 1969 Eliminator
VIN: 9F91S5XXXXX
Miles: 111,622
Condition: 1
Winning bid: \$18,100
Total # of Bids: 43

Comments: All original Eliminator still wearing its original paint and the original interior is near mint including the original floor mats. Had 95k original miles its 390/C6 when purchased and now has 111k miles, runs great. The 390 was rebuilt in 1995 and was bored .030 over and hardened exhaust seats installed in the heads. When the engine was out the tranny torn down and inspected, all it needed was a couple of new seals. Has all new springs (front and back), upper controls arms were rebuilt and all new ball joints were installed.

Came with manual steering, upgraded with a Total Control Manual Rack & Pinion Steering. Originally came with manual drum brakes all around, but upgraded to power brakes. Distributor has been upgraded with a Petronix Ignition Module in a period correct distributor housing. The clock is the only thing not working, everything else in the interior works great. The headlights were upgraded with halogen bulbs and the brake lights were upgraded with Plasma LEDs, the correct electronic sequencer and flasher turn signals work perfectly. The original paint is ok, there are some minor body issues, there are a few dings that are beginning to rust at the lower outer corners of the doors. There are areas needing repair at both rear quarter bottoms, both doors have a scuzzy rust coating on underneath bottoms (no perforations). The front fender extensions should be repainted as the driver's side has tiny blisters and the passenger's side had a non-matching yellow paint sprayed on it. The underside is remarkably good with no rust issues at all. Torque boxes are clean and solid. The shock towers are clean and intact, the floor pans are good. Overall, this Eliminator is in good shape and is a very fun and dependable driver. In 1995 it was at the CCOA East Nationals and was entered in the Unrestored Class and scored 220 out of 250 points, placed second. In 2008 it was at Ford Carlisle and placed second in the Eliminator class. A Marti Deluxe Report and the Personalized Production Report comes with the car.



Year/Model: 1967 STD GT
VIN: 7F91S5XXXXX
Miles: Unknown
Condition: 3
Winning bid: \$4,950
Total # of Bids: 36

Comments: This STD Cat has the GT pkg and has the 390 4v. Bought this black plate Cat 2yrs ago, been sitting in my garage ever since. Only issues with the sheet metal have arisen from the vinyl roof that was once on the car, it leaked and now the front floors are soft near the front of the floor pans. The cowl is solid as well as the trunk except for small holes near the drain plugs. The torque box, frame rails, quarters, doors and fenders are all solid. Comes with rust free roof and a nearly complete new interior except for carpet and headliner. Also comes with original window sticker. This GT needs a complete restoration, but will be worth it when done.



Year/Model: 1984 XR7
VIN: 1MEBP92W6XXXXX
Miles: 95,000
Condition: 1
Winning bid: \$6,200
Total # of Bids: 1

Comments: This XR7 has had only two owners since new and only traveled 95k miles, in 2016 the original owner traded it in with only 68k miles the V6/5spd. 2nd owner has taken it on many road trips. This Cat is in near perfect condition from mechanical to body and interior, everything works great. Has AC, PW, power seats, cruise control and gauge pkg. The interior is like new. Body is perfect with no rust at all and no dents/dings, always been garaged since new. All stock except for the wheels & tires. Comes with the Display for shows which includes the original window sticker, warranty info booklet, operating guide, owners guide and original brochure This XR7 has been to many cruise-ins & numerous shows competing against others and coming home with a few 1st Place trophies in the original unrestored class.



Year/Model: 1970 XR-7 coupe
VIN: 0F93H5XXXXX
Miles: 81,038
Condition: 2
Winning bid: \$11,999
Total # of Bids: 25

Comments: Per Marti Report, this original number matching XR-7 is 1 of 184 built in this paint/trim. Only 81k original miles on its 351 2v/auto, runs great with no smoke or leaks. This Cat has AC, PS, PB, rear defrost, traction lock rear and competition handling pkg. Everything works including the clock, all interior lights and even the warning buzzers are working. The sequential turn signals work good. Very solid with only minor rust on lower rear quarters and driver door lower front. Comes with original invoice, build sheet, books/manuals and mechanical repair receipts. This Cat has been well kept and maintained, always garage kept



Year/Model: 1977 XR7
VIN: 7A93S5XXXXX
Miles: 46,000
Condition: 2
Winning bid: \$3,305.00
Total # of Bids: 8

Comments: This XR7 has only traveled 46k miles since new and has had only 2 owners, spent most of its life in storage. The optional 400 runs great, the auto trans shifts perfect. Has PS, PB, power driver's seat and cruise control. This Cat is in excellent shape and is all original including the paint. Body is in great shape with no rust or dents/dings, chrome is near perfect and has never been damaged. The vinyl top is in great shape. Interior is near perfect, driver seat has 1 small worn spot; back seat is perfect. Trunk has the original carpet and spare, both look great! This Cat has been very well kept and serviced regularly.

PERSONAL ADS

PARTS FOR SALE

428 Cobra Jet motor: block date 0G13; heads cast # C8OE-6090-N, dates 8M28 & 9A8; intake C8OE-9425-C, date 9A15; crankshaft cast # 1UB; rods cast # C7AE-B; harmonic balancer cast # C8AE-6316-A2; triple crankshaft pulley cast # C8AE-6312-D; water pump pulley; water pump cast # C9AE-8505-A; timing chain cover cast # C8AE-6059-B; oil pump cast # C2AE-6604-A; fan cast # C9ZE-E; engine lift hooks cast # C8OE-17K004-B; alt. bracket cast # C8AE-10145-B; exhaust manifolds etc. \$7,500.00 1968 390 with C6, A/C, P/S, P/DB etc. etc. all still in a 1968 Ranchero you get the whole front clip \$3,500.00 1967 289 4V set up: carburetor cast # C7DF M, series 4300, venture 1.00; intake cast # C6OE-9425, date 6J19 etc. \$350.00 1973 C6 460 Police Interceptor cast iron tailshaft transmission : Tag # PJC H5 FA 013051 \$1,000. 460 PI short block: block cast # D1VE-A2B , date 3E4; crank cast # 2YAB ; water pump cast # D2VE B-A ; Dist cast # D3ME-12127-CA , date 3D25; alt. cast # D3VF 10300 AB 15V 90A NEG; flex plate; Harmonic balancer; brackets; pulley, etc. \$2000.00 429 Police Interceptor heads: cast # D2OE-AB, dates 2E5 & 2E18, \$1,200.00 429 CJ carb: cast # 7040288 , date 1182; AUTOLITE tag # D0OF B , date D227, \$750.00 429 CJ / SCJ valve covers, \$650.00 pr 429CJ/SCJ short block: 4 bolt main block cast # D1VE-6015-A, date 1A19; \$4,000. 1967 Cougar or Mustang: stainless steel power front disc brake 6 piece line set. \$75. 347 stroker kit; includes 3.400 crank, 5.400 H beam 4340 chromemoly steel rods, 4.030 KB hypereutectic flat top pistons with two valve reliefs \$1,200. 1967 289 heads, cast # C6AE, date codes 7D18 & 7E2 \$200.00; 1967 GT 390 carb cast # C7OF-9510-A, list 3793, date784, good core \$250.00; FE blower/supercharger set up complete : BDS, \$5,200.00 1967 GT 390 engine: block cast # C6ME-A, date 7C22; heads cast # C7AE-A, dates7B7 & 7C20; intake cast # C6AE-9425-G, date 6J27; exhaust manifolds, timing cover, water pump, oil pan, pulley, brackets, fuel pump etc. \$3,500. 390 tri power set up, \$1,850. 1966 428 short block \$2,500.00 428 CJ exhaust manifolds, \$900.00 pr. 428 Super Cobra Jet: flywheel; cast # C9ZE-A \$1,200.00 428 Super Cobra jet crankshaft; cast # 1UA \$2,500.00 1967 Ford/Mercury 390 A/C system: original Ford A/C compressor, A/C clutch, clutch pulley, brackets, idler pulley, water pump pulley, crankshaft pulley etc. \$500. 1969 351W AUTOLITE dist. Cast # C9OF-12127-M, date code 8J28, with AUTOLITE vacuum advance \$150.00

351W heads, cast #E7TE, date codes 5B15 & 5B17, \$150 for the pair. 1970 Boss 302 heads: cast # D0ZE 6090 A ; dates 0B19 on both heads; push rod guide plates cast # C9ZE-6A564-C ; original valve sizes 2.19 / 1.71 58.0 CC \$1,600.00 for the pair 1970 351C 4V closed chamber heads: cast # D0AE; dates 0E16 & 0E20, \$800.00 1970 351C 4V cast iron intake \$150.00 1973 351C 4V open chamber heads: cast # D3ZE; dates 3A17, \$600.00 1970 351C 3 groove crank pulley : cast # D0AE-6312-C, \$125. 351C single groove water pump pulley : cast # C9OE-8509-F, \$100. 1970 351C idler pulley : cast # D0AA-8A617-A, \$125. 351 A/C bracket; cast # D0ZA-2882-C, \$200. 1970 351C bracket : cast # D0OE-10156-A, \$100. 1970 351C bracket : cast # D0OE-10145-A, \$75. 351C bracket ; no cast #, \$100. 351C timing pointer, \$75. 351C front engine plate, \$125. 351C thermostat housing, \$20. 351C dip stick tube, \$75. 1967 289 exhaust manifolds: C6OE-9430-F, date 6K28; C6OE-9431-F, date 6L4 \$150.00 pr 1967 289 4v dist. Cast # C7OF-12127-B, date 7F30 \$150.00 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 1965 289 2V intake cast # C5AE 9425 D, dates 4K6 \$75. 1965 289 original gold valve covers, \$60. etc. much more inquire (314)480-2556 Keith Litteken St. Louis MO or email kslitteken@aol.com

WANTED

Carburetors part # on air horn C8AF-AD C8OF-AB & C8OF-AA; FE distributors Part # on housing C8OF-D, C8OF-F, C8OF-H C7OZ-12127-D, C7OF-12127-F C7OF-12127-F,-G , C8AF-12127-AD. 1968 Cougar red dash pad. (314) 480-2556 Keith Litteken St. Louis MO or email kslitteken@aol.com

PARTS FOR SALE

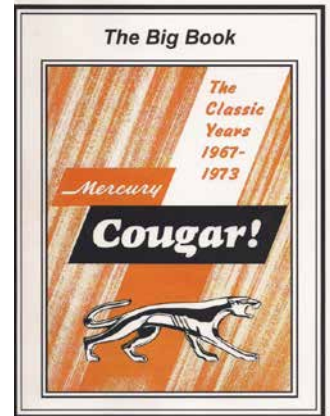
'67/'68 XR-7 console, automatic, black, about perfect. \$650 plus shipping.

'68 Cougar/mustang console, automatic, light blue, excellent. \$450 plus shipping.

dadwherthey@gmail.com or Larry at 502-423-1431

The Cougar Big Book is back in stock in the CCOA store.

http://cougarclub.org/store.htm#!/*In-stock*-Mercury-Cougar-Big-Book-The-Classic-Years-1967-1973/p/53625166/category=14120799



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MEMBERSHIP REPORT

By Rob Merritt (CCOA #8323)
Member Services Director

SO LONG... NOT GOODBYE.

This will be my last Membership Report, as my time on the CCOA Board of Directors draws to a close. I really enjoyed working with the Club these past years. It introduced me to some very good people, who – if not for our shared affection (affliction?) for Cougars - would not have been part of my life. Attending the 50th Anniversary show in Dearborn will long be remembered as a highlight for me in this hobby – finally putting some faces to the names. I'll miss the interaction with all of you in the Membership Director role but hope to continue the connection as a dues-paying member.

As with any transition, there may be a hiccup or two as the new Membership Director tries to figure out the idiosyncrasies I'm handing over. Your patience and understanding will be much appreciated.

NEW MEMBERS

Joining the club since the last ATSOTC (through November 15) are the following new members:

BERNARD DREGE	SAINT DENIS FRANCE
KARL ROLLINS	HOLLISTER CA
KEITH BARTEL	MANTECA CA
ROBERT MATHESON	PLEASANTON CA
KEITH HYATT	ORANGE CITY FL
FRED LEWIS	MARISSA IL
KIMBERLY BOOTON	POMONA KS
KYLE JANTTI	ORLAND ME
CHRISTOPHER MIZZI	DEARBORN MI
STEVEN WIENCKOWSKI	STERLING HTS MI
KENDAL MERTENS	JEFFERSON CITY MO
RALPH WALDRUP	LAUREL MS
RICK BAUER	ELM CREEK NE
GUILLERMO ZAMORA	NORTH ARLINGTON NJ
JOHN R NEWMAN	BATAVIA OH
WOODY GEBHART	LAWTON OK
ANDREW COONEY	KING OF PRUSSIA PA
THOMAS FITZPATRICK	CHRISTIANA TN
MATT VALEK	HATCH UT
JOSEPH PEISS	MADISON WI
WILLIAM & DEBRA CHARTRAND	PESHTIGO WI

Welcome to the new members!

If you know someone who appreciates the Cougar but who is not yet a member of the CCOA, share your newsletter or invite them to visit our website. New members are always welcome!

IS IT TIME TO RENEW YOUR MEMBERSHIP?

Check the mailing label for your due date if you subscribe to the printed version of the newsletter. If you are an e-member, the email with the download link will let you know if it's time to renew. If your renewal is due, use the handy on-line form under the "join" button at www.cougarclub.org If you prefer, you can send a check using the membership form found elsewhere in this newsletter.

Be sure to let me know if you change your postal or email address. It pains me when mail is returned undeliverable. If you just need to update your information, or have a question about your status, feel free to email me at membership@cougarclub.org.



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Holidays*