

# AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA LLC

SPRING 2018



50th Anniversary Edition

# XR7-G



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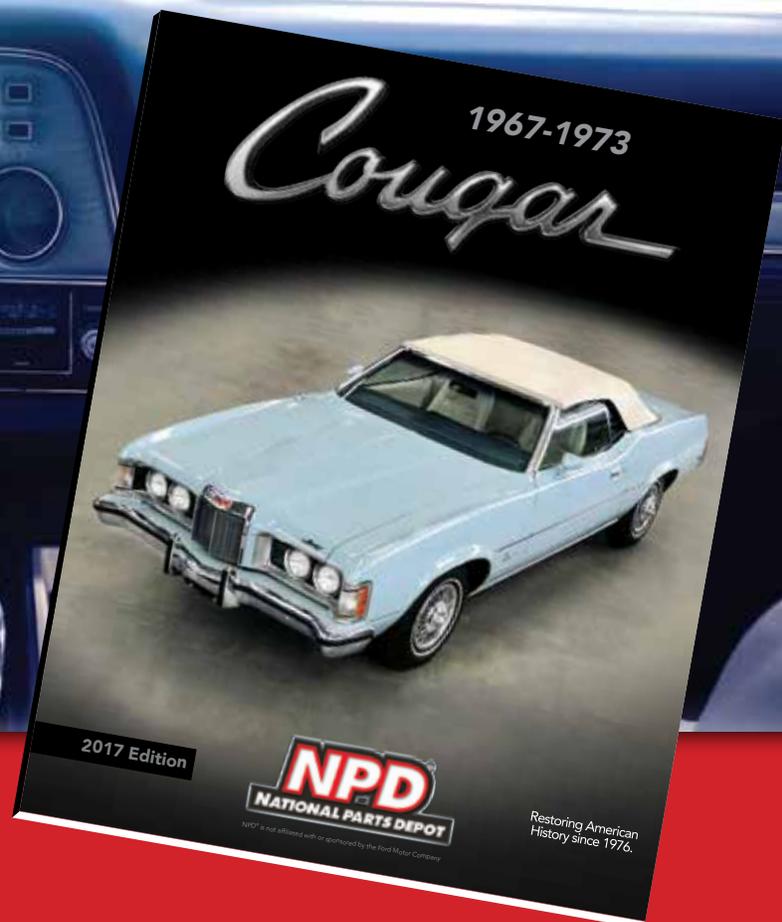
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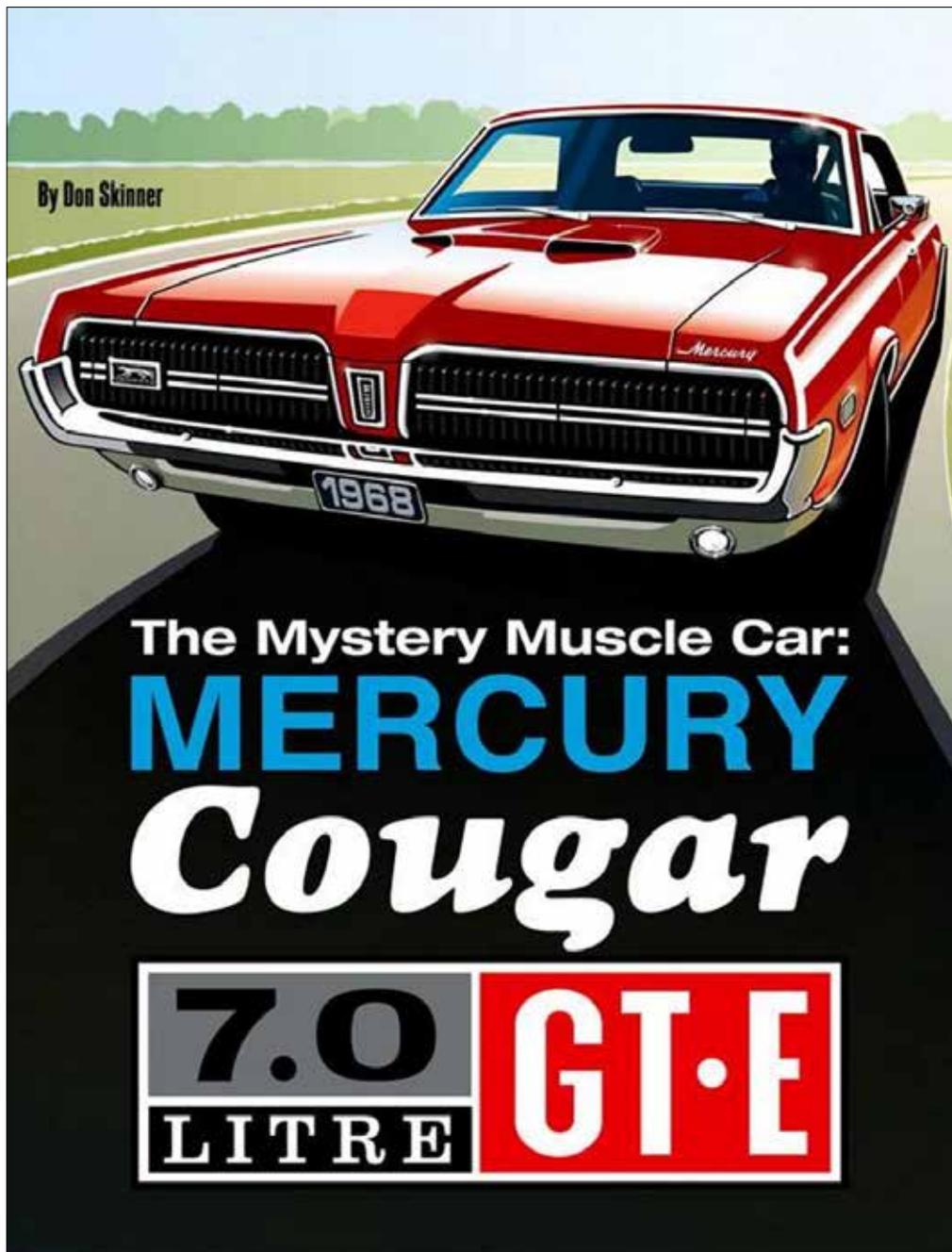
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## AT THE SIGN OF THE CAT

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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](mailto:assistanteditor@cougarclub.org)

Our next issue is planned for the summer. **Please send your submissions no later than May 31st, 2018.**

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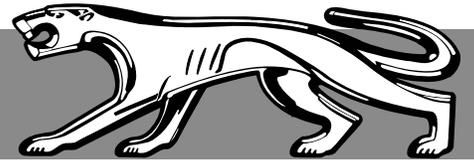
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# VIEW FROM THE CHAIR



By Gavin Schlesinger (#5780)  
Cougar Club of America Chairperson

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



I couldn't be prouder of our community and volunteers as we have begun with the prior issue of ATSOTC, getting support and involvement from all generations of Mercury Cougar owners and enthusiasts. For the ATSOTC, it is always amazing to see updates and photos from around the world, as our hobby has no borders or barriers. Thierry Frisch (editor@CougarClub.org), who is our graphic designer and editor, actually resides in Luxembourg. Each country has a unique group of people who, for many similar reasons, enjoy the automotive hobby and resonate to-wards Mercury Cougars.

The CCOA is a platform for all model year Cougar owners to share photos and stories about the passion they have for their cars. Many of us gravitate to one year or another but equally important are the owners and gathering together, as well as keeping cars on the road. For me, it is no surprise that I am big on the 1968 Cougars. I have owned several, and every time I am in or around them it brings me back to my youth. We certainly could incorporate details about the 1978, 1988,

1998, as those models are also celebrating an anniversary this year. We just need the expert or a passionate enthusiast to submit information to Thierry. We have a lot in the hopper next year for the 1969 50th, and people are already working on articles and information to share in the 2019 ATSOTC issues. We need the support of all of our members to fan the flame of our hobby, keeping the cars and information out in the public eye.

As events are planned in your area that you would like to share with our members and enthusiasts, please email [ClubServices@CougarClub.org](mailto:ClubServices@CougarClub.org) the event flyers, web links and any other pertinent information They will then be posted on [www.CougarClub.org](http://www.CougarClub.org) and our Facebook page. The more you can share, the more of our fellow CCOA members can plan to attend events they may not have known about without your help. Send all of your favorite Cat photos from events attended, or cruising around town, to [editor@CougarClub.org](mailto:editor@CougarClub.org) and one of your photos may just be selected to appear in an issue of ATSOTC or on our club Facebook page.

I am personally very excited in anticipation of all of the 2018 events. I want to thank all of our membership, new and renewing, and our volunteers for your support for the Cougar Club of America and our hobby.

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

### Gavin Schlesinger

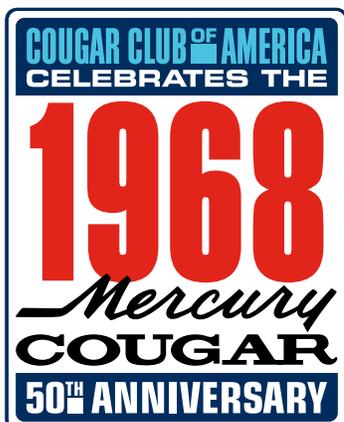
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Look for us on Facebook:

<http://www.facebook.com/pages/The-Cougar-Club-Of-America-CCOA-wwwcougarcluborg/472976009430890>

**If you are interested in more information about the CCOA 50th Anniversary Events, please email me directly [chair@cougarclub.org](mailto:chair@cougarclub.org)**





# Vic Damone 1928 - 2018, Caribbean Capers participant

By Phil Parcels (#2554)

American singer Vic Damone passed away on February 11, 2018 at age 89. Sixty years ago, the ballad singer topped the charts with the song "On the Street Where You Live." It was an unlikely achievement in the middle of the rock'n'roll era, but it was a perfect song, perfectly sung. Damone was regarded as a singer's singer. Frank Sinatra applauded his technique, saying that he had "the best pair of pipes in the business."

Vic Damone is part of Cougar history as well. He was part of the gala 1967 new car introduction held at Magens Bay on the island of St. Thomas in the Caribbean in September 1966. Here is Vic's name on the passenger's roster for the SS Independence, from the Jim Pinkerton collection:

A description of the event from handwritten recollection 2-5-91 by Sue Callan, who attended the introduction with her husband, Tom, a successful Lincoln-Mercury dealer in Caledonia, NY:

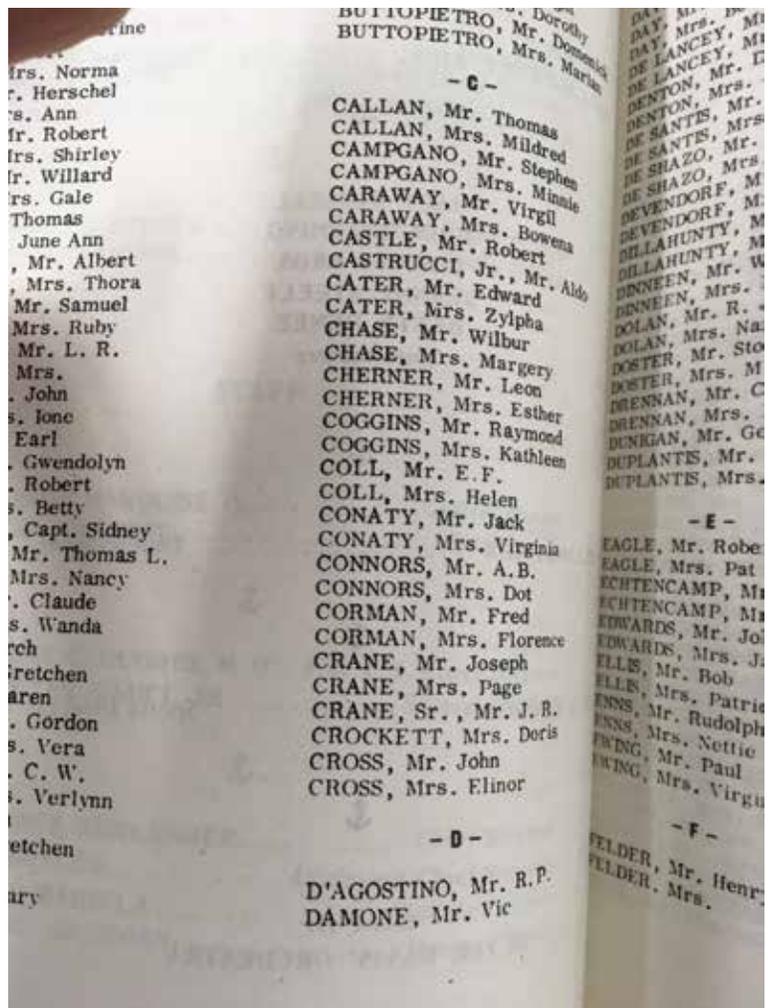
"At Magens Bay, St. Thomas, where we were introduced to the Cougar, the signs along the way to the beach read "Follow the Cat." Looking out from the trees were bright green eyes and a Cougar (Cat) running. Two miles of the beach had torches that led up to a platform for the Cougar. A landing barge slipped into Magens Bay in the darkness. When it hit the beach, the ramp came down and "The Cat was on the run." Lee Iacocca, our host for the trip, presented the Cougar."

And from "Iacocca" by Lee Iacocca:

"In September 1966, Lincoln Mercury scheduled a spectacular cruise for those dealers who reached a certain sales quota. We leased the SS Independence at a cost of \$44,000 a day and set sail from NY to the Caribbean, where we planned to show our new models. On the island of St. Thomas, we unveiled the new Cougar. At a beach lit by clusters of brilliant torches, a WWII landing craft pulled up to the shore and lowered its ramp. The audience was breathless as a shining white Cougar drove onto the sand. The door opened and out stepped singer Vic Damone, who began to entertain. I've seen some pretty fancy dealer introductions in my time, but this one took the cake."

Rest in peace, Mr. Damone, and thank you for the great show!

Parts of this story are from the Guardian online obituary (Spencer Leigh), the book 'Iacocca' by Lee Iacocca, and Sue Callan's personal remembrances, provided by Tucker Callan.





By Barrie Dixon (#0156)

Like a lot of us in the “Frozen North”, nothing much happens Cougar-wise between November and March. This is particularly true this winter season for the Founders of M60 Cougars, Steve and myself. It isn’t that we’ve been covered with 10-feet (3-metres) of snow or something. It never gets that bad here on the western edge of Manchester, but this winter has been just so horrible that neither of us have even wanted to touch our Cougars. A load of family and friends have been plagued with a series of horrible colds and viruses that have pretty much kept everyone indoors wherever possible. I was lucky that my infliction lasted just short of two weeks, but Steve pretty much missed out on Christmas and New Year with his “bug”; that one kept him down and out for around four weeks and was a very slow recovery.

Add to that horrible weather, it seems like it didn’t stop raining from the beginning of November right through to the deadline of this piece you’re reading now. Well, ok, it didn’t rain consistently every single day, but it sure felt like it did, trust me. Even if it wasn’t raining, there were consistent cold winds blowing from the north and the west. Which way does my garage face? Yep. Northwest! With an air temperature of around 40 and those heavy winds bringing in a serious “chill factor”, it really wasn’t the time to be out there playing with my toolbox and trying to solve the issues that developed during the final quarter of 2017.

On one of the drier days toward the end of the year, I decided to take my Cougar out for a run. I got about 1/2-mile from home and the motor quit! The gas gauge said I had an eighth of a tank, which equates to more than enough gas to get me to Costco to fill up. The Cougar had other ideas! Not a major issue since I had a spare half gallon or so back in the garage and that got me home ok. However, the gas gauge was still saying I had fuel. Well, I left it for a couple of weeks because I didn’t want to breakdown on my way for fuel and get stuck on the side of the road. I

would start the Cougar up once or twice during the coldest spells until we had a reasonable day in the middle of January; a nice enough day to drive over to the local Texaco. At least I thought it was. I backed the car out of the garage, closed the garage door and the motor died! Hmm, don’t ask, but I managed to get enough fuel into the carb to drive back inside and park it. I walked around to the Texaco with gas can in-hand and bought just a gallon. The car started ok with that, but I just didn’t dare chance taking it any kind of distance just in case I was stuck waiting for a breakdown truck in the cold and rain.

What I need to do (and by the time you’re reading this, probably will have already done) is check my gas tank for silt and debris as well as check my fuel line for any blockage. I should also check my fuel pump for consistent pressure. Yes, I already replaced the filter, just in case you are wondering.

As for Steve’s ‘68, well, it hasn’t run in a while for a number of reasons, but now it has developed a fuel issue too. The tank has decided to rust out! He assures me that all these issues, like a new fuel tank, a steering alignment and some other stuff will be fixed before spring has fully sprung, and for the first time in three years the M60 Cougars will definitely have two cars present at the 2018 Stars and Stripes show in Tatton Park. In case you want to join us there, this year’s show takes place over the weekend of June 30th and July 1st. We’ll be there on the 1st. Even if we have to trailer the damn things! Ha! Yeah. Like that’ll ever happen. These Cougars of ours are most certainly not “Trailer Queens”! Trust me. We’ll drive ‘em there!

# CATS Classic Cougar Club

By Brian Carpenter (#8301)



The first thing you will notice is that CATS has a new logo. Our old logo was getting too busy. It had been added onto several times and the file was getting very hard to work with. Scott Zeller and I worked with Phil Payne (Propayne Graphics), feeding him information on what we were looking for and gave him lots of room to be creative. Phil came up with the final design that will serve us well into the future. Check out our website as we will soon be offering CATS merchandise for sale with the new CATS logo design - [catsccc.com](http://catsccc.com). Everyone in our

**Indiana show:** The event is May 18 – 20, 2018, Brown County State Park, Nashville, IN. This is the Indiana SAAC Shelby Club 41th Annual Spring Fling Car Show they have every year. The Shelby club invited the CATS club to join them for 2018. Registration begins around the March/April time frame. More information can be attained via: [www.insaac.org](http://www.insaac.org) Local tourist information is available at: <http://www.nashville-indiana.com/shops.html>



region is getting fidgety to get their Cougar out again. Our show theme for 2018 is "We are bringing the show to you." CATS is participating or having a show in each state we represent. This will give all our members the opportunity to attend one of the shows close to their home. This also make for some nice Cougar cruising opportunities to attend other Cougar shows in our region. We will have CATS awards for the three top Cougars picked at each show by the Cougar owners participating. Mark the dates down on your show calendars and check out the flyers. If you need more information about the car shows, e-mail [classiccougarcats@gmail.com](mailto:classiccougarcats@gmail.com) or call 269-986-3047

**Ohio show:** June 16, 2018. The show will be at George Conrad collection in Huron, OH near Sandusky: <http://performance.ford.com/enthusiasts/newsroom/2017/06/the-george-conrad-collection.html> George has a large collection of Mustangs and Cougars. You will see Eliminators, XR7 Gs and a couple of convertible conversions that haven't been seen in a while. Also, rows and rows of Boss and Shelby Mustangs, Torinos, and other Ford products. The show starts at 10:00am Saturday morning and will run until approximately 3:00pm. You need to RSVP if you are attending this show to: [johnscougars@gmail.com](mailto:johnscougars@gmail.com) or call 616-396-0390. Include yourself and all members in your party.

**BY SPECIAL INVITATION...THE  
CATS CLASSIC COUGAR CLUB HAS  
BEEN INVITED TO PARTICIPATE IN THE  
CONRAD COLLECTION  
SPECTACULAR!  
HURON, OHIO**



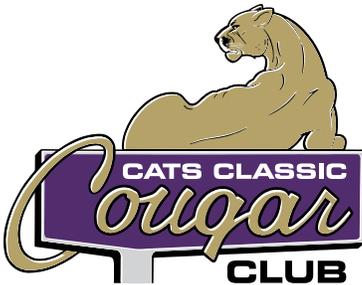
**A Stellar Collection  
Rarely Seen!**

**Saturday, June 16, 2018 10 AM**

Then we have also been invited to join in the Cruise Night also in Huron, Ohio that takes place at the local Dairy Queen with LOTS of Classic Cars to enjoy!

**A FULL Saturday of Cougars & Classics!!!!**

# Welcome to the 2018 Conrad Collection Spectacular Open to the CATS Club by Invitation ONLY...



**For security reasons, for us to be able to gain access to the Collection & Show, EVERYONE's name planning to attend the Event must be on the printed Guest List.**

**If a name is not on the Guest List, access to the Collection & Show will be denied.**

For those of us who will be driving in from distances, here is a list of area hotels. You will be responsible for making your own reservations at the facility of your choice. The CATS Club will not have a host hotel for this event. There are NUMEROUS hotels/motels/resorts in the Huron, Ohio area.

Here are just a few in the area: Best Western Plus Sandusky Hotel & Suites...Model 6 Sandusky/Huron...Comfort Inn River's Edge...Quality Inn Huron...Comfort Inn Cedar Point...etc...etc...etc. Plenty to choose from, but please make your reservations as soon as you can. Cedar Point folks book them really quickly!!!

**SURE HOPE YOU CAN JOIN US!!!  
You will NOT be disappointed in this EVENT!!!**

Name(s) of <b>EACH</b> Attendee:	Address:
City, State, Zipcode:	Phone:
Vehicle(s):	Email:
	Hardtop: Convertible:

Please return your Registration/Reservation to:

John & Dee Baumann  
11522 E. Lakewood Blvd.  
Holland, MI 49424

Email: [johnscougars@gmail.com](mailto:johnscougars@gmail.com)

**Registrations must be received  
NO LATER than JUNE 9**



**Registration Acknowledgements will be mailed/mailed to you upon receipt of your Reservation.**  
**Full Show details will be included. There is NO CHARGE for attendance...you just have to be Registered through the Club**



**CAR NUMBER:**



IF YOU ARE NOT ON THE LIST, YOU'LL NOT GET ACCESS INTO THE COLLECTION! Fill out the sign up form and sent it in or call. That evening we will go to the local cruise night at the Dairy Queen in Sandusky, Ohio. This is a rare opportunity to see the George Conrad private collection that isn't open to the public.

**Illinois show:** August 3-4, 2018 at the Powerlight Abe Lincoln Car Show in Springfield, IL. Cruise/parade on Friday with the Cougars being highlighted and leading the parade. Car show takes place on Saturday. CATS member Melissa Shereda is helping out on this show. Melissa is doing most of the planning and a free cookout at her house after the show on Saturday for all Cougar owners that participate. Elvis impersonator/DJ at the cookout. <https://www.facebook.com/abelincolncarshow/> If you're on Facebook, Melissa created a group you can join to follow all the latest information. <https://www.facebook.com/groups/393926401052835/?fref=nf>

**Michigan show:** The event is August 26, 2018 - "Cruising Hines Park." For the members that attended the 50th anniversary in Dearborn, this is the part of Hines Park Drive that we didn't cruise on due to it being closed for an event that day. For this show they close down the drive for "classic cars only." We have field space reserved 300 yards west of the Merriman Hollow Pavilion, which is located just west of Merriman Road along Hines Drive. This is a very spacious part of the park and in the heart of the cruise. We have chosen this event to include our annual meeting to cover some club business and look at events for 2019. We are tentatively planning a cookout at this show. <http://www.cruisinghines.com/>

Best regards,

Brian Carpenter  
President, CATS Classic Cougar Club



## Arthritis Foundation Classic Auto Show

Go to [www.Arthritis.org/autoshow](http://www.Arthritis.org/autoshow) for info and pics on last year's Arthritis Foundation Classic Auto Show. We have a Cougar show within a show with lot of great Cats - even had one of those four banger little ones, year 2000. It was great.

In 2018 the dates are July 5th -7th at the Dublin Metro Center (Dublin is a NW suburb of Columbus).

Thursday, July 5th we will have the Legends tour, Friday, July 6th is the cruise-in with over 100 6-foot trophies to give away, and Saturday, July 7th is the judging show. In 2017, we had 15 Cougars, all years and types. See ya'll in July.

Ben Brace (CCOA #2796)



# Powerlight Abe Lincoln Car Show 2018

By Melissa Shereda (CCOA# 9696)

With multiple Mercury Cougar classes, everyone is encouraged to circle Aug 3rd and 4th on their calendar for our Powerlight Abe Lincoln Car Show in Springfield, IL. Crazy Cat Lady Cougar Club (C4) is the name of our local group, and we look forward to having you join us!

The mission of the show is to support the Powerlight Youth Outreach Program. It is the largest growing show in the Midwest, with the largest cash prize of \$1,000 and no need to buy tickets, as all registered cars are in the drawing! Key features include:

- The largest trophies - 6' for Best in Show and more
- The most classes - 50 and counting with 20-30 specialty awards
- 1st year we had one Cougar class, last year we received four classes. This year will depend once again on the number of Cougars (the more Cougars the more classes)! So please contact me and let me know if you would like to participate!
- This year, the C.A.T.S. Club is joining us in Springfield, IL for the IL Regional Cougar meet!
- Last year, Ed Marks won the Long-Distance Award by driving his all original '68 from Cleveland, OH. John Neilson won the Top Cat (Honest Abe's Choice) award.

This is not just your run-of-the-mill car show; we have so much more going on. It is also an aerial show with fly overs and photos, medic-vac flies in for demonstration, and if you get tired of looking at cars, it has a water park with mini golf, go karts etc.!

All Cougars in attendance (providing I know how many to order) receive a participant trophy designed by me (The Crazy Cat Lady), so let me know if you will be registering a Cat.

I am, as you all know, a bit crazy... so I also try to do a little bit more for you all. There will also be some extra "Kitty Treat Bags" for some (the requirements to receiving those are a secret though)!

## 2018 Powerlight Abe Lincoln Car Show-Aug. 4, 2018

Springfield, IL

Friday night cruise route (starting place at Horace Mann) at 7:30 pm on Aug. 3rd

\$15 per entry - Knights Action Park (East end golf range)

1700 Knights Recreation Drive (I-72 MacArthur exit)

Registration 8:00 a.m.-Noon (Trophies awarded at 4:00 p.m.)

Four Best In Show Car - Four Best In Show Truck

- Several Cougar classes including the **Top Cat Award**
  - Each Cougar gets a **participation award**.
- Each car goes into a **cash drawing** of \$1,000 (if 200 cars or more) or \$500 (less than 200). We avg 400!
  - Several **air and ground demos** including several photo fly-overs
  - **Special hotel and Knights Action Park rates available**



Email: [powerlightkissfm@yahoo.com](mailto:powerlightkissfm@yahoo.com) Facebook.com/Powerlightabelincolncarshow 217.553.5271

After the show on Sat, you are all invited to my house for a free dinner and more intimate setting to be able to just hang out with Cougar people (and I also give out a few more awards here too)!

Let me know ASAP if you would like to PROWL to POWERLIGHT!!!  
[maderehs@yahoo.com](mailto:maderehs@yahoo.com)





# The Cougar Club of Germany

By Mike Hofer (#9580)



It's getting pretty cold in Germany during winter times and tonight, February 27th, we will see -25°C (-13°F) in Munich. During the off season, our Cougars are either parked in dry and safe places or some minor or major issues are being fixed, either in private garages or at some of the classic US car specialized car shops. Since we have somewhere around 200 classic Cougars in Germany, it gets pretty crowded in Michi Schallers, the one and only classic Cougar car shop in the south of Germany. Everyone is busy to be ready for season opening and all those classic US car events in Germany.

This year we kick off on the 24th of March at Jo's (Joachim Roos), on his 36th birthday. As Cougar owners travel more than 800mils for this event, we will have a great BBQ and grill party, no matter if it is still freezing or sunny and warm.

The next event is a classic Cougar meeting at Luky's (Michael Lukas) large property at the border to France. Actually, his home is in France, so this is the first classic Cougar event outside of Germany in Europe. We will have fun the whole weekend, from the 8th to the 21st of May.

From the 22nd to the 24th of June is our 4th yearly Club meeting during Street Mag Show in Geiselwind and it's all happening here. We will continue to make this classic Cougar event by far the largest outside of the US. We are working hard on getting more Cougars on-site than the 26 first generation Cougars we saw in 2017. All Cougar owners in Europe are invited. It would be great to see some coming from Austria, Switzerland, France, Sweden or any other European country.

Our traditional Schraubertag will take place on the weekend of the 21st to the 22nd of July at Michi's classic Cougar car shop in Graben am Lech. We are working on a special program for this event and, as well and again, everyone is welcome to join us at this fantastic Cougar weekend.

A big hello from Germany to all of the classic Cougar owners around the world!



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

By Heather Whitaker (#7477)



## Fordnutz 68s

Not shown:

Colin Shrubbs's 1968 XR-7



*Bill Poole's 1968 XR-7*



*Bill Smith's 1968 XR-7*



*Chris Bottriell's 1968 XR-7 GT*



*Colin Shrubbs's 1968 GT Standard*



*Craig Barlishen's 1968 Standard*



*Craig Smith's 1968 Standard*



*Dan Edwards's 1968 Standard*



*Dave Nashif's 1968 Standard*



*Dean Henschke's 1968 Standard*



*Elaine Pinkerton's 1968 Standard*



*Guy Stromsten's 1968 XR-7 GT*



*Harry Peters's 1968 Standard*



*Jim Pinkerton's 1968 XR-7 GT-E*



*John Edwards's 1968 Standard*



*Lorne Pirson's 1968 Standard*



*Malcolm McMillan's 1968 XR7- GT-E*



*Paul Muir's 1968 XR-7*



*Randi Thomson's 1968 GT Standard*



*Rob Waine's 1968 XR-7 GT*



*Scott Ferguson's 1968 XR-7*



*Scott Ferguson's 1968 XR7-G*



*Sheldon Potts's 1968 XR-7*



*Wayne Pedersen's 1968 Standard*



*Zana Goulding 1968 XR-7*

# A Message From Cascade Cougar Club, Pacific Northwest

By Heather Whitaker (#7477)



## Cascade 68s

Not shown:

Dan Urton's 1968 Standard  
Bill Wingate's 1968 Standard  
Robert Anderson's 1968 XR-7  
Jim Egan's 1968 XR-7

Greg Rainbolt's 1968 XR-7  
Dave Denney's 1968 XR7-G  
Robert Anderson 1968 XR7-GT



*Brian Aust's 1968 XR-7 GT-E*



*Chris Farmer's 1968 Standard*



*Dave Denney's 1968 XR-7*



*Dave Nashif's 1968 Standard*



*Dean Christensen's 1968 XR-7*



*Denise Smithhisler's 1968 Standard*



*Elaine Pinkerton's 1968 Standard*



*George Papanastasiou's 1968 Standard*



*Jan Ove Engkrog's 1968 XR-7*



*Jim Pinkerton's 1968 XR-7 GT-E*



*Kevin Brennan's 1968 Standard*



*Lee Windh's 1968 XR-7*



*Mike Benson's 1968 Standard*



*Robert O'Donnell's 1968 XR-7*



*Scott Ferguson's 1968 XR-7*



*Scott Ferguson's 1968 XR7-G*



*Terry Viertel's 1968 Standard*



*Zana Goulding 1968 XR-7*



# Mid America Classic Cougars

By Randy Christian (#9216)



2018 is off and running in middle America and MACC continues to grow. We are currently up to 57 members and are always looking for new members and Cougars. It is exciting when we have 20 - 25 people show up for our monthly club meetings. We encourage anyone interested in joining MACC to check out our website at [www.midamericaclassiccougars.com](http://www.midamericaclassiccougars.com) and our Facebook page. You do not even have to own a Cougar to join. We will be glad to help you find one. Speaking of CATS, the club had two great new Cougars added to the roster. Vice President, Dwight Griffis and new club member Phil Childers both recently acquired 1968 XR7 -Gs and have already been showing them off. These rare CATS are great additions to MACC.

MACC members have hit the car show trail early in 2018. Five MACC Cougars made their way to Wichita, Kansas in mid-January to attend the Cars for Charities Rod and Custom Show. Dick Price, MACC member and owner of the "Cheshire Cat," is one of the directors for this large show and invited us to bring a few "CATS." This is a great three-day indoor show that had over 300 cars in attendance and all the money raised goes to local charities in the Wichita area. The MACC CATS were front and center and Dick and his crew took good care of us. WE even brought home a couple of awards. Kenneth Poe with his beautiful Dan Gurney Tribute Cougar and Randy Christian with his 1967 Standard took home sponsorship trophies. I encourage any Cougar owners that want to attend a great show to put this one on your calendar for January 2019. Dick, thanks for the invite and the hospitality.

MACC CATS were out in full force for the Darryl Starbird National Rod and Custom Show in February. This is the largest indoor car show in middle America with 1,027 cars in the show this year. MACC had 15 Cougars in the show and had a great time showing off our CATS. It was amazing how many people commented on how they had never seen so many Cougars in one place at such a large car show. We had a great selection of Cougars in attendance. We had two Gs, a GT-E, an Eliminator, a drag car, a convertible and every year from 1967 to 1971 represented. Dan McKeithen and Mike Hogge joined us from the Lone Star Cougar Club with their beautiful Cougars. Dan with his beautiful 1968 Cougar and Charlie Brown with his 1967 XR7 took home class awards. It was a great show and we met many new Cougar owners and look forward to attending the show again next February. Our goal for next year is 40 CATS.

**Mark your calendars. September 15, 2018, Classics at the Drive Inn Car Show and Swap Meet, Tulsa, Oklahoma.**

MACC is hosting another great car show. The show will be held at the Admiral Twin Drive Inn on Saturday, September 15, 2018. We have room for over 500 classic cars and we are hoping to fill up the drive inn. The Cougars will be front and center as we celebrate the 1968 Cougar on its 50th Anniversary year. We are hoping to have a large contingent of Cougars in attendance for the show, along with many other great classic cars. Additional details will follow and make sure you check out our webpage and Facebook page for more details.



# Classics at the Drive-In Car Show and Swap Meet

**Saturday  
September 15th, 2018**

**Registration 8-10  
Participant Judging  
Awards at 3pm  
Concessions Available**



[www.midamericaclassiccougars.com](http://www.midamericaclassiccougars.com)  
[www.facebook.com/MidAmericaClassicCougars](https://www.facebook.com/MidAmericaClassicCougars)

**Hosted by Mid America Classic Cougars**



# High Desert Cougar Club of Oregon

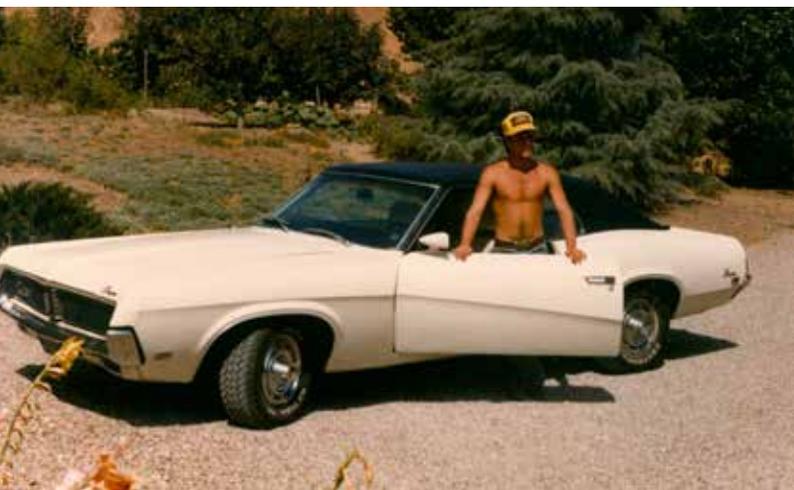
By Conan Tigard (CCOA #9870)



Conan Tigard stumbled upon his first classic Mercury Cougar in 1982 by accident. While shopping with his mother for his first car, the third car they looked at was a 1969 Mercury Cougar base model, white paint, black vinyl top, and white interior. Conan had never heard of one before his mom mentioned it. They bought the car when he was 17 years old after instantly falling in love with the Mercury. Conan drove that car all over Santa Barbara County, where he lived, and even went back and forth to Houston, Texas a couple of times. All in all, he owned the car for five years until his stepfather offered me an almost brand new 1986 Honda Civic. Conan says he stupidly

sold the Cougar for \$1,500 to a dealer in Santa Barbara and occasionally would see the new owner driving it around town.

“Decades passed but I never forgot my first car. I thought about the Cougar constantly, always comparing it to whatever foreign car I was driving. But, being a single parent, raising a daughter by myself in the San Francisco Bay Area, money was tight. I dreamed of owning one again... someday. I often wondered if my old one was still alive in the Southern California area somewhere.”



Conan remarried, finished raising his daughter, and around his 50th birthday, drove over to Prineville, Oregon to go mountain biking on a new trail that had just been built. At the head of the trail was a 1968 Cougar, tires sinking into the dirt, right passenger window broken out. He couldn't stop staring at this car which reminded him of his first Cat. Conan went home and started looking on Craigslist at Mercury Cougars for sale in Portland, Seattle, and San Francisco. Months later, after visiting the West Coast Classic Cougar 2016 Open House, he ended up buying a 1967 Maroon Cougar XR-7 GT. However, he knew this wasn't the right car for me, so Conan sold it to a fellow down in the Los Angeles area.



members so far, but only two of them live around here while most of the members are over the mountains in the Willamette Valley. I am hoping to find more members in the area, and I am also thinking about having a satellite group over the mountains.

My passion for the Cougar runs deep and I absolutely love every moment driving my car, which is anytime but the winter season. I look forward to more car shows and hopefully meeting other owners with Cougars. Look for my 1970 Deep Gold Metallic Houndstooth Cougar out and about here in Central Oregon. She is a real head turner.”

“I looked again for another year, and having just sold my rental townhouse, had a little more money to offer for a Cougar this time. I went on a 1,500 mile round trip to the middle of Montana, Seattle, and finally Portland to look at three Cougars. While inspecting the one in Seattle, I knew that I had found it... a 1970 Houndstooth Cougar Base with a 351C 2v, original vinyl top, and one repaint. After talking with the car’s mechanic at the Cascade Cougar Club about the car, then calling Don Rush at WCCC, who also knew the car, an offer was made and accepted. The car was shipped to Redmond, Oregon. As bad luck would have it, the truck bringing the Cougar to me blew its engine at the Washington / Oregon border. So, my wife and I drove the three hours there, arrived in the dark at 9:45 pm, and then drove the Cougar all the way home, arriving around 1 am, all the while not exceeding 60 mph. It was a little scary not really knowing the car, but it performed smashingly, except for one time that all the lights went out right at the beginning (I don’t think I had pulled the light pull all the way out).”

High Desert Cougar Club was founded on November 14, 2017 by Conan Tigard. His goal is to gather other Cougaraholics so they can talk about Cougars and spread their enthusiasm about this awesome car.

Eventually, we hope to have enough members to do the following:

- Attend car shows as a club
- Meet at different locales for dinner once a month or so
- Gather the cars for Cougar Cruises (not in the winter)
- Help each other work on their cars
- Befriend other Cougaraholics and car enthusiasts
- Enjoy every moment driving a classic Cougar

If you have any questions, please don’t hesitate to fire off an email to Conan. He is ready to answer any questions.

There are not a lot of Cougars in Central Oregon, and Conan has never seen another at a car show nearby. He is hoping to change that by starting the High Desert Cougar Club and bringing more visibility to the Cat. “We only have seven

Conan Tigard  
 High Desert Cougar Club  
[www.highdesertcougarclub.com](http://www.highdesertcougarclub.com)



**1970 Mercury Cougar**  
 Standard HJTP Coupe  
 351 Cleveland 288L Carb  
 PS, PB, Tilt Wheel  
 Remote Control Side Mirror  
 Select-Shift Trans  
 Optional Houndstooth Check Interior  
 Orig. Vinyl Top  
 Orig. Chrome  
 Orig. Motor  
 Orig. Interior  
 One Repaint  
 Price when new - \$4,023.00  
 Owner: Conan Tigard  
 Redmond, Oregon

# Mercury Stray Cats Central CA Chapter



By Rob May (#9623)  
Central CA Chapter Director  
CCOA Volunteer Coordinator  
[www.straycatscc.com](http://www.straycatscc.com)



Our Chapter Spotlight this issue is a focus on our member's 1968 Mercury Cougars as this is their 50th birthday! It is great to honor our '68 cats owned by:

- Gary May of Aurora, CO, who is the reason MSC Central CA exists and initiated all of the May family's Mercury Cougar collecting
- Phillip Glessner of Los Osos, CA, who was first seen at our car show last October.
- Matt Divird of Modesto, CA, who owns a Cat previously from Santa Maria, CA. We look forward to returning the Cat to its hometown.
- and Oscar Fuentes of Atascadero, CA, who eagerly awaits completing his project cat.
- not shown: Derek Brooks, Johnny Munoz, and Brad Whitty

With multiple car shows available every weekend, it is our goal to support local car shows that offer a Mercury Cougar class in 2018. Our top shows this year include: St Patrick's Day Orcutt, Warbirds May 12 Paso Robles, Orcutt All Ford Show in September, and the continuation of North Meets South in Santa Maria, CA!

All 1967 to 1997 Mercury Cougars in any and all condition are highly encouraged to circle Saturday, Oct 6th, 2018 on your calendar for Mercury Cougars Comets and Cyclones at the Radisson by the airport in Santa Maria, CA! This show should be considered mandatory for all Mercury Cougar fans and owners. Register now! One lunch and dinner on Saturday, Oct 6th is included with each registered Mercury. Call for the Mercury group rate for Friday and Saturday night. Email [Cougar\\_man@msn.com](mailto:Cougar_man@msn.com) for more info.

MSC Central CA will also be supporting the Southern California Cougar Club hosted event in Fullerton, CA on May 19th and MSC's Oakley, CA on June 30th CCOA Western Regional show!

Thanks,  
Rob May (CCOA #9623)  
Mercury Stray Cats Central CA Chapter Director



*Gary May's first Cougar in 1968*



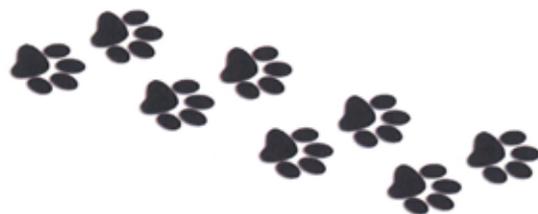
*Oscar Fuentes owns this '68*



*Los Osos Cat (Phillip Glessner)*



*Matt Divird former Santa Maria cat*



# Mercury Cougars, Comets & Cyclones!

Mercury Stray Cats Central CA 2<sup>nd</sup> Annual Car Show!

**Location: Radisson Santa Maria**

3455 Airpark Dr 93455

(next to the airport)

805-928-8000

Fri and Sat Rooms are \$124 plus tax -  
ask for the "Mercury" rate

**Date: Saturday, October 6, 2018**

**Registration: 8:00am**

**Show: 10:00am-3:00pm**

**Entry for show: \$30.00 per vehicle**

(includes one Sat BBQ lunch by BBQland and  
one Happy Dayz Diner burger combo)

**50<sup>th</sup> Anniversary  
of all 1968 Cougars!**

**Fri Oct 5 Dinner meeting at Pepper Garcia's at the airport 6pm (\$20)**

**Sat Oct 6 Cruise to Happy Dayz Diner 545pm (one free burger combo per car registration)**

Classes

A1 Cougar (1967-1968)

A2 Cougar GT (67-68)

A3 Cougar GTE / XR7-G

B1 Cougar (1969-1970)

B2 Cougar Conv (69-70)

B3 Eliminator (69-70)

C1 Cougar (1971-1973)

C2 Cougar Conv (71-73)

D Cougar (1975-1997)

E Mercury Comets & Cyclones

F Mercury



Contact info: Rob May 805-757-3262 / email [Cougar\\_man@msn.com](mailto:Cougar_man@msn.com)

Chapter Director of Mercury Stray Cats Central CA

### Registration Form

Name: \_\_\_\_\_

Email address\*: \_\_\_\_\_

City: \_\_\_\_\_ Phone: \_\_\_\_\_

Vehicle Year: \_\_\_\_\_ Make/Model: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_ Class: \_\_\_\_\_

Mailing Address\*: \_\_\_\_\_

Show Entry: \$30 \_\_\_\_\_

\*\*Fri Oct 5 Dinner at Pepper Garcia's at the airport 6pm \$20 QTY: \_\_\_\_\_

\*\*Extra Sat Oct 6 BBQ Lunches (one is included) \$10 QTY: \_\_\_\_\_

Total: \$ \_\_\_\_\_

Make payment via check made payable to Rob May, 1113 Arnold Ave, Lompoc, CA 93436.

Paypal is also accepted

Signature: \_\_\_\_\_

\*For confirmation purposes – please provide a mailing and email address

Liability "Claws": By your agreement to participate, you agree to release and discharge the event planners, host of this event, the venue, event sponsors and anyone else connected with the 2018 show from any and all damages, injuries, losses and/or claims from any cause that may be suffered by any entrant to his/her person or property. All participants agree to indemnify all of the foregoing entities, firms, persons and/or bodies from any and all liability occasioned or resulting from the conduct of entrants or participants.

**Fri Oct 5 Dinner meeting at Pepper Garcia's at the airport 6pm (\$20)**

**Sat Oct 6 Cruise to Happy Dayz Diner 545pm (one free burger combo per car registration)**

# COUGAR CLUB <sup>OF</sup> AMERICA CELEBRATES THE



# COUGAR

# 50<sup>TH</sup> ANNIVERSARY

# The Cougar XR7-G

## A 50th Anniversary Retrospective

Royce Peterson XR7-G Registrar (CCOA # #0590)

The Cougar XR7-G has been sort of a mystery to many automotive enthusiasts, particularly those who are not intimately knowledgeable concerning the early years of Mercury Cougar history. In this article we will attempt to introduce the XR7-G with enough background for the enthusiast for whom this is a first encounter with the model. We will also attempt to provide new detail for the seasoned XR7-G enthusiast to ponder. It seems that new information continues to arrive that helps us “flesh out” the XR7-G story, while at the same time more questions arise with each tidbit of new information. Let’s look at the beginning of the XR7-G and go from there.

finished in silver paint, and a big 428 CI engine. It was painted in Henry Ford II’s favorite color, Metallic Pomegranate. Initially there were plans to produce the XR7-S; Mercury was working hard on a production version to be introduced for the 1968 Model year. That car would become the 1968 Cougar GT-E.

Meanwhile there was a sort of sports car revolution going on that was garnering the fantasies of the car buying public. All the spies and detectives on TV were driving sports cars. On ABC there was The Honey West Show (the titular detective played by the lovely Anne Francis and her memorable cheek mole), driving a 289 Cobra with wire wheels. In a similar vein over on rival network NBC the TV series Get Smart (starring Don Adams as Agent 86), the star drove a Sunbeam Tiger, also with real wire wheels. At the movies we saw James Bond, Agent 007 in several titles including Goldfinger and Dr. No (portrayed by Sean Connery), driving his Aston Martin DB series cars with wire wheels. All these European sports cars had many features in common, usually equipped with wire wheels and wooden dash panels with toggle switches.



*Above, the Cougar XR7-S at the 1967 New York Auto Show*

In the middle of the 1967 model year the Mercury Cougar was awarded Motor Trend Magazine’s prestigious “Car of the Year” award. As was the custom at the time, Motor Trend devoted the cover and several articles in the January 1967 issue of the magazine to the Mercury Cougar, the newly introduced Cougar XR-7, and an interesting Cougar show car, the XR7-S. The XR7-S was outfitted with special alloy wheels, a fiberglass hood scoop, unique front valance, special trim, lower body



*Detective Honey West in her 1964 AC Cobra*

Enter Hertz Corporation. Hertz had been founded in 1918, using Model T Fords. It was initially called the Drive - U - Self company. John Hertz bought the company in the early 1920s and later sold the company to General Motors, along with his other little concern known as the Checker Cab Company. General Motors divested itself of both companies in the 1950s and the buyer of Hertz Drive - U - Self was none other than John Hertz. Mr. Hertz lived a long happy life and passed away in 1960 at the age of 82.

By 1967 the Hertz Corporation had been merged with Radio Corporation of America, known as RCA Victor at the time. Hertz was the acknowledged "#1" rental car company in the world. One of their marketing ideas was "The Hertz Sports Car Club" which sometimes used the slogan "Rent a Racer". In 1966 Hertz had ordered a large number of Shelby GT350 fastback Mustangs, which turned Shelby into a profitable concern instead of a money losing image car. Hertz executives were looking for a product to replace the Shelby GT350s, and so a meeting was scheduled with Shelby and Ford officials to discuss a proposal on August 3, 1967. At the time of the meeting the Cougar GT-E proposal had been finalized and the assembly lines at Dearborn were in the process of change over to begin 1968 Ford and Mercury production.

We need to step back for a moment and look at what the Mercury Cougar meant in August 1967. The Cougar had been launched in the summer of 1966 as a 1967 model year "pony car", competing for sales with the also new for 1967 Chevrolet Camaro, the Pontiac Firebird, and a newly restyled 1967 Plymouth Barracuda. Cougar had outsold Plymouth, but at 143,000 cars was selling less than half of the Camaro's nearly 286,000 car production. Meanwhile segment leader Ford Mustang sold a whopping 472,000 units. The Mercury Cougar was a solid #3 in market share for 1967. Mercury had every reason to believe 1968 would be just as successful.

In the Sports Car Club of America (SCCA) Trans American (Trans Am) racing series, a hot battle was underway between the top three pony cars. Cougar had won two races, Barracuda, Camaro and Mustang one each. Dan Gurney was the driver Team Leader for the Cougar Trans Am team, with Bud Moore as the team manager, supplying the race cars and providing NASCAR style professional pit crew. The excitement surrounding the 1967 Trans Am racing season was not lost on Hertz officials. It was clear that a Mercury Cougar could fit right in with the Hertz Sports Car Club. On August 1, 1967 Shelby American was informed that it could not renew the lease on its production facility located at LAX Airport in Los Angeles, California.

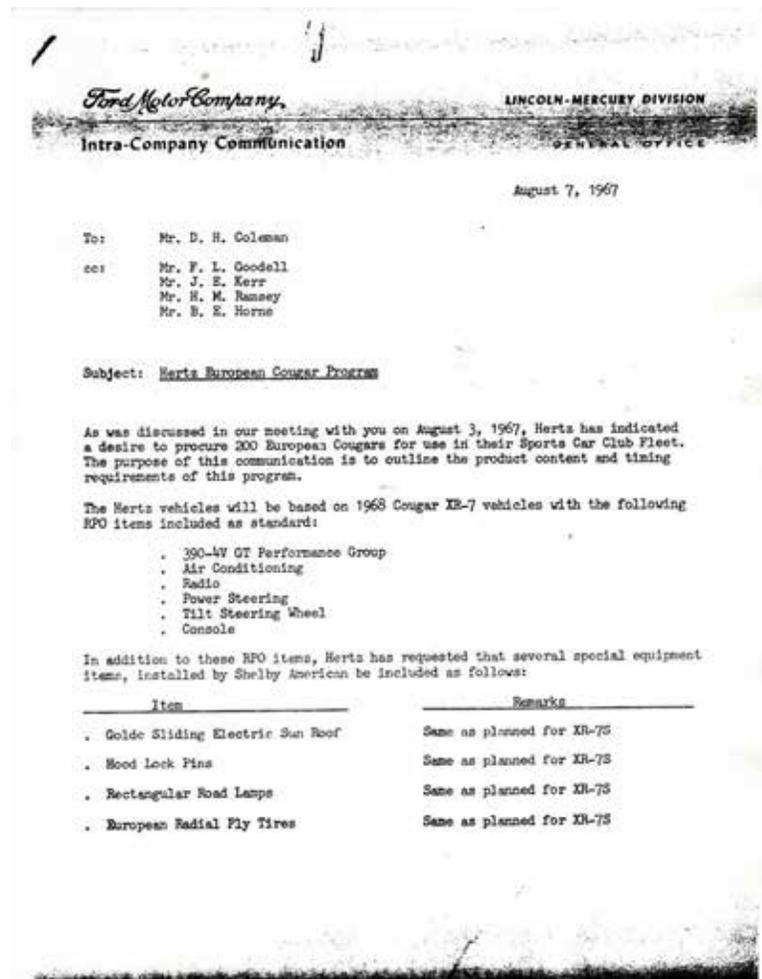
During the August 3, 1967 meeting with Hertz officials, Shelby Automotive General Manager John E. Kerr, Fred Goodell,

and other Shelby officials made a deal with Hertz to supply 200 "European Cougars" equipped with Regular Production Options (RPO) as follows:

- 390-4V GT Performance Group
- Air Conditioning
- Power Steering
- Automatic Transmission
- Radio
- Tilt - away steering column
- Center Console

Unique items to be available only on this new "European Cougar" were also to be supplied as follows:

- Golde Electric Sliding Sun Roof
- Hood Lock Pins
- Rectangular Road Lamps
- European Radial Ply Tires
- Grille mounted "Rallye" badges
- Racing mirrors





It was further mentioned in the meeting notes published August 7, 1967 that many of these items had also been planned to be offered on the XR7-S, however this was not the case.

It was further noted that Hertz officials had a strong preference for real wire wheels, however the Ford Special Vehicles Activity and Ford Vehicle Engineering group representatives both objected to this on cost and safety standpoints.

A prototype "European Cougar" was built for approval of the concept. The car used for the prototype was a 1967 390 6.5 Litre (spelling courtesy of Mercury) XR-7 painted Cinnamon Frost with saddle leather interior. As shown to the Hertz and Shelby executives, it had left and right door mounted bullet shaped racing mirrors, a hood scoop with a sort of rake appearance to the openings, and the "Rader" wheels made by Trans American Racing Products that would eventually be used in XR7-G production. The car has several 1967 - only features showing, including inside the rearview mirror, the GT badges on the lower front fenders, and odd non - production side marker lamps. The front valance is clearly unlike what was used on the production XR7-G. In any case, all agreed to green light the program. The prototype was photographed with Dan Gurney. The prototype's whereabouts are unknown today.

Shelby had a problem producing any cars. They had been asked to leave the LAX facility, and with no way to produce the Shelby GT350 / GT500, much less a batch of specialty Cougars that was estimated to be 7,000 cars over the next 18 months. At the time, a cottage industry of muscle car modification plants was growing in the Detroit, Michigan area. There were Creative Industries, Kar Kraft, Dearborn Steel Tubing, and Hurst Performance, to name just a few. An automotive subcontractor, AO Smith Inc., was interested in joining the list of contractors. AO Smith Company of Ionia, Michigan had been doing some subcontract fiberglass work for General Motors Corvette. Smith had finished the contract in early 1967 and was looking for work. It appeared that Shelby had found a supplier willing and able to build 1968 Shelys and Cougar XR7-Gs.



Dan Gurney with the XR7-G prototype in September 1967

We have lots of the correspondence between AO Smith, Shelby Automotive, and Ford Motor Company documenting the apparent chaos that ensued over the following months. In a planning memo titled "XR7-G Critical Components" dated October 7, 1967, a table lists estimated tooling costs of \$38,000.00 and lead times for items that are being outsourced such as the sun roof assemblies, hood scoops, hood pins and wheels. One interesting thing about the letter is that it is from D.H. Coleman

October 6, 1967

To: Mr. B. E. Horne  
cc: Mr. F. L. Goodell  
Mr. J. E. Kerr  
Mr. R. E. Neagh  
Mr. F. W. Messner  
Mr. H. C. VanKlin

Subject: Cougar XR7G - Critical Components

There are a number of XR7G components on which an immediate decision must be reached in order that tooling be carried out in time to meet Hertz and standard XR7G deadlines. The items in question are as follows:

Component	Estimated Tooling Time	Estimated Cost
Sun Roof Fixtures	8 Weeks	\$ 8,000
Modesty Panel - Front	6 Weeks	2,500 (hand layout)
Badge - Grille	12-14 Weeks	5,000
Badge - "C" Pillar	12-14 Weeks	5,000
Badge - Steering Wheel and Dash	12-14 Weeks	5,000
Console	8 Weeks	8,000 (vacuum form)
Hood Scoop	8 Weeks	2,500 (hand layout)
Wheel Hub Medallion	8 Weeks	750
Hood Lock Pins	14-16 Weeks	1,150
Total Tooling Cost		\$45,100

One hundred sun roofs will be ordered this week in anticipation of an early XR7G order from Hertz, but the necessary flanging tools must be made. The first prototype front modesty panel received from Styling is impractical for the fog lamp installation. A suitable design must be finalized and tooling authorized. In order to meet the target date, the badges can be made by a rubber mold process until die cast pieces are available. The vacuum form dies for the console can be completed rapidly when the final console design is approved. The currently tooling GTE hood scoop may be used instead of a new design, or at least initially until a new design can be tooling. We require a final decision on wheels and a hub medallion design from Styling to complete availability of that component. We have found a compromise hood pin design which can be substituted for the 1967 Shelby type in order to improve timing. Alternatively, we can utilize chrome parts until tooling of the stainless parts is completed.

Mr. B. E. Horne

- 2 -

October 6, 1967

Subject: Cougar XR7G - Critical Components

Other components requiring tooling, but with which we anticipate no timing problem providing final approvals are obtained shortly are the wood gear shift knob with a tooling time of three weeks and the racing mirror which is currently being tooling.

As soon as Lincoln-Mercury has finalized and approved the complete XR7G package we will submit the complete total investment cost to you for authorization.

D.A. Coleman  
D. S. Coleman  
Shelby Product Planning

of Shelby Automotive. At the end of the letter Mr. Coleman states that, "As soon as Lincoln Mercury has finalized and approved the entire XR7-G package, we will submit the complete total investment cost to you for authorization." Other parts of the letter talk about production of non - Hertz XR7-Gs for sale to regular Lincoln Mercury customers. The lead times in some cases were as much as 14 weeks. The hood pins were listed as 16 weeks but the letter also noted that the Shelby hood pins can be substituted to improve schedule if necessary. The most interesting part of the document (to this author) is that the project is apparently being steered by Shelby Automotive, with approval coming from Lincoln Mercury.

The pre - production documentation ends there. We know that the earliest scheduled XR7-G was slated for assembly on February 2, 1968. A group of XR7-Gs were built with special "Factory Show Unit" designation. This special designation meant that extra care would be taken during assembly of the unit bodies, and that the paint quality would be the best possible. Additional inspection care would ensure that these "Factory Show Unit" cars were capable of withstanding the closest scrutiny.

### Current XR7-G Registry statistics as of February 2018:

**Number of cars known to exist:** Perhaps 228 as reported to the registry. We have a total of 235 cars reported to the registry of which one is a known reproduction built for Heinz Prehtor, founder of American Sunroof Sunroof (ASC) and on loan to the Henry Ford Museum for display by the Prehtor family. Six are reported to be parted and scrapped. No doubt there are more XR7-Gs to be discovered in the future, and some of the cars reported as long ago as 1988 but not seen since are likely to be non - existent today. As we say, we only know what we know.

**Total number of XR7-Gs built:** This is not a certain figure as there have been some fairly recent discoveries in the Ford documentation that are somewhat cloudy. We currently have identified 622 XR7-Gs as having been positively identified as being built. There is the chance that the number might go up by a few cars over time as we learn more about how Ford / Mercury records were kept.

**Number of Restored XR7-Gs:** We estimate that more than 100 XR7-Gs are in excellent driver to trailered show car in restoration quality. There are a number of unrestored cars, and a number of parts cars that may be too rough to ever be restored. We occasionally see these cars at CCOA shows and other events. If the condition has substantially changed since last reported, it is updated by the registrar.



# Tim Tierney's 1968 XR7-G

by Tim Tierney (CCOA #7648)



I started in the wholesale furniture business in 1981. In 1991, I had to make a call on a customer that was not paying his bills – not my favorite call. When I drove into the store’s parking lot I noticed a Cougar parked at the farthest parking space, with no cars around it or even near it by 20 spaces. I had to go into the store and tell the owner that he needed to pay me, or the factory was going to take him to small claims for the unpaid balance.

The owner wasn’t in but a nice elderly man, Don, was at the desk. I explained our situation and he said that he would get the information to the owner. When I turned to leave, I asked Don whose Cougar was out at the end of the parking lot. He opened the desk drawer, threw me the keys and said, “Take it for a drive.” I drove it for about five miles and took Don back his keys and said if he EVER wanted to sell the Cougar, please give me a call. Don then said that his boss, the owner of the store, was shady and that maybe he would open his own mattress store up someday just to be on his own.

We took the shady owner to small claims and got a judgment against him, but I stayed friends with Don and his Cougar. It

was two and one-half years later that Don said that he was going to open up his own mattress store. He did not have any credit and asked me if maybe we could work something out with his store and his Cougar. I proposed giving him \$3,000 cash with weekly credit of \$500 a week towards mattresses. We would also ship them to him at no cost to get him started. The company would then take the \$500 out of my commissions each week.

The total of the transaction was \$5,000 and he gave me the keys to the car. Don was a little reluctant to give up his favorite car until I told him that I would not change the car. I would only rebuild it to the stock condition that he had left it. Don also told me that his Cougar had NEVER spent the night outside, only in the garage.

I bought the car in August of 1994, and with four kids in private schools and a stay-at-home wife, I slowly started to rebuild it. Over the years I kept everything stock but rebuilt the engine, transmission, rear end, front end and interior carpet. I kept his wishes and left the whole car stock. Even the paint is the way it came from the factory. The Cougar is strong and mechanically



safe but there are spots where the paint has been worn off from waxing and from Don and I letting our left arm ride on the body's ledge on the door.

I also never left the car outside; it was always in my garage and my newer cars stayed outside. Over the years, I have come to the realization that I really do appreciate the Cougar in its original stock shape. If I give the car to one of my kids, that will be the understanding for them also. I have let my three boys drive the Cougar on their dates and they always bring the car back intact (thank God). They return smiling also so seeing their reactions to driving it has been well worth keeping it. All three of my boys' girlfriends were smiling more than my sons were when they got back.





# Fran Cosentino's XR7-G





Fran Cosentino (CCOA #8742)  
Photos by Kurt Lawrence (CCOA #7112)  
& Crystal Trammell Lawrence (CCOA #9835)



# KITTY-G

By Mark Kulwik (CCOA #9575)



This classy Kitty was transported by rail from Dearborn, Michigan to Pope Motors in Columbus, Georgia and sold on April 30, 1968. Equipped with the Marauder 390 cid V8 engine, Whisper-aire conditioning, and a Merc-o-matic automatic transmission, this X-code Augusta Green XR7-G with a price tag of \$4,910.16 was just too irresistible for some lucky first owner.

Some years later the car was discovered in Kentucky - it was partially disassembled and no longer running. I think that's when Royce Peterson acquired it. In 2002 it was sold again, with ownership transferred to Wayne Bousquet. The car was shipped to its new home in Edmonton, Alberta Canada where, for the next 13+ years, it went through some extensive restoration to get it back on the road. I purchased Kitty 552581 from Wayne when he put it up for sale in 2015 and had it shipped back to its home state of Michigan. I'll be honest with you all, I initially didn't have a clue what an XR7-G was when I first discovered it. Due to the fact that my Shelby roots run very deep, and that Shelby Automotive was instrumental in the car's creation, this was a match that was meant to be.

"Kitty-G", as we call her now, is pampered. She comes out to play on sunny days but prefers to hibernate nice and snug all winter - which are very long and cold in Michigan.

It's very enjoyable to drive and compared to the 1968 Shelby GT-350 that I previously owned, it is much more comfortable as well. Several months ago, I was at the gas station to fill an empty fuel tank and a gentleman promptly hustled over and gave the car a very thorough walk around. He placed his hand onto his chin, looked up and said, "That's the largest car that I've ever seen." Needless to say, this Cat gets a lot of looks.

I look forward to celebrating Kitty-G's 50th birthday and plan to spend a lot of time in the driver's seat this summer, enjoying and celebrating the legacy of the legendary Mercury Cougar XR7-G.

**1968**

**THE XR7-G WAS MERCURY'S ANSWER TO THE SHELBY MUSTANG. HIGHLY OPTIONED XR7S WERE CONVERTED AT A.O. SMITH IN DEARBORN, MI. THESE CARS WERE NAMED FOR LEGENDARY RACER DAN GURNEY.**

**Owners:** Mark and Judy Kulwik  
Wolverine Lake, MI

**Paint:** Augusta Green

**Interior:** Dark Ivy Gold

**Engine:** 390 CID, 2V - X Code

**Transmission:** C6 Select Shift  
Cruise-O-Matic

**Rear Axle:** 2.75 Std Axle Ratio

**Build Date:** March 18, 1968  
Dearborn, MI

**DSO:** Atlanta, GA

**Production numbers:** (619) XR7-G's  
(62) equipped with 390-2V engine

Designed and Manufactured by  
 and **SHELBY AUTOMOTIVE, INC.**





# PHILLIP PAYNE'S XR7-G





# A Tale of Two Gs



Article by Philip Childers (CCOA #9867)

Photos by Thierry Frisch, Gavin Schlesinger, Dwight Griffis & Jeanne Christian

I first became aware of the “G” about fifteen years ago. I was looking at a ‘68 XR7 I found on the internet. The owner sent me lots of pictures, and one of them plainly showed the dash plaque, which read “XR7-G” in gold. I asked him what the “G” meant, and he said that he did not know, but had bought the emblem NOS because they did not have a standard XR7 plaque available.

So, I started doing some research, and found an internet listing for one that was a 302 automatic, in Black Cherry, without a sunroof. (No sunroof is best for me, as I am over 6 ft tall.) I inquired, but was about two weeks too late...

Since that time, I have continued to look for a “G” off and on, even as I added a few other cars to the fleet (my dad’s ‘69 F100 – fully restored, an original 28K ‘84 thunderbird Fila, a Dusk Rose E-Code ‘57 T-Bird, and the oddball – an ‘88 BMW M6).

I recently looked at a “G” that had spent its early life in Connecticut, but it was a little too far gone, and I felt it would need a full-blown restoration. That just wasn’t what I had in mind, having invested many years doing two full restorations in the past. I wanted a “G” I could get in and drive, maybe without worrying about adding a stone chip or two in the process.

I have finally (!) acquired my dream “G” – the former Presidential Limo in Black Cherry! So while Gavin continues his efforts on his GT-E cars, I am picking up the reins to make this “G” the best it can be!









## 1968 Diamond Blue XR7-G Hertz Cougar Making SCCC Its Home

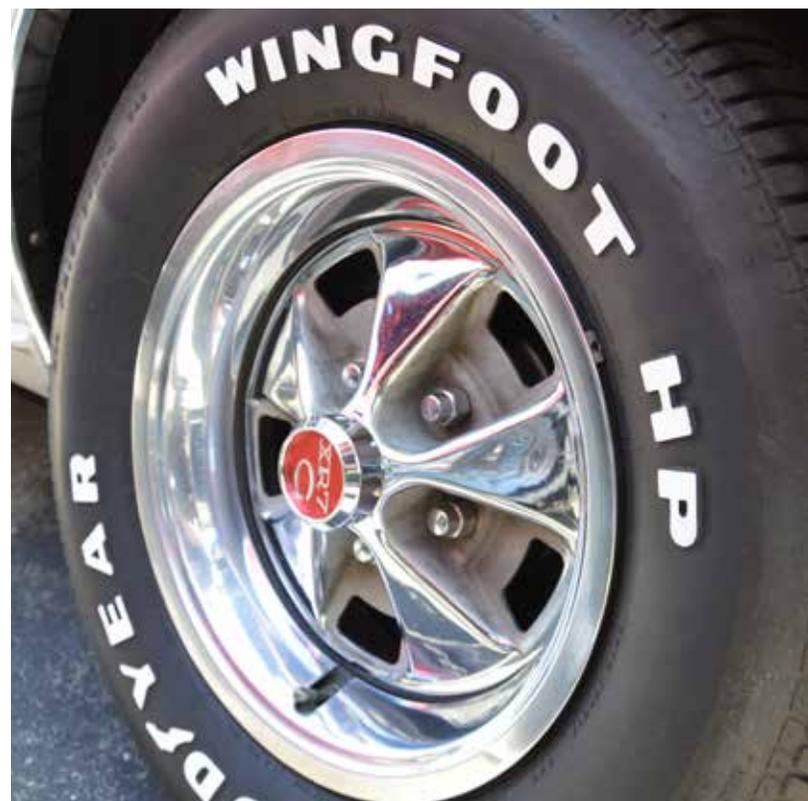
By Mike Brown (CCOA #6669)

Photos by Ted Taylor (CCOA #9385) and Larry Quay (CCOA #9460)



We purchased this Cat back in 2012 from the second owner, Sue Corbin. Sue was a So Cal Cougar Club (SCCC) member for many years. She bought this car from Hertz back in 1970, and with the help of her son-in-law, Gary Lawler, they maintained this car beautifully. Sue brought this car to our 2002 National Show and took a 1st place in its class. I always admired this Cougar and thought how cool it would be to own. Sadly, Sue passed away in 2011 at the age of 94. This gave us the opportunity to purchase the car.

Since we have owned this rare Cougar, we have taken it to many car shows, including two hosted by the Mercury Stray Cats in Northern California. I must say what a great driving car it is; smooth as silk. Currently, this car can be seen cruising the streets of Los Angeles. Gary, Jason, and I take pride in taking care of Sue's special Cat. I hope you enjoy the pictures.











# CAT TALES

By Chris Noyer



I have owned this black XR7-G for 35 years. While the car has never been “restored”, I have maintained and improved the car throughout the years. Starting with the exterior of the car, the current black paint was applied 26 years ago. I think it is worth noting the paint job was achieved on a very tight budget. I did all the body work myself after an unfortunate accident attending the Northern California Cougar Car Show of 1986. I did come home with a trophy though – the dreaded hard luck award. Well, anyway, all needed body parts were acquired from two parts cars purchased for \$300 (ah, the good ol’ days). Donor parts included most of the front end.

Once repaired, prepped and paint bought, I found a guy to shoot it and rub it out for \$450. The guiding principal for me with this car is trying to do most of the work on the car myself and keep any modifications in a performance / period correct approach.

Some of the details of the modifications and rationale used to make this factory tribute car truly honor Dan Gurney’s Trans Am efforts are as follows: The car was lowered in the same fashion that Shelby modified the Mustangs by relocating the upper a-arms, dropping the height by 1”. I installed Koni shocks, Export Brace, Monte Carlo Bar, heavy duty sway bar,

competition clutch, Hurst linkage and went up a size to 15" wheels (in keeping with the Trans Am sensibilities). The vinyl roof was also removed (usually not very popular on race cars), but I suppose sunroofs weren't very popular either, but you have to draw the line somewhere :).

Inside, you will find the stock interior that I changed from blue to black (also from the donor parts cars). I recently added period correct front leather bucket seats with headrests (always wished this car had that option), check that off the bucket list (no pun intended). The steering wheel was changed to a Shelby-style Lecarra wood rimmed wheel that complements the burl wood dash. I finished it up with a wood shift knob (found in a junk yard) that was stained and cleaned to match the steering wheel. The Cobra center that came with the steering wheel was removed and I fashioned an insert made out of a Cougar hat pin, just like the emblem on the original wheel (only smaller), that was submerged in casting plastic. Other options include a tilt-away steering wheel, a rear window defogger and stock AM-FM radio. I found a correct Ford AM 8-track at a garage sale for \$5 that may may end up in the car (they're never finished are they?)

Under the hood, we find the stock Cougar Super 302 V-8 4V power plant that is dressed in Cougar finned running Cat valve covers and oval air cleaner. I was lucky enough years ago to find and install a COUGAR aluminum intake manifold for \$120 to complete engine dress up package. (I am still in search of the "hammerhead" COUGAR oil pan but I fear the good ol' days pricing is over :). The engine routes power through a top loader 4-speed to an 8" 3.00:1 rear assembly. Stopping power is provided by front disc brakes.

I originally tried to buy the car from a co-worker. I remember the test drive quite vividly – Bill took the car out of works parking lot (it sounded throaty and purposeful). He took off, sharply rowing through the gears, taking a moment to open the sunroof with a push of a button. He then suddenly downshifted, pegged the gas pedal with great force and we were off like a new groom's pants. WOW! I wanted this car. Just now I'm thinking, "How dare he drive my car like that?", but it was a blast. Then the negotiations started. We were \$500 apart and we just couldn't agree on a price and it slipped through my fingers. I kicked myself repeatedly after he sold the car. Low and behold, the car turns up again with new paint, upholstery and exhaust system and through a strange turn of events, I was finally able to close the deal for \$200 less than I originally offered my co-worker (talk about meant to be). The purchase price was \$2,800! That got me to thinking, so last year I decided to pull together all the receipts for parts and the like that I have spent on the car over these three and half decades. Are you ready for this? The original purchase price of the car, two parts cars and all the other parts, and I have spent a grand total of \$9,781! I think it's a testament to the value of my junk yard bargain shopping mentality, perseverance, willingness to spin wrenches, sand and paint... Who am I kidding? I got very lucky finding this car, not once but twice, and it makes me love it all the more. Thanks for taking the time to take this trip with me down memory lane.









# Scott's Madras Blue G

By Scott Ferguson (CCOA #6764)

I first became acquainted with my blue XR7-G in June of 99 at the Cascade Cougar Club show called "Crème de Cougar." Unfortunately, it didn't belong to me. It belonged to a gentleman named Ed Hill and, as a matter of fact, it still wasn't quite Ed's car either. It was registered to Mike Willett of Lewiston, Idaho, the fellow who restored it. Mike was very knowledgeable of XR7-Gs being, at that time, the XR7-G registrar for the CCOA. Mike brought the car to Crème not only to return it to Ed, but for its debut after its restoration was completed a few weeks before. The blue G won Best of Show at this event and every few years I would reacquaint myself with the car at either the Mustangs Northwest show in Bellevue or at the Cascade Club's Prowl show.

I have always liked XR7-Gs and when I found an opportunity to buy one in 2003 (my green one), I did so. However, I'd always yearned for a sunroof G and thought the opportunity had arrived when a few years ago, Ed put the blue car on the market, unfortunately when prices for Gs and GTEs were out of this solar system. A year later he dropped his price but it was still higher than I wanted to pay. In October 2009 I received an excited phone call from fellow Fordnutz and Cascade member, Jeff Bingaman, announcing to me that Ed's G was for sale again. This time the price was right up my alley. Ed had posted a message on Mercury Cougar.net (a web-based Cougar discussion board) with no contact information however

I had an advantage: Ed's home phone number. I phoned Ed, talked to him for a few minutes and told him I would buy the car. He asked, "Don't you want to look at it first?" I replied, "Has the car changed since I last saw it?" He said no so I said I would buy it. Ed seemed quite surprised that someone would buy a vehicle without being there in person, but I'd seen the car many times and knew it had only been driven 1,400 miles since 1999. I was very confident that the car was indeed in the same outstanding condition it had been when I last saw it in 2006.





Within the week I had made arrangements to wire the funds to Ed's bank and get copies of paperwork and titles for easy export/import documentation for the car to enter Canada. I hooked up my car trailer to the Excursion and drove to Kent, Washington on November 6, 2009. Once there, I completed the paperwork, collected some historical documentation and pictures, loaded the car on the trailer and started heading north for home. Along the way, I stopped in downtown Seattle to show Jeff my new acquisition (of course, he was very impressed, especially with the sun roof). Once at the border I visited US Customs for them to look over the paperwork (and the car if required). They stamped the Washington title then sent me off across the border to Canada Customs who also looked over the paperwork. I paid the GST and duty then headed the rest of the way home, all in all a relatively trouble-free process.

I unloaded the car, put it in the garage and began a detailed scrutiny to ensure the car would pass provincial inspection (a requirement of any out-of-province vehicle). With some help from my friend, John, I worked on some minor things then made arrangements for the inspection, which it passed, then drove the G to the Autoplan agency to register and transfer it into my name for insurance purposes. The agent made certain the VIN matched that on the paperwork, I paid the provincial sales tax then drove the car home. Now that the G was mine, the next project was to change a few things to comply with collector status rules, take photos and make application. A few weeks later my approval letter came in the mail and shortly after that I put on the collector plates and insurance. After driving my new car for less than a year, I'd already put over 700 miles on it, half as many as in the previous eleven years.

## 1968 Mercury Cougar XR7-G

**2-Door Hardtop, Madras Blue, white leather seats, black carpet, white original floor mats**

**302 4V with C4 automatic transmission**

**Options:** power disc brakes, power sunroof, remote power trunk release, tinted glass, air conditioning, tilt-away steering, AM/FM stereo radio, rear window defogger, headrests, shoulder belts, 3.00:1 rear differential and G package which includes:

**Interior:** leather door pull straps, extra padding in door panels, wood shift knob with inlaid running cat, unique leather-covered console with switches for fog lamps and sunroof, leather-wrapped steering wheel with gold Cougar emblem, XR7-G dash identification in gold

**Exterior:** special front valance with Lucas or Marshall fog lights, special rear valance with chrome cutouts for slash-cut "pipe in pipe" exhaust tips, A.O. Smith fiberglass hood scoop, chrome locking hood pins, styled steel wheels with XR7-G centre caps, Talbot bullet-shaped remote-controlled side-view mirror, vinyl roof, XR7-G badges on trunk lock cover, passenger side headlamp cover and C pillars

**Engine Compartment:** aluminum running cat valve covers, chrome oil dipstick, oil filler cap, brake master cylinder reservoir cover and radiator cap, Delco-Remy extra loud third horn, power steering and heavy-duty suspension

Since purchasing the car I discovered that this G was originally sold with the Rader wheels that were recalled in May of 1968 (replaced with regular styled steel wheels). I have since found an NOS set on which I mounted original-style raised white letter tires, which I use only for show purposes, keeping a set of styled steel wheels with new radial tires for highway or long-distance driving. I have also acquired and installed an original "Cougar-scripted" aluminum intake manifold, oval air cleaner and six-quart oil pan.





# Scott Ferguson's Augusta Green XR7-G

By Scott Ferguson (CCOA #6764)

The story of the Cougar XR7-G began when, as part of their Cougar racing team contract, Lincoln-Mercury had an arrangement with Dan Gurney (team captain), stating that he needed to be available for various promotions and public relations activities. Late in the 1967 model year, following the success of Team Cougar Trans Am Racing, Mercury released the Dan Gurney Special Cougar, which was basically a standard Cougar with an engine dress up kit and Dan Gurney Special sticker on the passenger rear quarter window.

In 1968 Mercury wanted something similar to the Shelby Mustang and decided to enter into a contract with famous race car driver and Shelby Automotive founder, Carroll Shelby. Shelby subsequently entered into a contract with A.O. Smith to do the actual alterations to the

cars. He was to send regular production XR-7s built in Dearborn, Michigan by rail to the A.O. Smith factory in Ionia, Michigan, where they would be converted into special XR7-G Cougars (also named for Dan Gurney).

This conversion consisted of several XR7-G items, the most identifiable being leather-wrapped steering wheel with gold-colour Cougar emblem, wood shift knob with inlaid gold-colour running

cat (auto trans only), unique leather-covered console with switches for fog lamps and sunroof (even if no sunroof was ordered), and XR7-G dash ID in gold. In the engine compartment the dress-up package substituted aluminum running cat valve covers. Perhaps the more obvious upgrades were on the exterior: Lucas fog lights in a unique front valance, XR7-G specific hood scoop, chrome locking hood pins, rear valance with chrome cutouts for slash-cut "pipe-in-pipe" exhaust tips, Transamerican Products aluminum Rader wheels (early production), later replaced by styled steel wheels with XR7-G centre caps, bullet-shaped remote-control side view mirror, vinyl roof and special XR7-G badges and emblems. At the beginning of production, all "G" Cougars were to receive an American Sunroof Corp. sunroof until the bean-counters got involved (but only a few hundred of the total production of 619 did not receive one). The most expensive of these conversions ranged between less than \$400 to almost \$650 for an XR7-G.



Many of you are now familiar with my Madras Blue XR7-G, which has been featured in *Legendary Cougar Magazine*, so I won't revisit that car's story, but before acquiring that car I had a non-sunroof G that you may not know about. Here's its story.

The order to build my first G was received on April 22, 1968 and the vehicle was actually built on May 2. It rolled off the line with the following: Augusta Green exterior, light Nugget Gold bucket seats, Cougar Super 302 V8 engine, Select Shift Merc-o-matic transmission, power steering, AM radio and the XR7-G package. It was shipped via rail from Dearborn, Michigan to Speedway Ford in Trail, BC where it began its lifelong stay in the province. The car was sold to George Argatoff of Castlegar, who drove it like any other new car, getting regular maintenance performed by the dealership. Ownership changed to Dennis Evans of Genelle (mid-way between Castlegar and Trail) in the Spring/Summer of 1981, at which point the car had 72,000 miles on it. The G changed hands again in 1996, being sold to Garry Pollock of Blind Bay (near Kamloops) with 79,000 miles, and by the time I bought it in May 2003 the mileage had increased only slightly to 81,900.

This car was missing several of its G-specific items but, fortunately, I had been collecting G parts for years in anticipation of building a clone. Inspecting my new acquisition, I noticed it was missing a front valance and fog lights, trim rings and centre caps for the wheels, correct exhaust tips, hood pins and side mirror. I had some of these items but began searching in earnest for other missing parts. I happily drove my dream car, showing it off on nice days and at car shows, secure it would take me anywhere I wanted to go. In late 2006/early 2007 several Fordnutz members talked about attending the Cougar Club of America (CCOA) National Show in Denver, Colorado in July, 2007. Wanting to participate in the 40th anniversary of the Cougar celebration, I decided I'd take my beloved G, so I began painting and installing missing pieces that I had now acquired. I also got rid of rust and basically restored the engine compartment. The front of the car was taken apart and repairs, both structural and cosmetic, were made. With help from several friends, the car was

finished just in time to drive it to Federal Way, Washington, where it was loaded on a car trailer provided by Fordnutz member, Jeff Bingaman. It's much more comfortable driving with five adults and all their luggage 3,500 miles in an air-conditioned SUV than in a Cougar. We enjoyed a terrific cross-country tour visiting many tourist and historical sites, both on the way there and on the return, and were rewarded at the actual show with a unique 1st place trophy in the G/GTE class. We returned to Washington just in time for Cascade Club's Prowl show where the car won another award in its class, then it was time to drive the 150 miles home.

The car drove wonderfully for the first 100 miles, but just 10 miles south of Bellingham, disaster struck. Losing power fast, I shut off the engine and coasted to the shoulder. Fortunately, GVMA members Bill & Margaret Sebel just happened to be returning from a Washington show themselves when they spied us and stopped to give a hand. Suddenly I was a relative of the Sebel family whose BCAA card was now in my possession (temporarily). A very competent, experienced young tow truck driver came to our rescue and, for an extra \$30, took the car through the international border without incident and right up to our garage door in Delta. We're still not exactly sure just what happened but when things go wrong at 70 mph, lots of parts break. In this case the most noticeable was a shattered piston and bent valves, one of which launched itself right through the cylinder wall. A fellow Fordnutz



member volunteered his engine-building expertise offering to fix my "little problem." While taking everything apart and examining each piece to ensure it would be okay to put back in, we noticed my engine had a Shelby crank (maybe that's what a Cougar "Super 302" came with – I don't know). Countless hours were spent polishing and porting to make sure the re-sleeved block and heads "flowed" smoothly in the newly-balanced engine, which was re-installed in the car in the Spring of 2008. It fired up right away, we made all the appropriate adjustments and the car ran very nicely – well, up until May 31st, 2009 when returning from a local car show, noises like ball bearings in a drier came from under the hood.

We called on friends to get us home where we hooked up the trailer and returned to retrieve the Cougar. Once home we discovered that the top of one of the new pistons had come apart. Luckily there was no other damage. The piston was replaced and the car continued to run wonderfully until I sold it to a fellow Fordnutz member in 2011.





# Scott's Lime Frost G

By Scott Ferguson (CCOA #6764)

Having discovered that my Madras Blue XR7-G originally came with those rare Rader wheels, I went sleuthing to find a good set that I could display on my blue G. Because a number of people knew I was on the hunt, in August of 2012 I got a call from Don Rush (WCCC), who said he knew where there was a G with a set of Raders on it. Of course, this piqued my interest, but I wanted to learn more, such as... could I buy just the Rader wheels, or would I have to buy the entire car? It turned out that the seller insisted on the latter, so I had to decide whether or not to invest more money just to get a set of wheels... AND, it wasn't just that I had to buy the entire car. Now I'd have to travel to San Jose, California and make arrangements to keep the car somewhere in the U.S. so I would not have to export/import it into Canada (as I planned to sell the car after removing the Rader wheels).

This last problem prompted me to consult my friend, Jeff in Washington, who said he'd let me leave the car at his place for possibly one or two months. That arranged, I now dealt with perhaps the most difficult issue: getting the idea past my "better half," Heather. I used my best approach talking about the historical importance of the Raders, having to buy the entire car, you know, the whole scenario, and I swear I heard her say "Yes." She may have said something else, but all I heard was "yes," so I quickly wired some of the money to the seller and prepared cash for the balance. Next, I started making arrangements for the drive to San Jose with my truck and trailer to pick it up. In the meantime, I ran across another set of very nice Rader wheels (wouldn't you know) just a short drive from home and bought them, but as it would not have been right to back out of the San Jose deal, I went ahead and picked up the car in early September.



This Lime Frost XR7-G had not been driven since just after the original owner sold it in 1978 so the car required a lot of mechanical work and detailing to bring it up to a saleable level for me to recover my investment. The entire fuel system (gas tank, all fuel lines, carburetor, etc.) was replaced, the cooling system and all fluids were flushed and replaced with new. Now it was time to fire it up. With the turn of the key, the car was finally started and ran for the first time in thirty-four years. With regard to the wheels, now that I had two full sets, I picked the best five Raders for my use and returned a set to this car before selling it to a gentleman in Florida in November (so the estimate given to my friend Jeff for “storage” was pretty close).

### The specs for this particular car are as follows:

302 4V, Lime Frost paint, black leather bucket seats, 3:00 conventional rear axle, C4 Merc-O-Matic transmission. It has the G package including black vinyl roof, power disc brakes, power steering, Tilt-away, AM/FM stereo, tinted glass, door edge guards and heavy-duty suspension. The window sticker also has the different call-out for Rader wheels (“STYLED WHEELS W/ SPOKE DESIGN”) whereas the styled steel wheels were called out as “STYLED STEEL WHEELS”. It was sold through DSO 53 (Oakland, CA) and sold through Palomar Garage in Santa Cruz, CA.

An interesting sidebar to this story is that the VIN for the Lime Frost G is only two numbers removed from my Madras Blue G. The last three numbers of the green car are “294” being produced on March 19, 1968 and those of the blue car are “296” with a production date of March 15, 1968.



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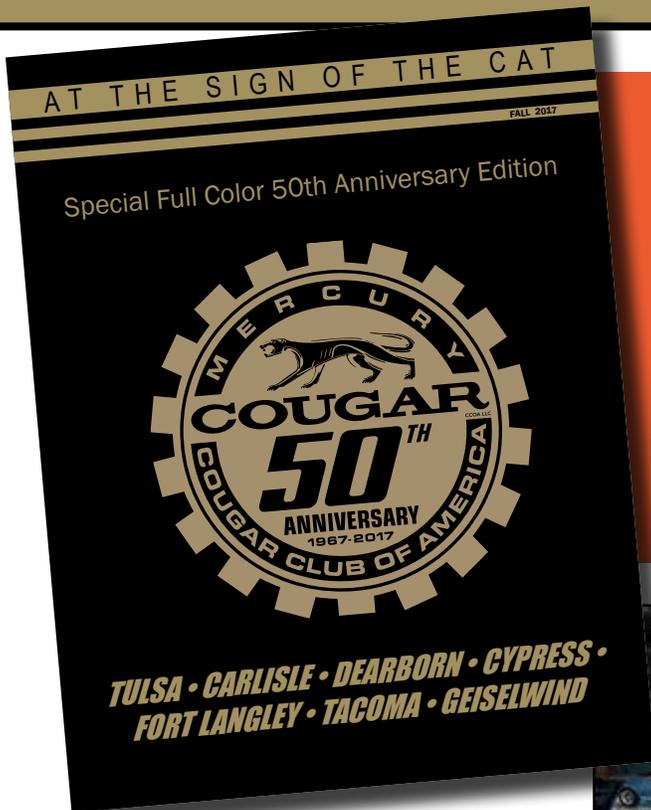
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# 71 Cat Prowls Daily

By Josh Brinson (CCOA #9895) and Rob May (CCOA #9623)

Josh Brinson, with his wife Darcy, from Martinsville, IN, own this 1971 Mercury Cougar XR7 convertible (the 3rd Gen Cougar model). Only 1,717 XR7 convertibles were built in 1971 out of a 62,864 total Cougar production run (standard convertibles totaled an almost equal amount at 1,722). This Cat was purchased as a father-son restoration project in June of 2008, and currently is Josh's daily driver!

After driving past the car several times, never giving it a second thought, Josh had no idea what it was, just that it was an old, tired, red convertible with a top that was in horrid condition. One day, he decided to stop and take a look at the car. There were no badges, just the old, faded FOR SALE sign that said it was a 1971 Mercury Cougar convertible. It was unlocked, so he decided to take a look inside. The poor Cat was rough. Previously, bad vinyl work had been amateurishly done on the doors, and the dash top had some sort of red carpet glued to it. The sad car had faded paint with badly pitted chrome trim. Josh and his dad had always wanted a car project. This car had a good, straight body, and little rust. They bought the Cougar and drove it home.

At the start of the restoration to at least daily driver status, they began to strip the car and sand it to bare metal. The entire interior was removed, and new carpets, dash pad, instrument cluster printed circuit, door panels and more were ordered. The interior floor pans were sprayed with rust preventer and laid down dyna-mats for heat and sound insulation. It was at this point that they found out that the original color was Dark Green Metallic with the Medium Green interior. The black convertible top matches the original color. The Marti report lists this Cat as a 1 of 50 with these paint/trim codes.

As of now, the car has red exterior with black interior. Since they were on a budget, it was cheaper to powder coat the trim rather than re-chrome it. Hence, the grille, headlight bezels, badges, and taillight bezels are black emulating the previous generation's Eliminator cars. I replaced and installed the convertible top myself. As of today, the car isn't 100% complete, but it is a daily driver. The car has the original non-boosted, non-power four wheel drum brakes, but has a new master cylinder, wheel cylinders and pads. Also, the car now has a set of aftermarket gauges that monitor oil pressure, volts and coolant temp. The original gauges all work, but the oil pressure

and temp gauges are disconnected to allow the more accurate ones to operate. All interior lights, courtesy lights, dash receiver lights, glovebox lamp and map light all work perfectly. The original door ajar/lights on buzzer work properly. As of today, the car is 100% operational and drives as it probably did over 45 years ago!

This Cat is unique in the fact of what it does NOT have! Most XR7 cars had power windows, A/C, auto trans, etc. This car has no power brakes, no power steering, no power windows, no AC and no cruise. It's very basic with few options. This Cougar is equipped with the original drive train. Power comes from the 351 2V

Cleveland V8 engine, and it is mated to a 3-speed manual transmission (a rare option). The Marti report lists this cat as a 1 of 29 with these engine/transmission codes.

Josh drives the car on a daily basis. Driving the Cougar isn't all too different from a modern car, with the exception of manual brakes and steering. He feels more connected to the road with this Cougar. "You can feel the road, and all the imperfections within it."

The most unique attribute of his Mercury is the fact that he drives it daily. He uses the Cat as a normal, everyday car; going to shops, putting bags in the trunk, and has become a pretty common sight around town. The fact that this Cougar is a very limited production run car makes it even more special.

The Brinsons love going to car shows, and they try to attend several in a season. On average, the Cougar is at nearly 30 shows a season, and some of those are out of state. They are not afraid to drive the car, and they enjoy displaying their Cougar.





# Farm Cat

By Stacy Fulscher (CCOA #9929) and Rob May (CCOA #9623)

**S**tacy Fulscher, a lifelong farmer / rancher, owns this fantastic 1976 Mercury Cougar XR-7. Originally built in July of 1976 at the Atlanta, Georgia plant, its factory options included a 400 CI V8 with C6 auto transmission. The 2M color/paint code translates to Dark Red with red vinyl half-roof, red body side moldings, and red vinyl interior. This Cat now makes its den in Amherst, Colorado (in the north east corner of the state).

This Cougar was purchased on Stacy's 16th birthday on April 26, 1983 for \$3,200 with 28,000 miles on it. He paid for half, and his parents paid for the other half. Initially, he wanted a 1983 Cougar. "However, my dad ran across a beige early 70s Plymouth Fury four door sedan on a local auction thinking that would make me a good first car. A four door wasn't exactly socially acceptable for a kid to drive back then. Fortunately, my uncle was a salesman at the local Chevy/Buick dealership. He said they had someone trade in a low mileage '76 Cougar, so I quickly jumped on it." That car has remained in Stacy's possession ever since. He had always liked the 74-76 Cougars, remembering a white exterior/tan interior dealer loaner his parents drove when he was a kid while their Torino was being worked on, seeing Farrah Fawcett drive them in TV ads back in the day and noticing them on some TV shows.

Several years after he bought the car, it had to be repainted because the red color had started to fade, something that is happening again and needs to make a return trip to the body shop. The only modifications have been the installation of an AM/FM cassette stereo radio (the original AM radio and rear seat speakers have been saved), and an aftermarket cruise control.

Equipped as a typical '76 Cougar, a fair amount of optional equipment was added at the initial order, but it is still not fully loaded. It has styled steel wheels, bumper protection group, convenience group, twin comfort lounge seats, rear seat speakers, manual A/C, light group, rear window defroster, tinted glass, and dual remote control racing mirrors. These options brought the \$5,125 base price up to \$6350 (the options list and prices came from the 1976 Mercury sales literature and "The Standard Catalog of Ford 1903-1998" second edition).

Driven approximately 1,000 miles annually, mostly during the spring, summer and fall, this Cat has seen some snow. Stacy enjoys looking out over the long hood with the prowling cat hood ornament at the end, being able to turn the steering wheel with one finger. The three speed C6 transmission does feel like it



needs to shift one more time once the car reaches highway cruising speeds. The most unique attribute of this car is how little plastic parts are used on the exterior (the interior uses plenty of plastic though); even the grill is made of metal and the doors shut like a bank vault. The last time Stacy saw another one of these Cougars on the road besides his was about nine years ago.

While this Cougar has not yet been entered in a car show, it did manage to make it into a 2014 edition Mercury Cougar calendar from Canada. A first car is always unique and special. Stacy received this fantastic example of a '74 - '76 Cat the day he turned 16. The Mercury was driven through two years of high school and four years of college and it has remained in his possession ever since. In addition to the Cougar, Stacy has a large collection of automobile sales literature, magazines and books as well as all his Hot Wheels and Matchbox cars from when he





# Back to the 80s

By Richard Porvasnik (CCOA #7970) and Rob May (CCOA #9623)



**R**ichard Porvasnik from North Olmsted, OH owns this 1985 Mercury Cougar GS. An ad on TV for the aero-cat body style caught his attention. The new '83 Cat was the initial eye candy, however, Richard never buys a 1st year new model car. In April 1985, a test drive inspired him to inquire about purchasing this fine Cougar. Richard knew what options he desired and decided on a price that he was willing to pay. However, the first dealer would not meet the expected offer. Out the door he went without the car, and he proceeded to go to the same Crossroads dealership (and same salesman) that his mom had purchased a 1977 Mercury Marquis from (the car he drove to get his first driver's license). Offering the same price, this dealership was able to complete the purchase. The sunroof option was to be completed locally due to complaints that the factory installed units leaked. Having a cousin working at the

manufacturing plant (Lorain) helped move up the car build several weeks, having been built 27 days ahead of schedule.

An original, strong 5.0 V8 with AOD transmission provides a lively stroll across the land. Speaking of original, all of the initial documents have been retained including build sheet and manuals. Keeping the Cat all stock has helped this survivor win several awards at car shows.

Oscar winning Cat? This 1985 Cougar will be in an upcoming documentary film called 1+99. Invisible Glass window mop cleaning head design headaches and triumphs are the main storyline. The car is shown at the beginning of the film, allowing many more people to view this fine example of a mid-eighties Cat!





# Limited Edition 80s Cat

By Jamie Cirgenski (CCOA #9898) and Rob May (CCOA #9623)

**1** 987 marked 20 years of the Mercury Cougar. Jamie Cirgenski, married to Diana, owns this 20th Anniversary Cat. The den for this limited-edition model is in Orlando, FL, where Jamie works for Disney as an attractions mechanic.

The production of this Cougar edition was only 5,000. Exclusive features included a Cabernet Red exterior with Midnight Smoke moldings. Emblems and trim were gold. The gold rims were also special to this model. A sport suspension package was included for better handling.

Jamie purchased this Mercury from his boss at Potamkin Lincoln Mercury in Miami. It was taken in as a trade in. Sadly, while in the shop looking at

why the A/C was not working, the heater box caught on fire! They never could get the fire extinguisher material out of the seats. Because he didn't know the extent of the damage, Jamie bought it as is. Fortunately, the car has been completely taken apart and put back together after a fresh coat of paint. The engine, trans, and brakes have all been upgraded. The bottom end of the engine remains stock rebuilt .30 over with f303 cam, 1.6 roller rockers, Ford GT-40 alum heads, bbk upper/lower intake, 24lb injectors, mass air flow conversion, t5 trans and 8.8" 3:73 rear.

This rare Cat only stretches its legs once or twice a month. Jamie always enjoys the drives as well as being a Cougar Club of America (CCOA) member.





# Hong Kong Cat

Mark Mohan (CCOA #9130)

Our 1969 Mercury Cougar convertible is an early production H code, standard décor, and will be celebrating its 50th birthday this November. We found our “Cat” in a suburb of Chicago and drove her to Vancouver, Canada, a 2,000-mile journey where I got to know her very well. During her time in Vancouver, my son and I progressively improved her mechanical and aesthetic condition before finally shipping her to Hong Kong in the fall of 2016.

Hong Kong has a rich history of beautifully maintained classic cars. Many of these classic cars belong to members of the Classic Car Club of Hong Kong (CCCHK). Most of the membership have not seen a classic Cougar before, however, they quickly took to the signature tail lights, hideaway headlights and the unique balance of class and muscle.





Our "HK Cat" has been well received here. During the CCCHK's annual luncheon this past January, it came as a surprise when our Cougar was awarded the CCCHK Classic Car of the Year for 2017. Bringing our Cougar to Hong Kong has been a lot of fun. We have been able to participate in some of the many club events which range from taking seniors on driving outings to venturing on an epic trip to mainland China, where our classic cars received "star-like" appreciation. Most of all the Cougar has allowed us to meet many wonderful and interesting people from all walks of life and from different parts of the world here in Hong Kong.





# ***MN12*** ***VOLUME 2***

By Eric Dess (#6366)

**C**ontinuing the series on MN12 (1989-97) Mercury Cougars, we take a look at the 1991-93 models, which featured the last of the pushrod V8 Cougars.

It was no secret that many Cougar buyers—and some internally at Ford as well—were disappointed that the new rear-drive MN12 chassis Cougar introduced in 1989 did not include a V8 option. After all, the big Cat was born and bred on V8 power, and even in the darkest of times a basic V8 was still available, no matter how watered down it may have been.

The 1989-90 cars all featured a 3.8L V6, whether naturally aspirated or supercharged, and that was a brand new experience for anyone shopping around for a Cougar. Essentially, with their main competition going to front-drive, Ford owned the rear-drive mid-size coupe market and they knew it. Besides, the typical Cougar driver would buy or lease every 2-3 years and just get another one when the time was right. There was built-in customer loyalty, so Ford didn't really have to be aggressive with what it offered.

So when buyers purchased a 1989-90 Cougar, the lack of a V8 was a glaring omission that quickly made itself known to all responsible parties, starting at the dealership and working its way up the chain. Of course, there were other quibbles (like the overuse of chrome switches on the interior, and lack of a decent analog gauge cluster), but the V8's absence was a serious issue.

And of course, there is the ubiquitous mid-cycle refresh that we're so used to in today's market. Beginning around 1981, Ford had put the Cougar on a roughly two-year body style, with styling and/or chassis updates as needed. The time for revisions was again at hand.

## 1991

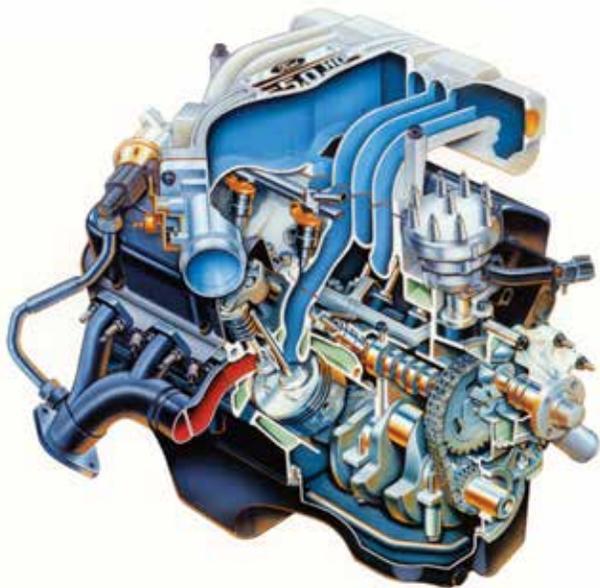
With such a low cowl on the MN12 chassis, Ford engineers had a difficult time fitting the previous 5.0L V8 under the hood. It was obvious that some major restructuring of the intake manifold was going to be necessary. And unlike the last version of the 5.0L in the Cougar (150-155hp), the extra weight of the MN12 cars was going to require more power.

Ford therefore reengineered the upper and lower intakes to be





lower and squatter, with the otherwise stock high-output (HO) 5.0L V8—similarly used in the Mark VII and Mustang—fitting nicely underneath. This also required a unique 45-degree elbow to allow the throttle body to attach a bit downstream of the intake and therefore fit under the hood. A few other minor adjustments were needed, such as new accessory brackets, but otherwise the marriage of the old block with the new chassis was surprisingly smooth. Final power output was 200hp, some 10hp shy of the previous supercharged 3.8L V6. Torque was also down a bit to 275 lb-ft (from 300 lb-ft).



So why bother with a heavier motor with less horsepower and torque than the previous one? Ford explained that the V8 was “more in line” with what Cougar buyers expected. They were absolutely correct, of course, but in looking back at the two V6-

only years, one can’t help but wonder if that was the beginning of the end for the rear-drive Cat. Sure, V8 sales were immediately strong, but overall sales were still on the decline that started with the V6 cars. Still, the V8 brought a breath of fresh air to the Cougar lineup, as it was available on both the LS and XR7 models. Interestingly, only 16% of all 1991 Cougars had the V8 option, which makes them a little more desirable.

Unfortunately, the manual transmission for the XR7 went away; all Cougars now had Ford’s AOD automatic 4-speed transmission. While it would have been nice to offer a 5-speed T-5 in the XR7, Ford again determined through customer feedback that the automatic transmission was more widely preferred. And it was certainly easier to mass produce cars with only one transmission option.

On the outside, the front end got revised “cat’s-eye” headlamps that echoed the 1987-88 models. A new trapezoidal waterfall grille gave a sharper presence, while the restyled hood featured character lines that tapered to the grille, again similar to 1987-88 models. Perhaps Ford felt that a nod to the past would be a portent for the future. Also, a new front bumper cover featured twin “nostrils” per side which helped with some air cooling and to also continue the trapezoidal theme. Of all the versions of the MN12, this 1991-92 front end is perhaps the most handsome as well as the most traditional.

New body molding jazzed up the slab sides of the car, while new tail lamps featured a prominent horizontal bubble with attached nomenclature. The Mercury laser stripe motif remained. The LS retained a chrome grille and bright molding accents, while the XR7 was again monochromatic in color (black, white, or metallic red). All previous wheel choices remained the same, with the XR7 retaining the 16” performance wheels. The XR7 gained a pair of fog lamps recessed into the lower stock bumper.

## 25th Anniversary

The 1992 model year did feature a bright spot: a new 25th Anniversary Cougar model was produced to commemorate this great milestone, and it was packed full of special features that assured its collectability. It was designed by Ford senior designer Gary Senior, who also penned the 20th Anniversary model back in 1987. The 25th was offered mid-year, around February 1992, at Lincoln-Mercury dealers throughout the U.S.

Starting on the outside, all 25ths were painted a special dark metallic color called Tourmaline Green. In the early 1990s, green was a very hot color, and it wasn't shocking that it made its way to the Cougar, but it was a little surprising for an anniversary car. After all, a 25th wedding anniversary is typically silver... so why not a silver Cougar for its 25th? Logic aside, it's still a striking color that resonates stability and contrasts nicely to the trim. A bit controversial, for sure, but even after all this time it sure stands out.



Other exterior changes were special 15" BBS lacy wheels with hexagonal center caps, special 25th cloisonné C-pillar emblems, cloisonné trunk lid emblems on the deckled, non-functional luggage rack, a unique rear side molding indicating the model, and removal of nomenclature from the taillight bubble.

On the inside, a mixture of tan and green cloth, leather, and Ultrasuede® seats were offset by a tan headliner and green carpeting. Also special were the 25th logo embroidered floor mats and steering wheel cloisonné emblem. The owner's manual was put into a leather 25th logo-embossed case. The rest of the interior was standard Cougar fare, although the



Inside, Ford offered a new analog gauge panel as standard on the LS, with the electronic cluster as an option. All V8 models got a new set of gauges as well. The infamous chrome switches were changed over to black, and some minor trim was revised. The secondary glove box was removed as well. Overall, though, there wasn't much of an overhaul inside the Cougar as much as outside. It was pretty much business as usual with some slight refinements, something Ford has always done well.

The 1991 Cougar looked a bit sharper and more refined, and certainly gained both the V8 power and V8 image it needed. Now it was a serious contender in the market but still searching for sales.

## 1992

Not surprisingly, there wasn't really much of in the way of changes for the 1992 Cougar since it was the second year of the two-year cycle. The two-model system (LS and XR7) remained unchanged. Engine choices and power ratings again stayed the same. All mechanicals carried over as well.



Inside, the 1992 models received a new steering wheel, and all trim levels had the woodgrain-appliqué dash panels.

The XR7 models featured a new, one-year-only finned 16" wheel that is very rare. Also, two new colors were available on the XR7, Silver and Mocha Frost, and are extremely low in production. In fact, I've never seen a Mocha XR7 in person, and I only have a photo of a Silver XR7 in 25+ years of looking. They seem to be incredible unicorns.

Sales for the 1992 did not recover; in fact, they continued to slip to the point of falling under 50,000 units. At this point Ford pretty much stopped nationally advertising the car and let dealers do their own marketing. It was rather bizarre and a highly impersonal way to treat the car that used to be the flagship for Mercury. But mitigating factors were starting to seal the Cougar's fate: little competition to spur innovation, heavy weight, changing demographics, and the huge surge in the fledgling SUV market, which directly stole sales from passenger cars. Ford didn't really try to stop the bleeding. In fact, they simply let it continue to bleed for another five years as they reshuffled priorities.

whole package seemed a lot more tasteful and refined with the green and tan color combination.

A few weeks after the original owner purchased the 25th Cougar model, they received a special kit containing the aforementioned floor mats, 25th emblem keys, keychain, jacket, pen, and a unique car care kit. This was all contained in a 25th logo leather bag. Also, a supplemental 25th anniversary book was produced, a sort-of adjunct to the 1987 20th Anniversary Cougar book. Needless to say, Ford went above and beyond with these special adornments and while some items can still be found on eBay, it's getting increasingly difficult to complete the set nowadays.

The original plan was to produce nothing but V8-model 25th Cougars. In fact, I have several official Ford documents to confirm this. However, after finding some V6 models out in the wild, it was determined that the initial sales run was so successful that Ford opted to extend the package to both V8 and V6 models. As with a standard LS model, the V6 cars had rear drum brakes while V8 cars had rear discs with ABS, 3.08 gears and dual exhaust. It's estimated that around 5,000 of the 25th Anniversary Cougars were produced, although that number can fluctuate depending on the source. I've never been able to get a firm total number. Regardless, in the entire span of the Cougar marque, this is one of those truly outstanding models.

## 1993

Typically the 1993 model would signify the start of another two-year model cycle. But this model year was quite unique for several reasons. In fact, it's almost a "hybrid" model year amongst all MN12 offerings.

The early 1990s was one of merging standards across all Ford models. The company was committed to offering the most advanced safety features of the time as early as possible. For example, some cars like the Mustang, Crown Victoria, and F-150 got driver side-only airbags as early as 1990, then dual airbags when possible. Other cars, like the Taurus/Sable and Mark VIII, gained dual airbags with their interior redesigns, several model years before the federally-mandated 1994 deadline. But the

Thunderbird/Cougar program was all crickets chirping during this time, which kind of defied logic as these were premium luxury coupes that were supposed to be setting standards. No pre-1994 Cougar had even a driver's side airbag.

Also, Ford had started to replace the 5.0L V8 pushrod engine in its popular offerings with the new, modular 4.6L V8 OHC engine. The Crown Victoria/Grand Marquis/Town Car were the first to get them, with the DOHC 32v 4.6L V8 premiering in the 1993 Lincoln Mark VIII. The last holdouts of the old 5.0 were the Mustang, F-150 and the Thunderbird/Cougar.

In hindsight it was apparent that as the Cougar program bled money, it was not given any special treatment. The interior redesign originally slated for 1993 got pushed back to 1994, to coincide with the debut of the 4.6L V8. And with that new interior would be integrated dual airbags. That means the 1993 car was a holdover of sorts, more or less a one-year anomaly that bridged old and new.

However, it apparently did not make financial sense for Ford to continue offering two Cougar models, as a well-optioned LS model with a V8 was priced similarly and performed identically to the performance XR7 model (and as a bonus, was usually cheaper to insure). So, Ford merged the Cougar into one model known as "Cougar XR7". But that did not mean it was a performance XR7! The name was a strong one, and apparently Ford wanted to keep the name recognition around. However, any hint of previous XR7 performance was now gone.

The single Cougar XR7 model helped to streamline production, which saved money and packed a bit more profit back into the now 5-year-old platform. It also began Ford's strategy of "one-price shopping", where each model was sold without haggling for the sticker price. Like it or not, this strategy seemed to work as sales shot up significantly in 1993 by over 30,000 cars. In fact, it was the only year of the MN12 Cougar where sales increased from the previous model year.

The 5.0L V8 was still available, as well as the 3.8L V6. In fact, this new "Cougar XR7" was pretty much the old LS model with the XR7 name. Drivetrains were the same as 1992, however, there were no more 16" wheels, nor was there an adjustable sport suspension.



Inside the Cougar XR7 got a new steering wheel center and a new grey color. Virtually everything else was unchanged from the previous year's LS model.

The outside was unchanged save for new standard lacey 15" wheels. Ford did begin offering some really vivid and original exterior colors during 1993, starting with Sunrise Red, a red/pink flip-flop metallic.

In subsequent years the color palette would continue to expand with color-changing metallics and an array of greens and reds, as well as a factory pearl white. This really helped make the Cougar stand out amongst all other vehicles.

The 1993 Cougar XR7 was sort of an oddball, in terms of overall brand strategy, but it did its job quite well. It marked the end of the LS model but also its rebirth as the Cougar XR7, and it was the very last Cougar whose heart was a pushrod V8 engine. After 1993 everything was turned upside-down for the Cougar, never to be the same again.

## Collectability

It's very easy to pick out the collectible Cougars from 1991-93. The 1991-92 XR7s were always low in production, so those are no-brainers. A mint 1992 XR7 in Mocha Frost or Silver is, to me, still one of those "holy grail" cars of the 1990s Cougars. The 25th Anniversary Cougar will always turn heads and put smiles on faces, especially the V8 model. And any V8 model will be more desirable than a V6 model. The only downfall to any of these is availability... with time passing so quickly, they just aren't many out there anymore, having mostly been crushed or parted out by now. Still, any of these (along with a 1989-90 manual XR7) are great collector cars that will always command a better buck on resale. There were no real collectible 1993 models, although special colors are getting harder to find and may bode well for bragging rights.

In the next issue we'll take a look at the 1994-95 model years, the first Cougars to get the new OHC V8, dual airbags, and a well-received new interior.

## TECH SPECS

### ENGINES

(standard, 1991-92 LS, 1993 XR7) - 3.8L (232 cid) V6; 140 hp @ 3800 rpm; 215 lb-ft torque @ 2400 rpm  
(optional, 1991-92 LS and 1993 XR7, 1991-92 XR7 standard) - 5.0L (302 cid) V8; 200 hp @ 4000 rpm; 275 lb-ft torque @ 3000 rpm

### TRANSMISSIONS

1991-93 (all) - AOD 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 - 52.7"

Cargo Capacity - 15.1 cubic feet

Fuel Capacity - 1991: 19.0 gallons, 1992-93: 18.0 gallons

### CURB WEIGHT

w/V6 - 3512-3587 lb.

w/V8 - 3666-3800 lb.

### 1991 Production Numbers

TOTAL - 63,822 (LS + XR7\*)

\*No model breakdowns available.

### 1992 Production Numbers

TOTAL - 46,982

LS + XR7\* - 41,982 (est)

25th Anniversary - 5,000 (est)

\*No model breakdowns available.

### 1993 Production Numbers

TOTAL - 79,700 (XR7)

# 400 PRE-1976 CLASSICS & HOT RODS

Open to pre-1976 cars. Pre-registration is recommended. A portion of proceeds will be donated to a local non-profit.

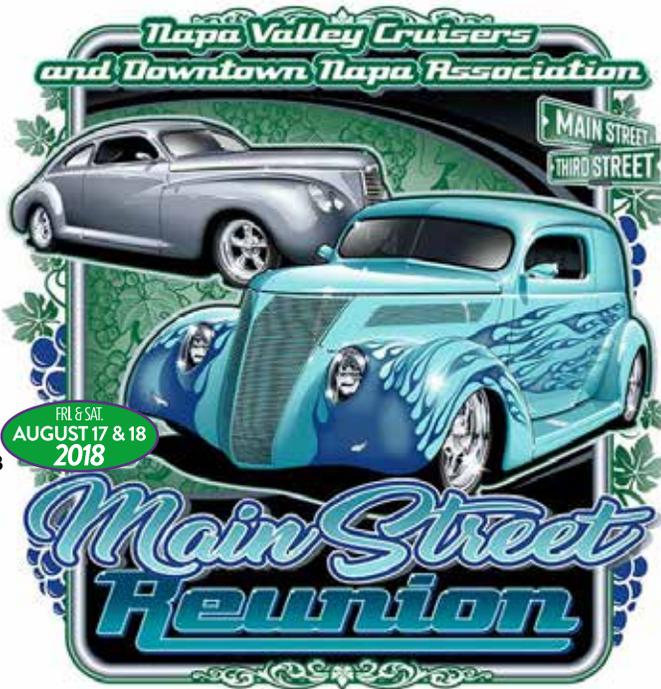
For more information contact Craig Smith @ (707) 257-0322 or register on-line

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FRI & SAT.  
**AUGUST 17 & 18 2018**

# 2 DAYS OF AMAZING EVENTS!

## Show & Shine

Friday, August 17th, 2018  
5pm-8:30pm  
Hurry!

Open to the first 150 entries only.

**\$10**  
Registration Fee

## Car Show

Saturday, August 18th, 2018  
10am-3pm  
Main Street  
Downtown Napa

**\$35**  
Registration Fee

# Step back in time to the cars of yesterday!

### PLEASE PRINT

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone ( \_\_\_\_\_ ) \_\_\_\_\_ Email (for confirmation) \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Car Club Affiliation: \_\_\_\_\_

License #: \_\_\_\_\_ Insurance Carrier: \_\_\_\_\_ Expiration: \_\_\_\_\_

Aug. 17, 2018 SHOW & SHINE Registration  \$10.00 \_\_\_\_\_

Aug. 18, 2018 MAIN STREET REUNION CAR SHOW

★ Registration before August 11, 2018  \$35.00 \_\_\_\_\_

★ Registration after August 11, 2018  \$40.00 \_\_\_\_\_

**MEN'S T-SHIRTS ORDER. PRE-ORDER PRICING ONLY.**  
PRICE INCREASE AT SHOW.

- Small  \$20 ea. qty \_\_\_\_\_ Med  \$20 ea. qty \_\_\_\_\_
- Large  \$20 ea. qty \_\_\_\_\_ XLrg  \$20 ea. qty \_\_\_\_\_
- 2XL  \$22 ea. qty \_\_\_\_\_ 3XL  \$24 ea. qty \_\_\_\_\_

**WOMEN'S T-SHIRTS ORDER. PRE-ORDER PRICING ONLY.**  
PRICE INCREASE AT SHOW.

- Small  \$20 ea. qty \_\_\_\_\_ Med  \$20 ea. qty \_\_\_\_\_
- Large  \$20 ea. qty \_\_\_\_\_ XLrg  \$20 ea. qty \_\_\_\_\_
- 2XL  \$22 ea. qty \_\_\_\_\_ 3XL  \$24 ea. qty \_\_\_\_\_

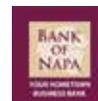
**BASEBALL HATS ORDER** One Size  \$18 ea. qty \_\_\_\_\_

Amount Enclosed: \$ _____	<i>Total</i>
Registration \$ _____	
Show & Shine Registration \$ _____	
Men's T's \$ _____	
Women's T's \$ _____	
Baseball Hats \$ _____	<b>GRAND TOTAL \$ _____</b>

Please make check payable and send with the completed form to:  
**DOWNTOWN NAPA ASSOCIATION**  
1290 Napa Town Center  
Napa, CA 94559

**THIS ENTRY FORM MUST BE SIGNED:** I understand that signing below releases the Downtown Napa Association, Napa Valley Cruisers and the City and County of Napa from any and all liability and/or responsibility for any damages that may occur on the day of the show in Downtown Napa, resulting directly or indirectly from the show or the participants. I also understand that I am responsible for my automobile and its contents.

**SIGNATURE** \_\_\_\_\_ **DATE:**     /     /



# John's Classic Cougars

## Cougar Owners, Collectors, and Restorers...

Are you tired of the endless search for your *Cougar* parts & accessories?

We at John's Classic Cougars are pleased to offer you our years of experience and pride of *Cougar* ownership and service to the *Cougar* Owners throughout the world!!! We not only sell the parts for your *Cougar*, we own, drive, and love our own personal *Cougars*!

Our vast inventory of 1967-1973 *Cougar* parts is just a phone call or email away. Our website, [JohnsClassicCougars.com](http://JohnsClassicCougars.com) give you a sample of the parts we carry + show you all the parts & accessories we manufacture for your *Cougar*.

We offer special services of original rebuilt equipment and accessories for any make, model, or year.

For your restoration needs, we offer a complete selection of NEW, USED, NOS & REPRODUCTION parts as well as a selection of unrestored *Cougars* for YOUR next project! We look forward to the opportunity of serving you!

John & Dee Ann Baumann  
11522 East Lakewood Blvd.  
Holland, Michigan 49424

**Phone: 616-396-0390**

Email: [jc-cougars@egl.net](mailto:jc-cougars@egl.net)

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**Help us Celebrate Our 35th Year Serving  
Cougar Enthusiasts!!!!  
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**3053**

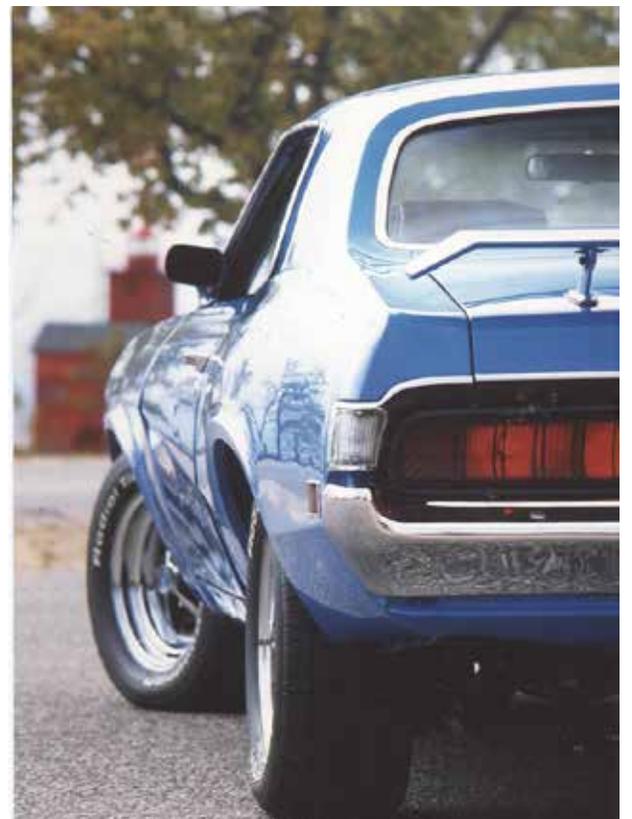
Remember, *Cougars* Are  
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*Our 1967 Dan Gurney Special*



*Our 1970 XR-7 Convertible*



*Mike's 1970 ELIMINATOR... "Blue Thunder"*

Buy with confidence from the **ONLY** Exclusively *Cougar* Dealer in the country to be Officially Licensed by *Ford Motor Company*!

# Cat Scratch Fever

## 25<sup>th</sup> Anniversary So Cal Cougar Club

50<sup>th</sup> Anniversary for 1968 Cougar////50<sup>th</sup> for Cobra Jet Cars

Hosted by:



*Southern California Cougar Club  
& Mercurys*



**Featuring: Cougars, Comets, Cobra Jets and a Little Bit More**

**THE DATE May 19<sup>th</sup> 2018**

**Location: Fullerton Airport**

**4011 Commonwealth Fullerton 92833**

**RAFFLE, 50/50 RAFFLE AND CONCESSIONS THROUGHOUT THE DAY**

**Limited to 110 cars**



**1969 Hertz Eliminator Raffle Check Facebook/Website for Details**

**NO ALCOHOL PERMITTED**

Class 1	1967 - 1968 Cougar Std	Class 9	1969 - 1970 Convertibles XR7
Class 2	1967 - 1968 Cougar XR7	Class 10	1969 - 1970 Eliminator
Class 3	1967 - 1968 GT	Class 11	1971 - 1973 Coupes Std /XR7
Class 4	1968 - XR7-G	Class 12	1971 - 1973 Convertibles Std /XR7
Class 5	1968 - GTE	Class 13	All Year Comets
Class 6	1969 - 1970 Cougar Coupe Std	Class 14	1968-1970 Mustangs Cobra Jets
Class 7	1969 - 1970 Cougar Coupe XR7	Class 15	1968-1969 Torino/Fairlane Cobra Jets
Class 8	1969 - 1970 Convertibles Std	Class 16	1968-1969 Cyclone/Montego Cobra Jets

1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup> Place and Best of Show Trophies Presidents choice // SCCC reserves the right to combine or change classes.

**Mike Brown 818-599-5741//mikeragtop@yahoo.com [www.socalcougarclub.com](http://www.socalcougarclub.com)**

**Skip Humphrey 951-830-7010//Michael Jackson 323-356-7069**

**// Rob May 805-757-3262**

Name: \_\_\_\_\_ Phone: ( \_\_\_ ) \_\_\_ - \_\_\_ E-Mail Address: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_ Zip: \_\_\_\_\_

Car: Year: \_\_\_ Body Style: \_\_\_\_\_ License #: \_\_\_\_\_ Class: \_\_\_\_\_

**Registration Fees \$25.00 for entries postmarked on or before May 12, 2018 second car \$15.00**

**\$30.00 for entries postmarked on or May 13, 2018 / \$30.00 day of show**

**Fill out and Mail to**

**Southern California Cougar Club C/O Mike Brown 5527 Bluebell Ave North Hollywood, Ca. 91607**

**Include your check for the appropriate amount payable to: Southern California Cougar Club**

LIABILITY WAIVER: In consideration of the acceptance of the right to participate in All Mercury Day, entrants, by execution of this entry form release and discharge Southern California Cougar Club, it's officials and members, and the City of Anaheim, Ca. and anyone else connected with this event from any and all known damages, injuries, losses, judgment and/or claims from any case that may be suffered by any entrant to his person or property. Furthermore, each entrant expressly agrees to indemnify for all of the aforementioned entities, persons, and bodies from any and all liability occasioned by or resulting from conduct of entrants or any participant cooperating with or under direct control of entrants.

I have read and agree to all conditions of the rules governing this event, including the prohibition of alcoholic beverages on the event grounds, and I agree to observe all rules and decisions of the event management. Furthermore, I acknowledge that I am at least 18 years of age.

**Signature of Entrant** \_\_\_\_\_

# EBAY CATS



**Year/Model:** 1968 GT  
**VIN:** 8F91S5XXXXX  
**Miles:** 90,672  
**Condition:** 2  
**Winning bid:** \$20,600  
**Total # of Bids:** 15

**Comments:** This STD Cat has the GT option package, was ordered on 1/6/68 and delivered on 2/6/68 in Park Ridge, Illinois. Has a 390 4v/C6, posi-traction, clock, console, tilt, power steering, air conditioning, am-fm stereo, décor group and remote control left hand mirror. Also has front disc brakes and suspension upgrades as part of the GT performance group. This GT underwent a major restoration in 1991 that included everything except the interior which looks new, the original floor mats are in great condition. AC blows cold, but is the R-34. Have all of the receipts for the work done at the time of the restoration. Have all of the original paperwork including the purchase order as well as the original order sheet, also have the paperwork when the car moved from Illinois to Colorado with the original owner in '81. Although not a show car, this GT is in great condition.



**Year/Model:** 1969 STD convert  
**VIN:** 9F92M5XXXXXX  
**Miles:** 145,268  
**Condition:** 2  
**Winning bid:** \$11,500  
**Total # of Bids:** 43

**Comments:** Although this STD convertible has 145k original miles on its 351w 4v/auto it still runs strong. It does smoke a little when first started but clears up quickly. A couple of lifters are a bit "lazy" to pump up and sometimes rattle for a little bit. Has brand new Holley carb and new mufflers that sound great. The top is new and works perfectly, also has new seat covers and carpet; everything was top quality and was professionally installed. The front end has been completely rebuilt including a new power steering slave cylinder. The power steering pump does drip a drop or two, but no major issues. Has new springs in the rear and new shocks on all four corners, rides and handles great. The body is very straight and solid and has had a cheap repaint some time back, but still looks good from a few feet! Does have some minor dents & dings that were painted over. The door hinges are a bit tired and do have a little play. Paint and interior colors are factory correct colors. This Cat is not perfect and needs a little TLC, but there are no disappointments. A good looking convertible to enjoy and drive!



**Year/Model:** 1979 XR7  
**VIN:** 9H93F6XXXX  
**Miles:** 91,000  
**Condition:** 2  
**Winning bid:** \$2,600  
**Total # of Bids:** 2

**Comments:** Although this XR7 has 91k original miles on its 302 2v, it still purrs like new and drives great. Has a landau top, PW, PL, power antenna and AM/FM 8-track. The interior is very nice with no rips or cracks and everything works. The body is in good shape with no rust. All fluids were changed, and a new fuel pump and filter were installed. This Cat was stored for a couple of years by the 92yr old original owner and sold by his daughter. This XR7 prowls the streets regularly with no issues. With a little TLC this Cat will be a great driver/show winner.



**Year/Model:** 1989 XR7  
**VIN:** 1MEPM62XXXXX  
**Miles:** 48,212  
**Condition:** 1  
**Winning bid:** \$1,601.88  
**Total # of Bids:** 5

**Comments:** This XR7 has the rare super charger option with only 48k original miles on its V6. Garaged since new and was rarely driven by the original female owner. All stock and looks new in/out, no rust at all. All fluids have been changed and a tune up was done, fuel injectors are clogged and need work. Will need new "paws" soon. Overall, a nice rare Cat to fix and enjoy.



**Year/Model:** 1972 XR-7 coupe  
**VIN:** 2F93H5XXXXX  
**Miles:** 88,790  
**Condition:** 2  
**Winning bid:** \$5,445  
**Total # of Bids:** 12

**Comments:** All original XR-7 coupe with 88k original miles on its 351c 2v/FMX. Still has the original floor mats. Has P/S, P/B, AC, tilt wheel and AM/FM cassette. The interior is near mint. Body has no rust at all, only has a few small dings and some peeling in the paint on one back fender from a small dent repair back in the '70's. The only new parts on this Cat is a tune up, battery, shocks, a few hoses and the 70's cassette radio. Everything works fine. Runs and drives like new. Has been in dry storage for 30yrs.



**Year/Model:** 2002 Cougar  
**VIN:** 1ZWFT61XXXXX  
**Miles:** 77,128  
**Condition:** 1  
**Winning bid:** \$2,600  
**Total # of Bids:** 9

**Comments:** With only 77k original miles, this is a beautiful example of the last year of the Cougar. This Cat is bone stock and has always been well cared for, never modified or raced and always adult owned. Like new both in and out, just like going back in time. Runs and drives like new, flawless drivetrain. Have only put 17k miles on it in the last 10yrs. The tires have about 95% tread left, the wheels and center caps are in perfect condition. A new battery was installed last year. A beautiful Cat that needs someone to love it and give it a good home.

# PERSONAL ADS

## PARTS FOR SALE

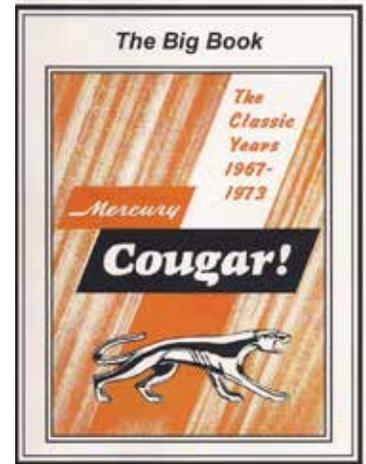
1967 289 4V set up: carburetor cast # C7DF M, series 4300, venture 1.00; intake cast # C6OE-9425, date 6J19 etc. \$350.00 1973 C6 460 Police Interceptor cast iron tailshaft transmission : Tag # PJC H5 FA 013051 \$1,000. 429 PI / 460 PI Intake cast # D3VE-A something, date 3E8; also includes extra fittings etc. \$75.00 460 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, \$400.00 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, date 784, 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, dates 7B7 & 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 1969 428 CJ motor: block date 9F24, heads dated 9C24, intake 9E17, etc. \$6,750. 428 CJ exhaust manifolds, \$900.00 pr 428 Super Cobra Jet: flywheel; cast # C9ZE-A \$1,200.00 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. 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 1972 351C 4 bolt main block, cast # D2AE-CA, date 2G13, \$895. 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. 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 1965 289: rods, cast # C3AE D, matching set of 4, \$50; 1965 289V intake cast # C5AE 9425 D, dates 4K6 \$75. 1965 289 original gold valve covers, \$60. 302/5.0L roller short block: block cast # E7TE CA \$250.00 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

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



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The logo for Greg Taylor Enterprises features a stylized blue and white cougar illustration. Below the illustration is a red box containing the text "GT·E" in large white letters. To the left of the red box, the text "Greg Taylor Enterprises" is written in blue, followed by "PERFORMANCE and RESTORATION SPECIALIST" in black, "850-728-3953" in black, and "GregTenterprises@yahoo.com" in black.

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Technical Advisor, Cougar Club of America - [www.cougarclub.org](http://www.cougarclub.org)

# MEMBERSHIP REPORT

By Rob Merritt (#8323)  
Member Services Director

Winter has kept my Cougar off the ice and slush covered streets of my hometown. Cabin fever – or maybe it's 'garage fever' – is starting to take hold as the days are growing longer and the snowbanks shrinking.

Winter has not slowed down the CCOA membership. Another banner quarter for new members joining the club! Welcome to all!

## NEW MEMBERS

Joining the club since the last ATSOTC (through March 1) are the following new members:

DAVE WILKS	ETOBICOKE ON CANADA
DARRYL DUVAL	PARKHILL ON CANADA
LEE KEELEY	QUYON QC CANADA
ROBERT TUFTS	MESA AZ
MASON ETZEL	LINCOLN CA
DOUG POOL	NIPOMO CA
CUESTA COLLEGE	SAN LUIS OBISPO CA
TIMOTHY BAAL	SANTA MARIA CA
STACY FULSCHER	AMHERST CO
JAMIE CIRGENSKI	LAKE ALFRED FL
DION ZIGLER	PACE FL
ADAM PADGETT	TAMPA FL
HILARY PAVLIDIS	MARION IA
RONNIE CHARLES CADWELL	OSKALOOSA IA
JOHN KREUZ	WADSWORTH IL
LOUIS GREENBERG	BLOOMINGTON IN
JOSH BRINSON	MARTINSVILLE IN
TAMMY SERLES	VALPARAISO IN
ROBERT CROSS	HUTCHINSON KS
BRAD SPIKER	WICHITA KS
MIKE GROVER	GREENE ME
RONALD NASH	MOSS POINT MS
BOB BOWEN JR	EUREKA MT
JOSEPH C COSTA	HO HO KUS NJ
JEFFREY GARRUBA	HOLTSVILLE NY

RICHARD SMITH	MARION OH
CHRIS ODENWALD	BILLINGS OK
CARL JUSTON WOODS	SAPULPA OK
KEN AMBOYER	CHICORA PA
ARMANDO GARZA	BROWNSVILLE TX
PHIL MITCHELL	CROWLEY TX
MIKE ALTIMORE	ROWLETT TX
FRED FACKER	SPRING TX
GARY SERVOS	SPRING TX
SCOTT SMITH	TAYLORSVILLE UT
PAT RILEY	BELLEVUE WA
BRIAN PRAEFKE	CUDAHY WI
HEATH JEPSEN	FALL CREEK WI

## Welcome to the new members!

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

If your renewal is due, use the handy on-line form at [www.cougarclub.org/join.htm](http://www.cougarclub.org/join.htm). If you prefer, you can send a check using the membership form found elsewhere in this newsletter. 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. And 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](mailto:membership@cougarclub.org).



# COUGAR CLUB OF AMERICA

## WESTERN REGIONAL CAR SHOW CELEBRATING **THE 25<sup>TH</sup> ANNIVERSARY OF THE MERCURY STRAY CATS & THE 50<sup>TH</sup> ANNIVERSARY FOR THE 1968 MERCURY COUGAR**



Hosted by the **Mercury Stray Cats Cougar Club**  
**Show Location: 4790 Knarlwood Road, Oakley, CA**  
**\*\* SATURDAY, JUNE 30, 2018\*\* 8 AM to 5 PM \*\***  
**JOIN THE FUN IN THE WARM CALIFORNIA SUN!!!**

### PARTICIPANT'S CHOICE AWARDS!

Dash Plaque for all cars entered. **(1) Lunch included with PRE-Registration ONLY.**  
 1st - 3<sup>RD</sup> place Trophies for each class; Best-in-Show; ATOTC; Top Cat Wounded Cat; & Long Distance Driven  
**\* Registration Check-In from 8 am to 9:30 am (Cars must be in place by 9:30AM).**

**Car Entry Class:** (Classes may be combined, expanded or dropped pending entries received)

- |  |   |
|--|---|
| <b>Class 1</b> 1967 (A) STD; (B) XR7             | <b>Class 7</b> Specialty (GT, Big Block)                |
| <b>Class 2</b> 1968 (A) STD; (B) XR7             | <b>Class 8</b> Specialty 1968 (XR7G)                    |
| <b>Class 3</b> 1969-70 Coupe (A) STD; (B) XR7    | <b>Class 9</b> Specialty 1968 (GTE)                     |
| <b>Class 4</b> 1969 Convertible (A) STD; (B) XR7 | <b>Class 10</b> Specialty (Eliminator)                  |
| <b>Class 5</b> 1970 Convertible (A) STD; (B) XR7 | <b>Class 11</b> Modified Cougar / Resto-Mod (all years) |
| <b>Class 6</b> 1971-73 Coupe / Convertible       | <b>Class 12</b> .Other Ford Powered (all years)         |

**Additional Information:** Contact: Rob Crowder (415) 850-0295 or e-mail: [robcrowder@comcast.net](mailto:robcrowder@comcast.net)  
 Contact: Gavin Schlesinger (925) 596-0870 or e-mail: [GavinSchlesinger@gmail.com](mailto:GavinSchlesinger@gmail.com)

>>>>>>> Cut here and send **lower portion** of form with payment. Keep **upper portion** for your information. <<<<<<<<

**REGISTRATION FORM** (Registration # \_\_\_\_\_ | Cash or | Check # \_\_\_\_\_ Total \$ \_\_\_\_\_)

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Car Year: \_\_\_\_\_ Make/Body Style: \_\_\_\_\_ License Plate#: \_\_\_\_\_ Entry Class # (see above): \_\_\_\_\_

Club Affiliation: CCOA \_\_\_\_\_ Stray Cats \_\_\_\_\_ other (specify) \_\_\_\_\_

**REGISTRATION FEE:** Pre-Registration \$35 per car; (1) lunches are included by May 30<sup>th</sup> \*\*After June 1<sup>st</sup> \$45 per car  
 (Additional lunches or Lunch only is \$15 per person\*\*One is included with Pre-registration Only)  
**Additional Cars, as some members will bring more than one are only \$15 per additional car**

**FILL IN NUMBER FOR LUNCH:** Chicken  Beef  Pulled Pork

<http://www.shawstexasstylebbq.com/> \*\*Potato Salad, Baked Beans and (1) beverage is included

**NOTE: PRE-REGISTERED to have lunch included. \*\*\* Registrations post marked after 5/30/18 do not include lunch\*\*\***

**All Registration must be postmarked on or before June 01, 2018, this is private property Gates are not open to the general public**

Make your NON-REFUNDABLE registration fee check or money order payable to: "Stray Cats".

Mail Registration Form to: John Swanson, P.O. Box 41, Fairfield, CA 94533

#### Waiver of Liability

In consideration of acceptance of the right to participate, Members and Attendees, by the execution of this waiver, release and discharge the Mercury Stray Cats Classic Cougar Automobile Club, and its officers, directors, employees, agents, representatives, and servants, and anyone else connected with management or presentation of any and all club meetings, shows, swap meets, events, outings, clinics, or functions from any and all known or unknown damages, injuries, losses, judgments, and/or claims whatsoever that may be suffered by any club member, member's family, friends, guests, or acquaintances to his/her personal property. Further, each member or attendee expressly agrees to indemnify all of the foregoing entities, firms, persons, and bodies of and from any and all liability occasioned or resulting from the conduct of a Club member, member's family, friends, guests, or acquaintances or participant assisting or cooperating with the Club member, member's family, friends, guests, or acquaintances and under the direction or control of a Club member, member's family, friends, guests, or acquaintances.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



# COUGAR OWNERS UNITE!



Join with hundreds of **Cougar Club of America** members to celebrate the Mercury Cougar. As a member, you will receive the CCOA's publication, *At the Sign of the Cat*, an official membership card, and an eye-catching antenna flag for your car that identifies you to fellow Cougar enthusiasts wherever you go.

Use this form or the online registration form at [www.cougarclub.org/join.htm](http://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.

New Member \_\_\_\_\_ Renewal \_\_\_\_\_ (make any changes below)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ ZIP: \_\_\_\_\_

Country: \_\_\_\_\_

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](http://www.cougarclub.org/join.htm)*

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

Tell us about your Cougar!

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# LOVE YOUR COUGAR

PHOTO CONTEST  
MARCH 1ST - MAY 18TH, 2018

At Critter Creek Cougar  
Restorations we love to see our  
customers cars and we know it is  
fun to show them off too.

**Grand Prize: \$1000\***

**2nd: \$500\***

**3rd: \$250\***

**And.. 5 draws for \$50\* Each!**

To enter for your chance to win, fill out a ballot with a  
picture of your original concours restored part  
purchased from Critter Creek Cougar Restorations.  
Visit [crittercreekcougar.com](http://crittercreekcougar.com) for all the information,  
rules and entry ballot!

\* Chances of winning depends on number of  
submissions. Prize amounts are non-  
transferable, with no cash value and can only be  
used towards future purchases at  
Crittter Creek Cougar Restorations



# 50TH 1968-2018

## SALE

All 1968 Mercury  
Cougar Headlight  
Vacuum System Components  
**20% Off**

**February 1, 2018 to August 31, 2018**

..Hose kits, Actuators, Springs,  
Bolts, Check Valve and Much  
Much More All by Mr.  
VacuumMan..

*Some Conditions Apply, CCCR Reserves the right to Limit  
Quantities*

**COUGAR CLUB OF AMERICA**  
**CELEBRATES THE**

**XLR7**



**COUGAR**

**50<sup>TH</sup> ANNIVERSARY**