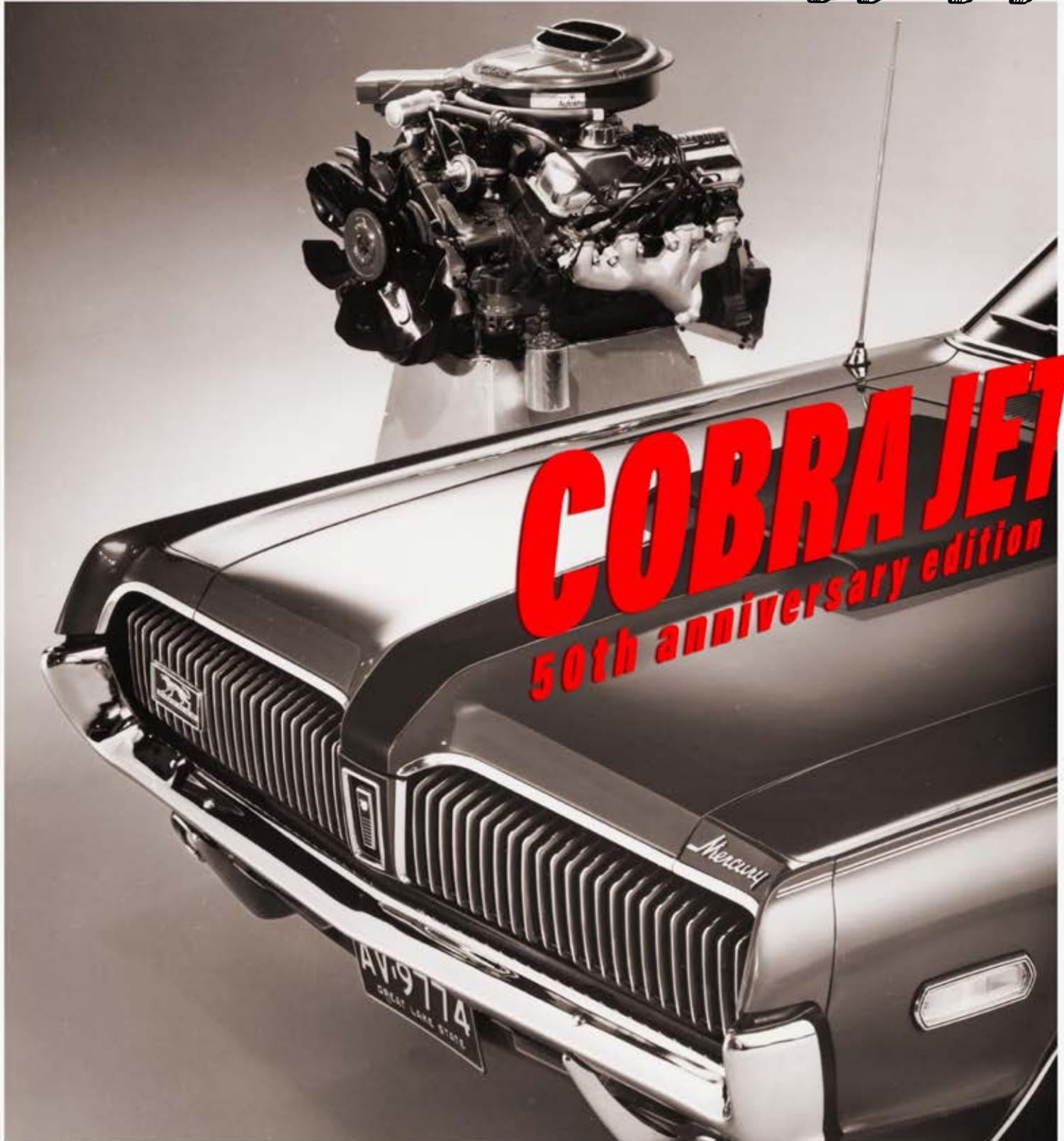


AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA LLC

FALL 2018





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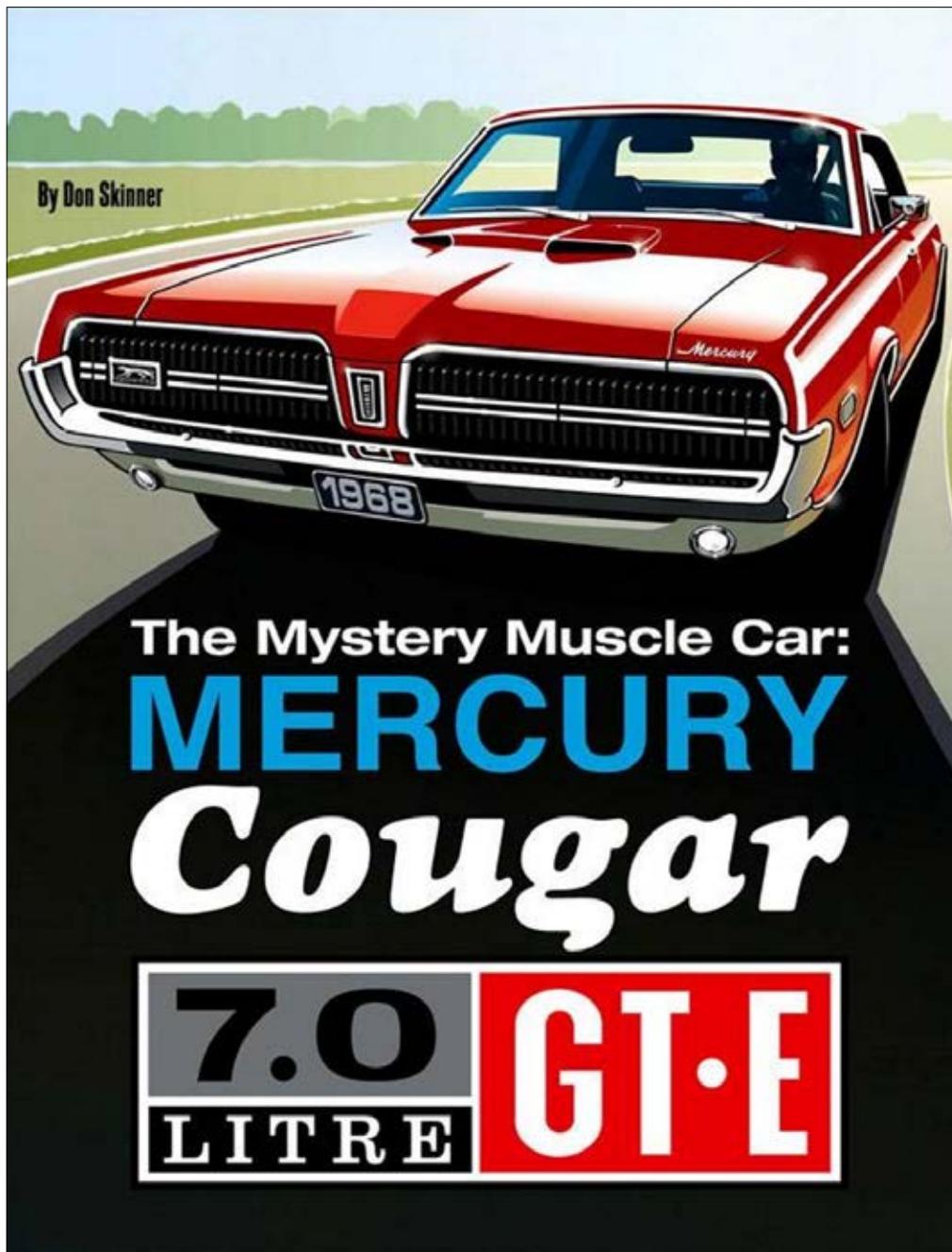
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AT THE SIGN OF THE CAT

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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

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

Membership -- RATES (Since 7/1/16)

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

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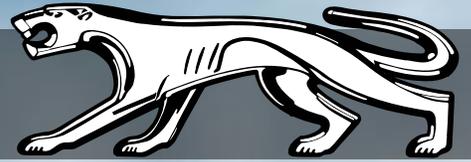
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2018 brings the 50th Anniversary for the 1968 model year

GT-E, XR7-G, 428 Cobra Jet, Calypso Coupe, Cougar 500



The 1968 model year changes included federally-mandated side marker lights and front shoulder belts (seat belt, shoulder harness) among some minor changes. The big news on the streets was the introduction of the 428 Cobra Jet Motor into the Mercury Cougar. The 428 Cobra Jet was introduced April 1, 1968 as a mid-year change and was nothing more than a \$420.95 Engine Option in the Mercury Cougar. It could be ordered in a Standard Hardtop, GT, XR-7, GTE, or XR7-G. Rumor has it that after the initial test runs in another four legged Ford model, the person who was interviewed was quoted saying about the 428, "It handles like a Cobra, and takes off like a Jet", thus the origin for the name "Cobra Jet". In this issue we have dedicated space to hear from Bill Quay, the Registrar for the 1968 "R Code" Cougars, (68-r-code@cougarclub.org), as well as hear from owners of these amazing cats.

I want to personally welcome Randy Christian, President of the MACC to the CCOA BOD. Randy is in place to fill the CCOA Club Services Director Role recently vacated with the passing of Matt Slay. The BOD is honored to have Randy Join the CCOA BOD filling the remaining term in office to help continue to move the club forward. Please reach out to Randy via ClubServices@CougarClub.org as he will take on the task of keeping the Regional and International club contacts up to date. Randy is also charged to gather annual event information for the CCOA events calendar. Randy is taking on a critical role to support all the efforts everyone is doing to keep our hobby thriving.



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

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

Gavin Schlesinger

Gavin Schlesinger

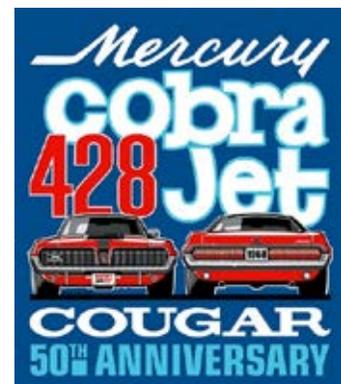
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If you are interested in more information about the CCOA 50th Anniversary Events, please email me directly chair@cougarclub.org

30 MERCURY COUGARS IN GEISELWIND

The Cougar Club of Germany

By Mike Hofer (CCOA #9580)

This year the Cougar Club of Germany celebrated the fourth main club meeting at Street Mag Show in Geiselwind. From the 22nd until the 24th of June 2018, Cougar owners from Germany and Austria met to celebrate their favorite car - the Mercury Cougar. After the record breaking 50th anniversary in 2017, we never expected more participants, but at the end we had a new record of 30 Cougars on site, which was unbelievable. All of the cars were built from 1967 to 1970.



Our event and location chief, Sascha, lives just a few minutes away from the famous Strohofer event location. We were the first people on site early Friday morning, and were able to block a big area of the best place on the show grounds for our club. We assembled two large tents, brought some fridges, BBQ grills, a coffee machine, tables and benches, as well as a fireplace to make our "Club-home" as comfortable as possible for our club members. During the day more and more Cougars arrived

and Friday evening we managed to convince the securities that our fireplace was safe - even though it had not been raining for weeks.

Traditionally the first night ends at sunrise on Saturday morning, therefore our big Cougar cruise on the show ground started 30 minutes late, at 1:30pm. There is a great video of our cruise on youtube, shot by Stefan Herde and his son: <https://youtu.be/fpwX1qFOFP4>

The weather was not perfect, but our tents and fire kept us warm and dry, even during the night. In the end, the weather wasn't an issue at all. Members from all over brought local beer and delicatessen. We had at least eight different kind of beer as well as fantastic food such as Thueringer Bratwurst, French Baguettes, Hessischer Saumagen or the famous sweet Schwaebischer Hefezopf for breakfast and coffee. It is a tradition that every member provides something special from one's hometown or state and all is free. There is no charge for anything and we had more than enough to invite friends and fans of classic US cars and the Mercury Cougar.

Since we're driving vintage cars, sometimes members have technical problems on the way to a meeting. This time it was Dennis who had problems with his hijackers (Dennis - get rid of them!) and as we did in





get more power out of fuel using higher compression. It was so amazing to see him explaining real complex processes in a way everyone could understand. All three workshops were so great that we decided to expand them next year.

On Friday and Saturday evenings we fired up a BBQ grill and talked about cars and life until late at night. In the morning we had a traditional Bavarian weisswurst breakfast and on Sunday we headed off, knowing that this was another fantastic Schraubertag in Graben am Lech.

I would like to say thank you to all who travelled a long way (Fred, Kai, Luky, Daniel etc.), to Stefan, Timon and Daniel for preparing workshops and sharing their skills with us, and to Sabine and Michi Schaller for their great hospitality. We highly appreciate that you let us hijack your car/shop, house, pool, garden, even your private life for a complete weekend. You are fantastic!!!

years before, we sent out support-teams to provide technical road assistance (thank you Matze and Eva). In the end, all of the Cougars arrived safely at the Strohofer event location in Geiselwind.

Season closing announcement. We will celebrate our season closing on the 1st of December in the Yellow Root Western Saloon near the Munich airport. All Cougar Club members are invited. For details please visit www.cougar-club-of-germany.de



I would like to say thank you to all who supported this great event, especially to Sascha and his family with our club dog, Lotte. You are great!!!



From the 20th until the 22nd of July, our club member Michael Schaller opened his car shop for all Cougar club members. It was the fifth time we celebrated Schraubertag and 20 participants had a great time from Friday evening until Sunday afternoon. We were allowed to use all of the tools and, as always, we helped each other fix minor or major problems or do repairs. Michi and his wife Sabine did three or four wheel alignments, Luky worked on his transmission (again!) and Timon helped Matze to fix a problem with a ticking engine (it was a much too loose rocker arm).



This year for the first time we had workshops held by club members. Stefan taught us about car electrics, how to use a multi-meter and how to crimp cables/sockets so they last and are safe. Timon explained how different types of carburetors work, the individual components, their interaction and how to do a basic setup. Daniel, our professional engine developer, explained in detail how a combustion engine works and how to

Mid America Classic Cougars

By Randy Christian (CCOA #9216)

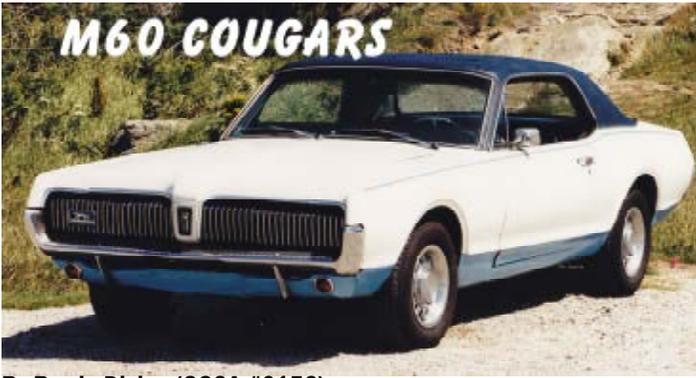


MACC continued to spread its wings in 2018 and we reached our goal of having our monthly club meeting in the four main states our members are located in. We made it to Andover, KS to Kevin Smokorowski's home for our June meeting. We had a great turnout and got to see many of our Kansas members who we do not get to see on a regular basis. Kevin was a great host and has also volunteered to have a future meeting at his home. We made it back to Tulsa for our July meeting where Phil Childers hosted at his shop in downtown Tulsa. Phil has a really cool shop since it is the former Loomis Armor car shop. It is an interesting building to say the least and it is full of several Thunderbirds and a beautiful Cougar XR-7G. We had another great turnout and Phil provided some very special donuts for all to enjoy for breakfast. We made the trek to Owasso, OK for our August club meeting which was held at Ross Lord's home. It was a rainy day so no Cougars made it but we had a great time, good food and conversation. MACC wants to thank Kevin, Phil and Ross for hosting our club meetings.



September 15 was MACC's second car show and swap meet called Classics at the Drive-In. This year's show was a great success as we celebrated the 50th Anniversary of the 1968 Cougar at the Admiral Twin Drive Inn in Tulsa, OK. Thank you to all the volunteers from MACC that came out to help. We had several drive from out of state to pitch in. Another huge thank you to all the participants that came out. We had 53 beautiful cars at the show this year and we will do it again next year. If you do not know your Tulsa history, the Admiral Twin Drive Inn is featured in the 1980's cult classic movie - The Outsiders. We had several great local and national businesses and the Cougar Club of America step up with sponsorships and door prizes for the show. We cannot thank them enough.





By Barrie Dixon (CCOA #0156)

We had a wonderful run of great weather for the majority of the summer season here in the UK. Yes, there were those that said “we could do with some rain for the sake of our gardens”, but that’s just one of those things within our island group. Brits consider it either too hot, too cold, too wet, too dry or too dark at night with the day being too long or the day is too short. In other words, we’re never happy that we’re able to wear T-shirts and shorts for even just a few weeks each year. When I say “we’re never happy”, don’t include me in that group!

Our big meet in the Manchester/Liverpool area is the Stars and Stripes show that takes place over the weekend closest to July 4th each year. Although the majority of Brits have no idea what “Independence Day” means to Americans, those that visit Tatton Park, Knutsford, each year for the car show that features predominately Detroit steel have a wonderful time looking at cars that go back generations and meeting with the owners. This year was no exception, the weather was fabulous and the show field was full and the crowds of visitors very happy to be there and enjoying talking with car owners and maybe for the first time learning the joys, the thrills and the privilege of owning one of these cars. For us owners, we get to meet people we probably haven’t seen for ages. Like, at last year’s show or maybe we get to meet with folk we’ve been trying to hook up with for a while. Stuart Christie and I kept missing each other at the 50th Anniversary show at Carlisle, PA last year. Good to see you Stuart!

Due to other commitments, I can never be there on Day 1 and so Sunday is my time to visit. Cougars have never been a common sight at this show and this year, but within the 500/600 cars assembled

over the weekend, we had just two Cougars there on the Sunday; my ‘67 and a ‘73 convertible. Through the conversations I had on that Sunday and beyond I’m fairly confident that next year there just might be more Cats at this make show. Through Social Media (aka Facebook) we might just be able to arrange a suitable “base” hotel, I’m thinking Premier Inn. There are several very close to the venue and I should be able to tell you more a little closer to the time; in the Spring issue of ATSOTC, perhaps?

You’ll recall that I’ve talked of the MOT exemption for cars over 40-years old. This ruling is now active and basically here is how it works. If your car is currently listed with the DVLA as “Taxed” even though there’s no disc to prove this or payment incurred, then you don’t need to take your car along to your local test center. Once your “tax” expires and it’s time to renew, there’s a box to tick on the renewal notice (apparently) to say that your vehicle is (a) of historic interest and (b) not significantly modified. Well, yes, your car is a Vehicle of Historic Interest. It’s more than 40-years old for goodness sake! And whether or not it’s been significantly modified is something, I’m assured, that nobody is ever going to check. Sure, if you’ve taken your modifications so far that you have a full space frame chassis in your Cougar and there’s a huge blower sticking through the hood then you’re not really going to get away with that but if your modifications are pretty light weight, then that’s absolutely fine. Just a quick caution: the 40-year rule says “first registered” and not “manufactured”, so you might get stopped by the Boys in Blue but don’t worry about that as soon as they realise your car was made pre-78, there’s nothing they can do. In this instance, they’re working for the DVLA.

MOT? That’s the “old” term for the Transport department and the annual road worthiness test was instigated by the, then, Ministry of Transport in about 1958. Originally for cars more than 10-years old, then seven and now three-years old. DVLA? Driver and Vehicle Licensing Authority. Hopefully, that explains itself. ATSOTC? Oh, come on! Really?

Cats at the Arthritis Foundation Event (Dublin Ohio)

By Rob May (CCOA #9623)

Ohio was indeed the place to be on July 6 and 7 for the Arthritis Foundation Classic Auto Show! Perfect weather welcomed the participants to this important event. Central CA Mercury Club's Georgina Garcia May Photography provides us a glimpse of the cats that made a den in Dublin (a North West suburb of Columbus) for those two days. Thanks to Ben Brace (CCOA# 2796) of Grove City, OH (original owner of his Wellington Blue 1968 Cougar) for the VIP treatment!

Spanning two decades, 15 examples of 1967 to 1987 Mercury Cougars began their cruise-in prowl on Friday. Ted Tickle's spectacular Orange 1969 Cougar XR-7 won one of the 6 foot tall trophies! On Saturday, the action continued with an additional car show at the same location.

CCOA members arrived in force. Richard and Jeanne Porvasnik (CCOA# 7970) from North Olmsted, OH joined Daniel and Paula Sugg from Evansville, IN to create a pair of 1985 Mercury Cougars at this fantastic event. Dan and Shawnee Boggs (CCOA# 9939) of Sandusky, Ohio rounded out the eighties (and twenty years of Cougar models) with their 1987 Cougar!

Rob and his wife (Central CA Mercury Club members) flew into Ohio from California to promote the show, and they brought Mercury Cougar only Goodie Bags which included Canyon the Cougar Beanie Baby, a Light Aqua ('69 Mercury Color) towel, and various 1968 Cougar Hot Wheels. It was an ironic pleasure to be introduced to some vintage California Lincoln-Mercury dealership sold cats. Ron Keister's two entries were both sold initially in CA. His 1971 Pastel Blue XR-7 is a Menlo Park, Stanford LM vehicle, while his Jamaican Yellow 1967 is out of Estes LM of Inglewood (known for their racing involvement). Chris Smith brought a pair of 1969 Cougars including a white with black vinyl top cat originally sold in Ventura, CA (very near the May family's home) by Weber-Cooper LM.

Keith and Marci Cork from New Carlisle, OH drove their 1967 Mercury Cougar. Originally in Cinnamon Frost, their cat now sports a Grecian Gold colored exterior which matches the 50th Anniversary Hot Wheels car also found in the Goodie Bags!

Traveling back into vintage TV time, "The Munsters" was well represented by Butch Patrick touring with Dragula and

The Koach! It is interesting to note that his mom owned a 1967 Lime Frost Mercury Cougar!

In addition to cars, it was an honor meeting Ford Historian, photographer, and author - Robert Kreipke. He is known for his factory Ford-Lincoln-Mercury advertising photos. Two top interesting stories include his work with Farrah Fawcett along with petting Chauncey the Cat!

The 36th annual show was very special raising \$232,000 toward their mission to pursue a cure for America's #1 cause of disability.

For 2019 (June 27-29), let's fill the Arthritis Foundation Event with as many 1967 to 1997 Mercury Cougars as possible!





At the Sign of the CAT report, Fall Edition

Ben Brace (CCOA #2796)

The Arthritis Foundation Classic Auto Show website is up and running so plan for the three day event, June 17,28 & 29, 2019; Located in Dublin, Ohio just NW of Columbus, this show is in its 37th year with the Rolling Legends Tour on Thursday, and the 1000 plus car Cruise-In on Friday evening and the Classic (judged) Auto Show on Saturday. Look for Class 43, the Cougars! The only exclusively for Cougars car show in Ohio. The Best of Show in 2018 is the faithfully restored 1967 hardtop..

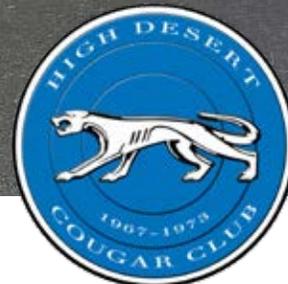
Questions? Call or e-mail Ben Brace, 614-795-6627; benbrace@benbrace.com





High Desert Cougar Club of Oregon

By Conan Tigard (CCOA #9870)



It has been a busy three months here with the High Desert Cougar Club of Oregon. Even though the club is still in its infancy, only nine months old, it continues to grow and prosper. At the end of May, the club had just 14 members. As of the end of August, the HDCC has grown to 27 members. Most of the members are located in Oregon, but we also have a smattering of members in Washington, California, Idaho, Colorado, and even Australia.

Time to meet our newest members:

- Dan Quackenbush of Creswell, Oregon with his 1967 Standard Hardtop
- Dan Smith of Redmond, Oregon with his 1971 Standard Convertible
- John & Melissa Adkisson of Klamath Falls, Oregon with their 1970 Standard Hardtop and their 1968 XR-7 Hardtop
- Peter & Mary Hedren of Sisters, Oregon with their 1968 Standard Hardtop
- Larry & Susan Moore of Boring, Oregon with their 1967 XR-7 Hardtop
- Dave & SuAnn Harty of Thorton, Colorado with their 1969 XR-7 Convertible
- Ken & Ruth Hogenkamp of Tigard, Oregon with their 1967 Standard GT Hardtop
- Wade & Janie Anderson of Elma, Washington with their 1967 Standard Hardtop "Nellie"
- Terry & Leigh Viertel of Vancouver, Washington with their 1968 Standard Hardtop
- William Keck of Prineville, Oregon with his 1967 Standard Hardtop
- Kenneth Stern of Cave Junction, Oregon with his 1967 Standard GT Hardtop
- Steve Sheppard of Bend, Oregon with his 1969 Eliminator Convertible

I was lucky enough to receive an invitation to attend the CCOA and Mercury Stray Cats Western Regional Event in

Oakley, California on June 30th. I did not have a way of getting my Houndstooth Cougar down there, so my wife and I went Cougarless. This awesome event was hosted by Gavin Schlesinger of CCOA, Rob Crowder, and members of the Mercury Stray Cats. Fifty-two Cougars made their way to Crowder's unbelievable property and lined up in the gravel to the right of the house. With two amazing ponds, a swimming pool, tennis courts, and lush vegetation all on five acres, it was the perfect setting for this event. I was ecstatic to find two of the HDCC members at this event. Robert Cumming and Kirk Moore, along with their wonderful wives, drove all the way from Idaho to be there. It was great meeting some of the members of the HDCC for the first time. All of the Cougars were beautiful, and it was an impressive spectacle to behold. The only thing that disappointed me was that only one Cougar from the 1971-73 Class made an appearance. The icing on the cake were the six 1968 GT-E's that were parked on the cement in front of the garage doors. That is something I will never forget. Oh, and let's not forget the heat at this event. During the peak of the day, the temperature hit a sweltering 98 degrees in the shade. How hot was it? It was so hot that while I walking beside the Cougars, I noticed dead flies on all of the cars. The flies were landing on the hoods and instantly getting fried. Now that is HOT!

The second big event I attended was the West Coast Classic Cougar Open House. Cleve Helm worked tirelessly putting this fantastic two-day event together at Don Rush's WCCC place of





business in Salem, Oregon. Over 40 classic Mercury Cougars showed up, including the owner of Cougar 1, the very first Mercury Cougar (no, the car didn't make the trip). The first day was spent looking over the Cougars on the front lawn and the back field. The folks at WCCC provided both lunch and dinner, while the shop was open for business selling parts to hungry Cougar owners. That day ended with a nice cruise out to Willamette Valley Fruit Company for some pie and ice cream. The second day started off at WCCC for a couple of hours. Then we all hopped in our Cougars and headed out to Silverton for lunch. Driving with that many Cougars in a row was a spectacle to behold. In Silverton, we all split up to eat at different restaurants. Returning to the cars, we took off on a wonderful trip along a winding road through the hills up to Silver Falls State Park. After parking, a number of folks took the hike along a meandering trail that goes behind Silver Falls. Yes, I said behind, and actually underneath! Eventually, we all hopped back in our Cougars and headed over to Brian Aust's house for an evening BBQ. The setting was perfect with Cougars randomly parked all over the grassy field. As the sun began to set over the grain-filled fields, many took the opportunity to have a professional picture of their car taken by Andrew Chenovick of Flying A Photography. It was the perfect ending to a spectacular two-day event.



I have attended a lot of car shows in Central Oregon looking for other Cougar owners. I had my Cougar at the Indian Head Casino Car Show in Warm Springs, Rally on the Runway in Sisters, Elks Lodge Classic Car Show in Bend, Cruise to the Center of Oregon in Prineville, Flashback Cruise in Bend, and Drifters Harvest Run in Redmond. Not once did I run into another Cougar. Finally, at the Terrebonne Cruz-In, Dan Smith and I brought two Cougars to the show. Then, I saw another Cougar entering the show and sent him down our way. It was a surprise seeing Hondo at the show with his 1970 Cougar, and I was extremely happy to have three Cougars at the same show.

I am always hoping to find new members for the club. I am constantly posting on the HDCC Facebook Group. It has grown to 379 members from all over the world in a short time. I am starting to think about some of the things we will do as a car club in the next year. I plan on having a meet up at two car shows, one in Central Oregon and the other over the mountains in the Willamette Valley. I'm hoping to meet more of the members of the High Desert Cougar Club of Oregon.

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

Conan Tigard
High Desert Cougar Club
highdesertcougarclub@gmail.com
www.highdesertcougarclub.com

A Message From Cascade Cougar Club, Pacific Northwest

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



Let me begin by saying that I just finished reading (August) the summer issue of ATSOTC and was so very impressed. Not only has technology (and those who have mastered it) vastly improved the quality of the publication in general, but members are taking more interest in submitting material for all of us to enjoy. This club's newsletter has become so much more than the name implies. Thank you Gavin, for keeping us motivated (your enthusiasm is infectious), thank you Thierry, for your tireless work compiling the growing volume of submissions to produce one of the best newsletters around, and thanks to everyone in Cougardom worldwide for keeping us up on what's happening in your 'hood. Now on to what's been happening in ours.

When I last reported on happenings in the Pacific Northwest, the show season was just beginning, and now it's nearly over, but there has been a lot of activity over the ensuing months. For instance, wa-a-y back on the Memorial Day weekend, Neal Jacobson (who, if you remember, drove his white 70 XR-7 to Detroit from his Camano Island home last year) attended the Cruizin to Colby show. This big, two-day annual event features a controlled cruise for 400 cars and a show restricted to 800 cars. Neal practically wore out his shutter finger taking over 350 pictures of the cruise alone. He has started a Facebook group named "Old Cars of the North West" to share car pictures from the PNW. Anyone can join as long as they follow a few simple rules: cars must be at least ten years old, shot or living in the Northwest...and no political posts. If you'd like to check things out, (here's the link: <https://www.facebook.com/groups/1805462213082568/>)

CAR D'LANE, June 15-16, Coeur d'Alene, ID

Cascade usually has a strong presence at this two-day event, but not so this year. Jeff Bingaman's Competition Green 70 and Scott Ferguson's Madras Blue 68 XR7-G were the only Cougars from the coast joining the black and white 64 Bronco of Mike Warner from Spokane. The event had new management and sponsorship this year resulting in a noticeable lack of volunteers which led a few close calls. On Friday evening, pedestrians, eyes glued to their phones, wandered into the path of cruise vehicles, and a few local family cars entered the route driving the wrong way but there were no head-on collisions nor were any cell phones injured during the cruise...but it was exciting! We awoke Saturday morning to steady rain and a temperature below fifty, but that didn't stop us from joining the 6:30 a.m.



© Peter Peterson



© Peter Peterson



© Peter Peterson



line-up to enter the show. Once parked, the rain persisted but fortunately there was a covered outdoor patio right behind us, so at least we remained dry. The sun broke through mid-morning which signalled everyone to dry off their cars and walk the field to see the other participants. Once again there was a car auction in the park at the end of Sherman Street, so of course the boys had to check things out... and I'm happy to report there were no impulse purchases. There were a couple more rain showers throughout the day, which proved especially frustrating for those owning open roadsters, so after the third shower (and because no awards were coming our way), around four o'clock we packed up and headed back to the hotel to dry off the cars one last time just as the sun came out. Even though participation was down from past years, this was still a good show which, at the very least, gave us the opportunity to visit with fellow car enthusiasts.

WEST COAST CLASSIC COUGAR OPEN HOUSE, July 13-14, Salem, OR



It seems we missed the comfortable 70-degree weather by a week as the mercury blasted into the 90's for this year's open house. But, despite the heat, there were plenty of Cougars on hand, many of them from the ranks of our club – around a dozen that I noted. It was great to see so many familiar faces and to match faces to familiar names over the two days. Cleve Helm was the mastermind behind the success of this year's event, ensuring great organization, plenty of activities, lots of Cougar experts on hand and copious amounts of delicious food. Friday, of course, was the usual shopping frenzy with parts flying off the warehouse shelves and credit cards melting into puddles of plastic. In order to get everyone fuelled up for this activity, Don Rush and his crew had coffee, doughnuts and muffins on hand first thing in the morning. As everyone got reacquainted, Don's wife Renee, her father, Cleve's wife Tamara, Cindy Friesen and a few other ladies used their culinary skills to prepare fresh veggie wraps, macaroni salad and other goodies for our lunch, which was wonderful. On hand to provide their Cougar expertise were such notables as Greg Taylor from Florida, Scott Taylor from Arizona and our own John Benoit and Jim Pinkerton. These guys were very much in demand, answering questions and helping with myriad mechanical issues. After lunch much-appreciated sun shades were set up for us amid the Cougars which made for a very relaxed afternoon to visit

with friends, old and new – at least for us, the guests. Cleve and his assistants took no time to rest. Food preparation, barbecues, tables, chairs, and door prizes needed attention and the flurry of activity continued until 5 pm when the call to dinner went out. Chicken and farmer sausage fresh off the grill were the main fare and there was definitely no reason for anyone to go away hungry. As another delicious meal drew to a close, Don called for our attention while he awarded door prizes to every car owner present. All prizes were donated and ranged from inexpensive rubber fittings to a set of wheels complete with center caps and lug nuts (which incidentally were won by our own Jeff Bingaman). As if all that wasn't enough, now we received printed directions and queued up for a short cruise for PIE. A colorful line of twenty-seven Cougars made the thirteen-mile trip to Salem and descended on the Willamette Valley Pie Company, completely taking over their parking lot. Once inside, the air conditioned cool caused everyone to take their time choosing then enjoying a tasty dessert before heading off to our lodging for the night. We had the chance to sleep in on Saturday but those of us staying at the Best Western in Woodburn got a rude awakening when the fire alarm (false alarm, by the way) went off at 7:45. At least we still had plenty of time to make the 11:00 a.m. departure from WCCC for our next cruise, another twelve-mile drive into beautiful, downtown Silverton where we would have our choice of seventeen restaurants for lunch. Unfortunately for the Viertels, just as we were leaving, they discovered a flat tire on their cat so had to play catch-up. As the thirty or so Cougars arrived in town, they once again took over an entire parking lot before their drivers spread out to find their eatery of choice. By 1:30 we were on the road again, heading out on highway 214 to Silver Falls State Park, about sixteen miles away. We were quite the colorful addition to the monochrome palate of SUV's and compact cars, drawing admiring looks from passers-by. Many hiked to the falls, but I chose to remain on guard with our cats, having had enough of the heat the day before. At 5p.m. sharp, we were off once again to the home of Brian and Cindy Aust for the annual barbecue where Cleve and his crew were cooking up tri-tips and chicken generously provided by our host. While our cats spread out to find shade behind the many evergreens throughout the Aust property, the humans escaped to a cool copse of their own to enjoy yet another fabulous meal superbly cooked by Chef Cleve. As the "Golden Hour" approached, Andrew made himself available to take pictures of any Cougar willing to pose in front of the setting sun, then our group gradually thinned out, heaping praise on the entire West Coast Cougar clan, their wives and assorted helpers for a fantastic two days of camaraderie. What a memorable weekend!

CASCADE COUGAR CLUB PROWL, August 18-19, Tacoma, WA

Due to the hundreds of forest fires burning all over BC, Washington and California much of the west coast was blanketed with smoke for much of the summer, however, on Prowl weekend the smoke lifted just long enough for participants to enjoy this annual event. Saturday afternoon's barbecue was held poolside at the beautiful home of Chris Osborne and Juan Nunez on the patio and lush green lawn amid their beautiful gardens. This year's catered buffet offered a vast selection of delicious salads, barbecued meats and scrumptious desserts

while everyone swapped stories and caught up on the latest news until twilight. Then it was time to head for home and rest up because Show Day would start in fewer than twelve hours. Registration was down this year, with only 38 Cougars, but after the big 2017 celebration, I guess that could be somewhat expected. It was a relaxed atmosphere, though, and DJ Dan played a great selection of tunes throughout the day that got several of the volunteers (myself included) dancing while they worked. There was a great selection of raffle prizes too, all of which were claimed before the awards ceremony. Things moved along effortlessly with voting completed by 12:30 and trophies ready for distribution before 2:00. Here are your winners:

SHOW WINNERS:

Cougar 67 Standard:

1st Tim Ketchum, 2nd Randy Smithhisler, 3rd Janie Anderson

Cougar 67 XR-7:

1st Charleen Bodvin, 2nd Karl Gehlhaar, 3rd Marcia & Steve Tixeira

Cougar 68 Standard:

1st Chris Farmer, 2nd Denise Smithhisler, 3rd Dave Nashif

Cougar 69-70 Standard:

1st Jeff Bingaman, 2nd Dave Emmett

Cougar 69-70 XR-7:

1st Chris Osborne, 2nd Brian Howson, 3rd Dan Urton

Cougar 69-70 Convertible:

1st Steve Goulding, 2nd Jim Compton, 3rd Bob Mahar

Cougar 71-73 All:

1st Nadine Meyers, 2nd Neal Jacobson, 3rd Richard Gunn

Cougar XR7-G, GT-E, Elim:

1st Bart Lovely, 2nd Scott Ferguson, 3rd Mike Banks

Cougar 67 Modified:

1st Robert Murphy, 2nd Fil Spasojevic, 3rd Bruce & Barbara Blakeman

Cougar 68 Modified:

1st David Osires, 2nd Roman Benoit

All Ford except Mustang:

1st Rick Franklin (99 Ford Crown Victoria)

Mustang All:

1st Scott Nelson, 2nd Carol Bingaman

Other Makes & Models:

1st Steve Mellick (69 El Camino)

Long Distance Driven:

Bob Mahar (Sechelt, BC - 218.2 miles)

Hard Luck:

Dave Nashif

Best of Show Cougar:

Tim Ketchum (black 67 standard Cougar)

Best of Show Non-Cougar:

Jack Vocott (tan 83 El Camino)

50/50 Winner of \$139.00:

Joseph Garrett



CATS Classic Cougar Club



By Brian Carpenter (CCOA #8301)
Photos by Mike Bernabei (CCOA #9618)

The CATS “bringing the show to you” in Huron Ohio at the George Conrad collection was a great event! We had a goal of 20 Cougars attending and with a late arrival in a 69 convertible put us right at 20 Cougars. Mark Pratley and I left for the show on Friday doing a 4 hour 170 mile cruise to the show in our Cougars. Everyone was amazed at the Conrad collection of 174 vehicles housed in a 125’ x 400’ building. George was a gracious host going to each one of his Cougars and explaining the history and why it’s in his collection. He is a die heart Cougar guy and although he likes Mustangs he loves Cougars. George surprised us with a catered lunch with brisket, ribs, pulled pork and chicken. At the show we made George an honorary member of the CATS club. Thanks to John & Dee Baumann for being the lead on this show and planning the event with George.

The winners of the CATS top three participant pick awards in Ohio went too:



Wes & Stephanie Adkins Modified 1967 Wildcat



Tom & Cathy Wilds with a 1970 Competition Gold Boss 302 Eliminator



Jim & Judy Wojcik 1968 XR7 G

CATS “bringing the show to you” in Springfield Illinois. I hear this all the time.” Whenever I attended a show it’s all Camaro & Mustangs” and maybe one or two Cougars. That wasn’t the case at the Abe Lincoln Power light car show in Springfield Illinois. There were approx. 12 Camaros and about 15 Mustangs at the show. The CATS club beat out all the other clubs and received the club award. Not only did CATS win the award we blew the Camaro & Mustangs away with 38 Cougars attending!! The weekend started off with 24 Cougars on the Friday evening cruise that was police escorted thru the town of Springfield and ended up at Knights action park with a live band, food & drinks. The Saturday show was hot in the 90’s but we had a steady breeze all day with some good shade. Had a great time with old and new friends. Katerina & Steve Pitt came all the way from Australia. We had Cougar owners from PA, KS, MO, ILL, IN, OH and MI. The “Snot Rod” Cougar from PA made a 2,000 mile round trip to attend! Abe Lincoln himself voted for Brett & Julia Pavlov to receive the “top Cat” award. Cougars received a lot of other class awards handed out by the Power light show judges. At the end of the afternoon when all the participants votes had been counted the follow Cougar owners won the CATS “Bringing the show too you” plaque.

The winners of the CATS top three participant pick awards in Illinois went too:



Karl Wollerman – 1970 Eliminator



Bob Barton – 67 GT



Melissa Shereda – 68 standard

After the show we made our way to Melissa & Ray Shereda house for an excellent Bar B que meal with and the fixings. I accused Steve Pitt from Australia of adding Dingo meat to give it an added kick. But he said no, it was kangaroo lol. “A very special thanks too Melissa & Ray Shereda” for all the hard work and time spent to make sure all the Cougar owners had a great time.

Our last event of 2018 “Bringing the show to you” took place at Hines Park near Dearborn Michigan on Sunday Sept 26. Our Vice President Ray Bischoff started off the event early at 5:00 am to secure us a prime viewing spot along the cruise route to park all the CATS Cougars. This was a very dynamic event as a lot was going on and Cougars were coming and going from our parking area all day long. We fired up the grille at noon and served up Hot dogs and Hamburg’s to the Cougar crowd. Thanks to Marty Duda and his son for stepping in and doing the grilling for us. It was hard to get an official count of Cougars, but we had between 15 to 20 Cougars at the event. We were very successful in signing up some new members. The cruise action lasted all day and everyone was thrilled that vehicles had to be 25 yrs or older to enter which kept some interesting older cars cruising by. At 2:30 we tallied the participants votes for the top three Cougars and the winners are:

- Mark Kulwik 1968 XR7 G
- Gary Hill 1969 XR7
- Eric Hettel 1967 GT

Go to our web site: CATS.CCC.com for all the photos from our CATS events this summer. We will be announcing soon our plans for 2019.



CCOA Western Regional Show

Oakley, CA. June 30, 2018

Photos by Luigi Dionisio







1968 1/2 “R” Code Turns “50”

by Bill Quay 19681/2 “R” Code Registry (CCOA #1515)

As we all know if Ford was introducing a new model or an option for one of their car lines, it would take months if not years to get their ideas to market. This is not the case for the 428 Cobra Jet engine. As a matter of fact, it was not even a Ford engineer who came up with the idea for this motor. In 1967 the pony car wars were heating up, with the introduction of our Cougar, the Camaro and Firebird for GM. and the Barracuda for the Mopar camp. At the time there was a saying in the car industry that “What wins on Sunday, Sells on Monday”. Unfortunately for the Blue Oval fans, the 390 was the largest engine available and it was no match for the 396 Camaro’s, or big block GTO’s. A Ford dealer in Rhode Island (Tasca Ford), who was a Ford drag racer for many years, decided to look into what he could put together using off the shelf parts from Ford. He took a Factory Police interceptor 428 engine and installed a set of 427 heads and got some impressive horsepower. Upon showing this engine combination to the Ford Brass, they were impressed. They immediately got to work designing the 428 CJ Block with beefier main webs and a new set of free flowing cylinder heads. For insurance reasons, they rated this new motor at the same 335 horsepower as the 390GT motor. Thus the 428 Cobra Jet was born.

The 1968 Cougar with the 428 Cobra Jet (\$262.90) engine option, was introduced in the spring of 1968. As this was a mid year release, these cars became known as 19681/2 “R” codes. The “R” was the engine letter in the VIN. There were a total of 207 built as part of my Registry and 37 more that were installed in the GTE Registry. I will detail the 207 in my Registry. As of this publication we have verified (78) of the 207 in my Registry. (16) Of those 78 cars have a (U-K) Unknown designation. This means that we have proof that the car existed, but have no idea as to its whereabouts. Some examples of (U-K) cars are: I have been contacted by an original owner of one of these cars. He provided me with a copy of his car’s original window sticker, but we have no idea if the car still exists. Another example is a Newspaper ad from a Mercury dealer sent to me from Phil Parcels. Along with the ad, Phil sent the dealer code. The ad said it was an XR-7 with the 428 Cobra Jet motor. In my files I have this dealership ordering two of these cars. One was the car described in the ad. So another is added as verified, but the whereabouts is (U-K). Then there are the (10) Parted & Scrapped (P&S) cars. We have VIN numbers from engine blocks and transmissions from cars that are known to have been destroyed. Phil has provided me with info from a door he found at a swap meet. As you can see there are many ways to identify one of these cars. That leaves only (52) of these cars that we know of, still on the road.

The earliest “scheduled” build date that I have in my Registry is February 15th, 1968. This car has not been located. The second car built, has a February 20th, 1968 scheduled build date, but was actually built on February 14th and is shown in the Mercury ad in this article. It has now been verified but the actual car has not been located. This car was originally identified with the process of elimination and the help of a Kevin Marti report. This past June a fellow Cougar enthusiast was at the All Ford Carlisle swap meet in Penn. He came across a 428CJ engine for sale. Upon checking the Vin. number, it turned out to be the engine from the Cougar in this Mercury ad.

A little known regional Cougar in 1968 is the “Cougar 500”. This was an option for the Southeast Region of the country. We know of cars shipped to DSO 17 (Washington) and DSO 21 (Atlanta). The consensus is they were part of a Grand National (Nascar) stock car promotion. They built a total of 54 of these cars. They were all Standard Hardtops. To quote Henry Ford: “You could get any exterior color as long as it was White (M code)”. They had either a Black or Red interior, and a variety of engine and transmission combinations. There are 16 of these that were built with the 428CJ and are part of my Registry. Of these 16, half of them (8) had the “GT” emblems on the front fender. The only other markings on these cars was at the rear quarter panel. Next to the die cast Cougar emblem on the quarter panel

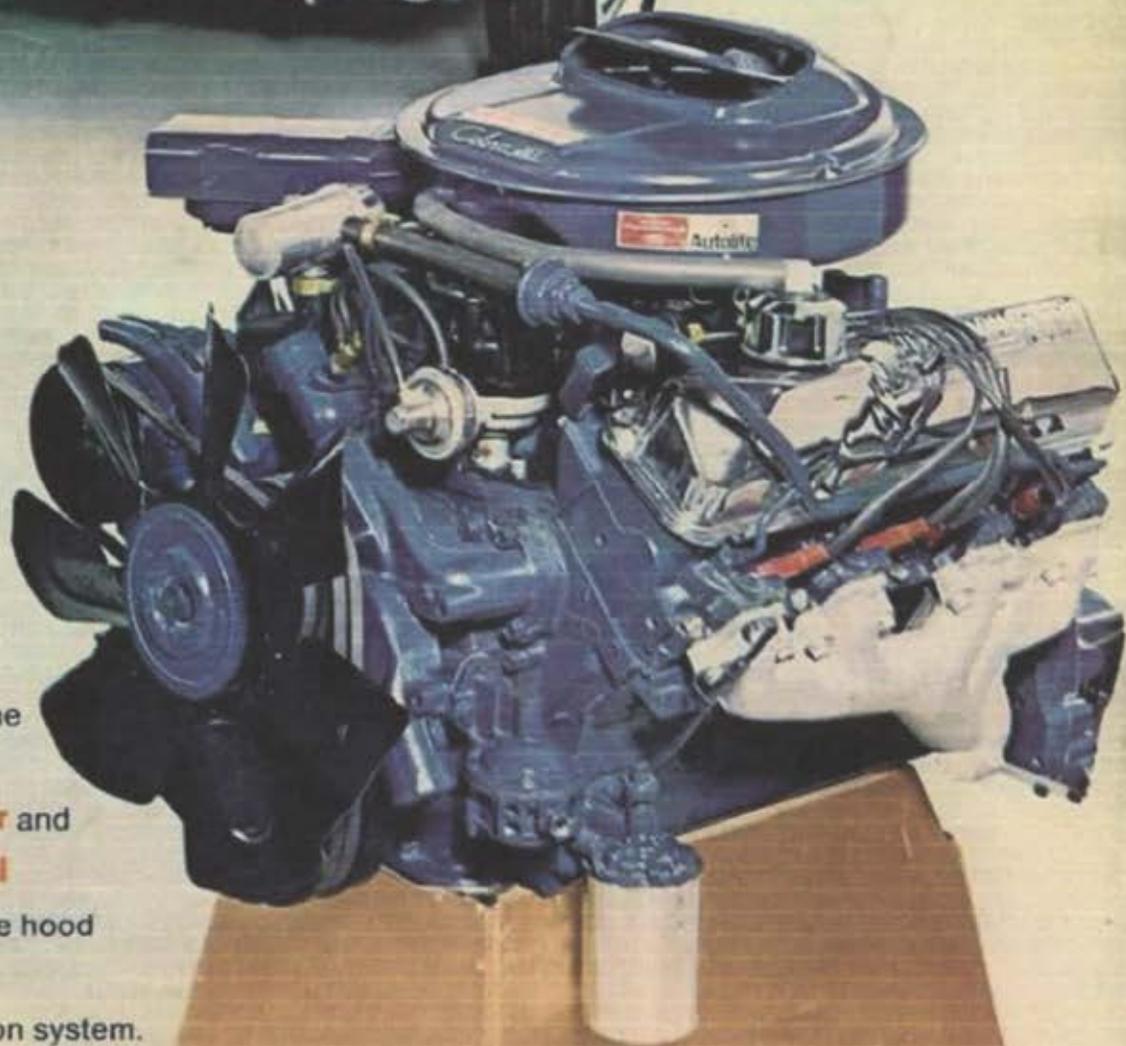
was a die cast 500 emblem from the Ford Custom 500 parts bin. Then they mounted a single die cast flag taken from the 64-67 Mercury Cyclone parts bin. On the driver’s side, this flag was placed before the Cougar & 500 emblems and on the passenger side, it was placed after the Cougar & 500 emblems. The earliest known Cougar 500 built with the 428CJ was actually built on May 1, 1968.

The photo of the “Eliminator II” which was driven by Dyno Don, was submitted by Royce Peterson. Although we have tried to identify this car, we have not been able to. Phil Parcels even got a stronger magnifying glass but still had no luck with the VIN. To break down the production numbers, in my registry of the 207 built, there were (63) Standard Hardtops with the C6 automatic. There were (2), yes two, standard hardtop Dan Gurney Specials (neither has been verified) built with the automatic. (48) Standard Hardtops with the 4-speed, (70) XR-7’s with the automatic, and (10) XR-7’s with the 4-speed. The XR7-G also could be ordered with the 428 Cobra Jet engine. They built (11) with the C-6 automatic and, (3) with the 4-speed. As you can see, no matter how you ordered your “R” code Cougar in 1968, it was and still is a very rare piece of Mercury history. In my eyes the rarity of the 19681/2 Cougar “R” code should command some of the highest prices at auction. As we know, they have not caught up with the other high dollar cars. I am not sure if it is because the car has not had the exposure as other cars, or the public just does not know about this rare car. I only know of one of these cars that has gone through a Mecuum Collector car Auction. That was a few years ago and now resides in a private collection. Some of the unique features on the 19681/2 “R” code was they all received the ram air assembly. Along with the Black hood scoop and Black hood stripe, there was what is called a flapper lid that sat on top of the air cleaner and directed fresh outside air into the carb via a vacuum operated valve that opened under hard acceleration. The 19681/2 hood scoop and this flapper plate were slightly different from later years. According to the Cobra Jet Registry, this lid was painted engine color Blue on very early cars. The thinking was that with the large opening in the hood for this Ram Air, you could see this Blue flapper lid and it contrasted with the Black scoop and Black hood stripe. Later cars received a Black flapper lid. All cars received this Black hood stripe that ran from under the Black hood scoop down over the front edge of the hood and straddled the center chrome Mercury man front grill. Even Black color cars got this black stripe. Because of this Ram Air set up even XR7-G and GTE’s received this Cobra Jet Hood Scoop and Stripe. All 1968 428CJ cars received front shock tower lower bracing. These are wrap around steel plates that strengthen this weak area at the base of the shock tower. Another strange feature that was on these cars was the Starter delay. These were only on the 428CJ in 1968. They were mounted above the starter solenoid, using the same bolts that mount this solenoid to the inner fender. They were supposed to prevent the owner from repeatedly trying to start the car if it did not start on the first attempt. I am not sure if this was supposed to save the starter or the battery. As this was dropped after the 1968 year, Ford must have decided that it did not do what they wanted. Most owners unplugged these and discarded them anyways. These are very hard to find for a restoration today. Other than the Black hood scoop and hood stripe, there was no markings to let the guy in the next lane know that he was about to get his butt kicked. This 428 CJ was factory rated at 335 horsepower. Many of these cars saw time on the quarter mile drag strip. It wasn’t long before NHRA got wise to the 335 rating and started upping this rating for competition. I believe that the final figure was over 400 horses.

If you come across anything pertaining to one of these cars, no matter how small, get in touch with me and maybe we can identify another of these cars that is still out there.

Bill Quay 19681/2 “R” Code Registry

COUGAR Gets An Easier-To-Maintain ALL-OUT Street Engine



The new 428
Cobra Jet engine
is rated at
335 horsepower and
has a functional
air scoop on the hood
as part of its
ram air induction system.



News Release

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Telephone: (404) 525-1853

*Nov. - race car
major cities*

IMMEDIATE RELEASE

Ford Motor Company has channeled a good share of its total performance know-how into a new "428 Cobra Jet" engine, soon to be available as an option on four of the company's passenger-car lines.

Donald N. Frey, vice president - Product Development Group, said the new engine is "Ford's answer to buyers who want 'total performance' of proven racing engines suitable and safe for street usage." It becomes available as an option on the Ford Fairlane and Mustang and the Mercury Montego and Cougar this month. Ford plans to build approximately 5,000 of the engines during the remainder of the 1968 model year.

"The Cobra Jet was designed primarily for young people," Mr. Frey said. "Today, 50 per cent of the U. S. population is 25 years of age or under, and half of those are between the ages of 18 and 24, where good performance is king."

The 428 Cobra Jet is essentially a combination of power components from Ford's 427 engine series and the efficient block and lower-end components of the 428 Police Interceptor engine.

"Years of racing experience have given Ford engineers an invaluable store of knowledge of parts durability," Mr. Frey said. "In the Cobra Jet, that knowledge has led to improved pistons, rods, valves and bearings. Even cylinder blocks have been improved through lessons learned at the track."

Mustang and Cougar versions of the Cobra Jet have an optional four-speed transmission, while Fairlane and Montego are available with automatic transmission only. The Cobra Jet features a dual exhaust system, new heads, larger ports and valves, new intake and exhaust manifolds, and a new camshaft and carburetor. It has a 335-horsepower rating.

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- 2 -

The Cobra Jet package is available in all three Mustang models - hardtop, fast-back and convertible - and in all Fairlane models except the station wagon.

The power dome is essential to the ram-air package on the Mustang. With the throttle fully depressed, air taken in through the power dome is rammed directly into the big Holley carburetor. Under less than full throttle conditions, air circulates through the air cleaner before entering the carburetor.

To improve performance of the stock 428 engine, a number of modifications have been made - high performance cylinder heads from Ford's 427 engine, new exhaust "header type" manifolds, a 735 CFM Holley carburetor, larger intake and exhaust ports and 427 valve springs and dampers.

A more powerful engine is only part of the 1968 1/2 Mustang and Fairlane story. Both cars come with a standard non-locking rear axle with a 3.50 to 1 axle ratio. However, an option available on either car is a locking rear axle and new 3.91 and 4.30 to 1 axle ratios.

The Mustang with the Cobra Jet engine can be ordered with either a manual four-speed transmission or Ford's Cruise-O-Matic, which permits either automatic or manual gear shifts. The Fairlane comes equipped only with Cruise-O-Matic.

Standard on the Mustang will be Goodyear's new "Polyglas" maximum traction, wide-oval tires. Along with a modified rear suspension system that places the left shock absorber to the rear of the axle, they give the Mustang superior traction with little or no wheel hop.

The Fairlane Cobra Jet version will use the same wide oval tires and suspension system that are currently available on Torino GT models.

- more -



News Release

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IMMEDIATE RELEASE

The lively image of Ford Division's Mustang and Fairlane takes on added luster with the release of two 1968 1/2 high-performance packages.

Both cars have Ford's recently announced 428-cubic-inch Cobra Jet engine as part of a performance package that places them at the top of the "super car" category.

Mustangs equipped with the Cobra Jet package can be identified by a black fiber-glass power dome on the hood and a black stripe that extends from the front of the hood to the windshield molding. The Fairlane hood is unchanged. Each is significantly modified under the sheet metal to improve acceleration, stability and handling.

Both cars are powered by the improved 428 engine, and the Mustang package includes a ram air system. Production of both of these high-performance vehicles currently is under way.

Suggested retail price for the Mustang Cobra Jet (including the ram air system) is \$420.96 over the price of the car with a base V-8. The Fairlane Cobra Jet carries a suggested retail price of \$306.27 over that of the base V-8. Both versions of the high performance 428 engine carry a full 5-year/50,000-mile warranty.

Horsepower for both engines is rated at 335 when turning at 5,400 rpm. Torque (a determining factor in acceleration) is 440 ft./lb. at 3,400 rpm. The compression ratio for the engines (which burn premium fuel) is 10.6 to 1.

- more -

- 3 -

Designed to give superior performance even in showroom trim, the 1968 1/2 Mustangs and Fairlanes are expected to do well in competition when further modified by Ford high performance parts. Many of the parts available for Ford's race-proved 427 wedge engine are adaptable to the Cobra Jet engine.

A specially prepared Cobra Jet Mustang driven by Al Joniec won the Super Stock Eliminator title in the National Hot Rod Association Winternationals at Pomona, Calif., in February. In drag-race trim, these cars are capable of completing the quarter mile in less than 12 seconds.

###

4/15/68





General Sales Manager

Lincoln-Mercury Division
Ford Motor Company
3000 Schaefer Road
Dearborn, Michigan 48121

April 23, 1968

All Lincoln-Mercury Dealers

Subject: 1968 $\frac{1}{2}$ 428-4V Cobra Jet Engine ✓

May 8, 1968, marks the production start-up date for the new 428-4V Cobra Jet engine. In many respects, this engine represents the beginning of a new performance era for the Division and its dealers - - - "new" because the price, warranty, and performance of the Cobra Jet clearly differentiate this engine from any performance engine we have offered in the past.

The purpose of this communication is to highlight some of the advantages the Cobra Jet engine offers you and to point out what this engine can do for you in achieving new car sales.

- . Performance - The Cobra Jet is a fully competitive street performance engine that equals - - - and in most cases exceeds - - - anything competition offers in this price range.
- . Warranty - Unlike its predecessors, the Cobra Jet engine carries a full 5/50 warranty thus minimizing many of the financing problems encountered with limited warranty engines.
- . Insurance - The Cobra Jet's 335 horsepower rating is conservative. Availability of insurance, therefore, should not be a major sales impediment.



Bob Matheson



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Joe Valenti's 1968 GT-E

by Joe Valenti (CCOA #8120)

One of three 1968 4-speed 428 CJ GT-E's built.
One of two known to exist.







MAINE 168
290-953
VACATIONLAND

4033





The 428 Cobra Jet engine

By Phil Parcels (CCOA #2554)

Urban legends are easy to start and hard to dispel. One of those is the rumor that Tasca Ford designed the 428 Cobra Jet engine. While it is true that in 1967 Tasca did make a very potent 428 engine from off-the shelf Ford parts, they did not design the 428 CJ.

The 428CJ's design began at Ford in 1966 per Bill Barr, Principal Engineer, now retired from Ford Engine Engineering. In his article for the Mustang 428 CJ registry Bill explains:

"Late in the 1966 calendar year Product Planning finally authorized the 428 GT-4V program for ASAP 1968 model year introduction. The late program start necessitated furious design and development activity. I directed the engine component and design criteria for the 428 GT (later renamed "428 Cobra Jet") since we only had time to validate the product program content with a component exploration engine series and a single "shot" production release series. The program was engineered, designed, tested, validated, released, and certified between January 1967 and August 1968. Although many early Mustang articles suggest that the 428 Cobra Jet was designed

*by Mr. Tasca, there are in fact more than 30 design differences between the components used by Mr. Tasca, the 428 PI, and the released 428 CJ." **

The 50 Lightweight Mustangs that ran in the AHRA Winternationals in Feb 1968 are famous in the Ford world, and symbolized the launch of the 428CJ, but not many know that Cougars also participated in the launch. Cougar serial number 8F93W500038, in addition to being a 427 GT-E Introductory Show car, was an integral part of the 428CJ launch program.

This is documented in the May 3, 1968 L-M marketing document "Performance Merchandising Plans" summarizing the 428CJ launch, and to "review our plans to exploit the new performance hardware in 1968½ and 1969, notably the 428 Cobra Jet Engine". This report states that because the new 428 CJ engine was to be available in Cougars, Mustangs and Cyclones after 4/1/68, to drum up grassroots support and knowledge of the impending Cobra Jet engine availability, F-L-M gave a fully fitted 428CJ Cougar XR7 to 2 of the top hot rod magazines of the day: Car Craft and Hi-Performance Cars. This Cougar was 038.



After the Introductory show circuit was complete, 038 was sent to what is known as the Ford "X-Garage" in Dearborn. This is where special vehicles are built for any variety of needs, including but not limited to emissions testing, suspension testing, race and show prep. It was here during December of 1967 that 038 was refitted with the 428CJ engine in preparation for the road tests by Car Craft and Hi-Performance Cars. Changes made during this time were the addition of the Ram-Air 428CJ engine, addition of the power steering oil cooler, removal of the 7.0 Litre GT-E badges from the fenders, replacement of the non-functional GT-E scoop with the functional R-code scoop, repaint the hood and nose with the characteristic 428CJ satin black hood stripe. Experimental parts found during the restoration include: power steering oil cooler, power steering lower return hose, fan, fan clutch, cam, tilt harness, carb, and cc'd heads.

038 was given to Car Craft magazine first, and on Feb 19, 1968 a local Detroit car club, the "Mill Winders" got to drive the car and gave their impressions to Car Craft writer Terry Cook. The result was the article "The Missing Lynx" which appeared in the

May 1968 issue. They favorably reported "It's a looker and a runner, what more can you ask? "

Next 038 was turned over to High-Performance Cars magazine. They performed their test at the Onondaga Strip in central Michigan during the summer of 68. Their article was eventually published in the September 1968 issue, called "Cougar Bod, Cobra Mod". They reported 0-60 times of 6.1 seconds, and 1/4 mile time of 14.52 at 101.92 mph, in strict showroom trim, polyglass tires, closed exhaust, air injector pump running, fan running, no tuning.

Then at the end of 1968, with 2,000 miles on the odometer, Cougar 038 was no longer needed by Lincoln-Mercury, so the car was sold at the monthly Ford auction in Columbus, OH.

* <https://www.428cobrajets.org/428cj-history-bill-barr>



1968 was a good year

by Gavin Schlesinger (CCOA #5780)

After returning home from the service, Terry Smith decided he needed a new car. Terry happened upon a local Chicago, Illinois Ford Lincoln Mercury dealership, and in the used car area was a clean looking Augusta Green 1968 Mercury Cougar, with standard Saddle interior and only 500 miles on the odometer.

Terry, who was a carpenter by trade began to use his shiny new 1968 428CJ Mercury Cougar to commute back and forth from work. Terry also commuted with his father and the two of them would take turns driving Terry's new Cougar. No matter who was behind the wheel, neither Terry nor his father missed an opportunity to show other drivers who truly had the fastest car on the road.

The GT badges grabbed his attention. The Ford used car salesman, knowing everything there was to know about the like new Mercury Cougar, quickly told Terry that the car was a big block 390 car. Terry was very interested in the car and became even more interested after opening the hood and seeing to his surprise the numbers 4...2...8 on the air cleaner! Terry quickly closed it so that the salesman did not see his error and adjust the price of the car.

Time passed as it always does, fast forward a few years, Terry transitioned from being single to married with children and then single again. He found himself living in an apartment in the Chicagoland area with his daughter and his son lived with his ex wife. Terry stopped commuting in his Cougar as the oil shortage in the 70's caused fuel to become extremely expensive, so Terry purchased a more economical vehicle to drive.

Terry headed off to work in his econobox, but frequently he would hear from his friends that "your car was out today, was it you driving it?" The quick answer was no, and it did not take Terry long to realize that his son had taken a liking to the fastest car in town! His son would come over while Terry was at work and take the car out to race people for money during the day.

Based on the unwanted and unauthorized use of his Cougar, Terry thought it best to store the car elsewhere while it was not being used, at least by him. First the car was in a Chicken Barn for 3 years, and then moved to a Horse Barn for 17 years.





Terry wanted to bring his beloved Cougar back to its former glory and in 2007 he contracted Chris Daum (C.C.Over Haul Inc.), who he was referred to by John Miller (Emils Garage), to bring his car back into action.

As you can see from the photo, Terry's 428CJ Cougar was well protected under 20 years of dust. Chris and his dad (a master auto builder) had their work cut out for them restoring the body and paint.

Terry then hired Mike Yank, (Speed Performance Engineering) and Sons to rebuild the Cobra jet. Mike, a one time circle track racer, (Milwaukee mile track, 428 Torino) and FE Ford specialist handled everything in house.



After retiring from the carpentry trade in Illinois, Terry moved to Denver, CO for 2 years before finally settling into a suburb of Phoenix, AZ and joining the Arizona Cougar Club.

Terry is a lucky man in 2010 he married his soul mate Kathy, and today he and Kathy enjoy cruising the streets of Arizona and blowing the doors off anyone who challenges his pristine 1968 Mercury Cougar!

1968 Mercury Cougar XR7 428CJ GT-E

By James Jarmann (CCOA #9758)



Jim Jarmann has lived in the Santa Clara valley area (Silicon Valley) for the majority of the time from 1959. He lived in San Luis Obispo during his college years; then a few years at his first job as a mechanical engineer in San Fernando Valley, just north of LA, before moving back to the Silicon Valley in 1982. He has a wife Diana and two adult children. Here he tells his story on his 428 CJ powered cat.

“My first car was a 1968 Cougar XR7, 6.5 litre, white with black vinyl top. I wanted a 1965 Mustang as that was promoted by advertising for the youthful drivers. My dad encouraged me to take a drive in my sister’s Cougar, just around the block. I was instantly sold as the big block made the Cougar spring into action with little accelerator pressure.” Jim is a real fan of the

1968 Cougar models. Besides his first car, he has three of them in total. Featured in this article is the 1968 Cougar his father gave him.

“I had purchased my first car, the 1968 Cougar XR7 from my sister, on January 1st, 1973. By the next year, my dad and I purchased a ‘69 XR7 convertible project. The ,69 had a carb fire that burned the dash / wires, and cracked the windshield. In



December ‘74, I convinced my dad to buy a rare Sunroof XR7-G from a wrecking yard. In 1976, he sold the shop and worked for the new owner. A customer, Steve, had a ‘70 Cyclone and a



GT-E.” Due to the high gas prices, gas shortages, and the long commute from San Jose to the San Francisco airport, Steve was looking to sell. The GT-E had terrible gas mileage with the .350 rear posi-traction axle and the big block engine. “Steve knew our family owned multiple Cougars and asked if my dad was interested in another cat. My dad asked how much - \$1000 was the answer. My dad suggested \$800 cash and the deal was made. Steve took the money and made a down payment



on a Toyota. Years later after the Toyota was history, Steve asked to buy the GT-E from my dad. My dad said the GT-E was going to be my car.”

Steve, in 1970, had seen the GT-E at Joe Kerley Lincoln-Mercury dealership and was originally excited as he thought it was a 427ci. Instead, it has the 428ci Cobra Jet. The GT-E is all red with red interior. Now a rare cat with only a few GT-Es made with the ram air. The GT-E registry lists 37 GT-Es with the 428-CJ engine. According to Steve’s email from June 2004, he would take the GT-E to the dragstrip and had lots of fun. Best time



was 13.5 at 104 MPH. The GT-E still has its original engine and transmission, but he put in a Detroit locker in place of the posi-traction unit in the rear axle beside a B&M converter and shift kit in the transmission.

Jim continues – “I have owned five 1968 and 1969 Cougar XR7s or XR7-Gs. Four of them had air conditioning. This GT-E is an XR7 but the air conditioning was not an option, as the GT-Es were performance versions of the Cougar. Drag strip racing was popular at the time and many of the GT-Es were raced similar to what Steve did. With the deletion of the heavy A/C compressor and the rest of the system, better racing times could be obtained. No modifications have been made since

purchased from Steve. Sadly, the engine overheated and this cat has languished in the garage(s) since.

In my college years in the late 1970s, I would cross from highway 1 Watsonville area to highway 101 on some back roads. Highway 101 was a 4 lane divided highway, but the back road had a stop sign at the intersection. I had driven my big block Cougar for a few years and, during acceleration, I knew to wait before putting my foot to the floor to keep the tires from breaking loose. My dad allowed me to take his GT-E to college. When I came to the stop sign at highway 101 with the GT-E, I checked to see that the right lane on 101 was clear and pulled out and, in a controlled manner, put the gas pedal to the floor. The GT-E sprang into action and rapidly accelerated up to about 50 MPH. I checked to the left to make sure it was still clear and in the fast lane was a Dodge Dart with two young guys in it. The GT-E up shifted and started to lay rubber. Both of the guys’ jaws dropped in amazement. The national speed limit at that time was 55 MPH due to the Arab Oil embargo with the gas shortages, and the 428 Cobra Jet GT-E was laying rubber at 50 MPH!”



This Cougar was sold in Sunnyvale California and has spent its entire life in the benign climate of California. As the result, it may be the only 428 CJ GT-E with its original mufflers. No shows for this cat yet, as it has been a garage King for the last 32 years. The tags on the license plate are 1986.

Where built: F - Built at Dearborn for Paps Linc-Merc in Sunnyvale, CA

Engine: R - 428-4V CJ

Transmission: U - C-6 Select Shift Cruise-O-Matic

Color/paint code: T - Cardinal Red Paint, Ford #2008-A

Interior material/color/seat configuration: 6D - Dark Red Leather Bucket Seats

Trim: 538506 special order - Oakland ordering district, GT-E package, console, Headrests

Scheduled for build/build date: 03E - May 3, 1968; actually built May 8, 1968

1st production GT-E built powered with a 428 Cobra Jet engine



John Swanson's 1968-1/2 Std. Hardtop (428-CJ / 4-spd.)

By John Swanson (CCOA #2918)

This car began its life in Cheyenne, Wyoming at Dinneen Lincoln-Mercury Sales. The car was built on May 24, 1968 and released on May 28th. It apparently sat on the dealer's showroom/lot for several months, as it did not sell until October 10th. It is suspected that the dealer might have added the 428 engine emblems on the front fenders, since they appear to be professionally installed. Maybe they did that to market the car sitting at the dealership for so long.

The car came equipped with the new 428-CJ, 4-speed, 3.50 std. axle, Lime Frost paint, with black standard bucket seats, F70x14 belted traction tires, power steering, power disc brakes, AM radio, tinted glass, wheels covers, and heavy duty suspension. This car was one of 48 standard coupes produced with the 428-CJ and a 4-speed transmission. (also see attached Marti Report). The car also had a dealer installed Ford headrest option installed at some point... with the metal tracks that bolt to the back of the seat. This was apparently something available from the dealers for Mustangs & Cougars, and also some other large Ford/Mercury vehicles. I have only seen one other Cougar that had these same headrests installed.

The second owner of the car brought it out from Wyoming to California. He added a tow hitch, and an under-dash air conditioning set up to this car. Not sure who removed all the original smog equipment from the engine. He was a swimming pool contractor, and at some point in the early 80's painted over the original lime frost. This was probably after a rear quarter panel was replaced, due to an accident. He decided to change the color to a turquoise pool color. Judging from the low quality of this paint job...we suspect he actually used some left over pool paint to do the job!

He decided to put the car up for sale in 1985, and placed an ad in the local paper for the weekend editions. My friend and I were the first and only people who came to look at the car. The reason he gave for selling it was that he didn't want his teenage son learning to drive in such a powerful car! No problem... we can take it off your hands! Especially after I verified all the VIN-data plate numbers and deduced how rare this car was!

The car has remained basically in the same condition since we purchased it in 1985. It still retains the original 428 engine & heads, and all the factory ram-air assembly under the hood. Original mileage is just under 100K still. Even has the original starter delay on the firewall, although not hooked up any longer. I removed the air conditioning unit & compressor from the car when I was detailing the engine compartment back in the early 90's. Put a brand new set of Goodyear Eagle-ST tires on it in 1988... and they are still on the car today! The car is currently sitting idle waiting for me to retire, so I can spend some time to begin a full restoration on it, and bring it back to its original glory!



A few thoughts on Cougar Restoration

Royce Peterson (CCOA #590)

Over the past 24 months I have been engaged in restoring a '68 ½ 428CJ Cougar XR-7. The car was in fairly decent shape when I bought it, running and driving, very complete except for the smog system. The car had very little in the way of rust. It still had its original engine, transmission, rear axle, radiator, distributor, and many other hard to find parts. It even looked pretty good, if you were to get back maybe 25 feet on a moonlit evening. Squinting.

I decided the car was worthy of the best restoration that I could muster. The process is still ongoing, so here I will be able to show some of the items that have been restored so far, because the car is not yet completed. My way of approaching the restoration is to keep setting goals that are achievable, without putting any deadline on the finished project. Unlike a "reality" TV show I am not trying to finish the car by a certain date. Rather, I want to finish the car to the highest quality standard that I can achieve using as much as possible of the original car. Any time that a replacement or reproduction part is used, it will be my goal for it to be visually identical in appearance to an original part that would have been installed on the car when it was new. I am not going to add or subtract anything from the car as it was originally when it left the Dearborn assembly plant in mid-June 1968.

As the car owner, you must manage the restoration process. Decisions need to be made early on in order to be able to finish the job with decent results in a reasonable period of time. Things that I am capable of included disassembly and repair of the engine, transmission, suspension, interior, and rear axle. Things that I have to pay other people or companies to do included the body work and paint, sewing the upholstery, and metal finishing. Each process has a cost associated with it. Each process takes a certain amount of time. You must have a lot of space for all the parts of a disassembled car. It is expedient to keep subassemblies together until such time as they can be installed, both from a practical perspective and from a project management point of view. If a subassembly is together, it requires less storage space, and you know where all the parts are.

I work on the car in zones. The floor of the car needs to be completed for anything else to happen, so it needs to be worked on first. Removing undercoating, brake lines, wiring harnesses, fuel tank and fuel lines is necessary before any welding or refinishing can be done. The firewall area is also a key to advancement of any agenda, as so many things are not possible without the firewall being completed.

The front suspension is a mix of new and old. There are currently good reproduction 4 rivet upper control arms available. You can buy very authentic looking lower control arms. Shock absorbers, springs, tie rod ends, and the steering box all had to be restored or replaced with new old stock because the reproduction parts for those items are either not available or visually incorrect.

Rear suspension is even harder. No one makes a decent rear spring replacement, so you must restore the originals. The rear axle and center section must be restored. Rear shocks that can be purchased look nothing like originals. You can buy rubber items, and the rear spring shackles, and brake lines. That's about it.

Bright metal trim in some cases is available thank goodness. The windshield trim and door vent window frames are shared with 1967 - 68 Mustang, so those are available and are capable of being reworked to be visually acceptable. Bumpers and all of the aluminum trim on the car are not available. All of those things need to be either re-plated or

polished if they are completely dent free and otherwise perfect. Enough talking about it, let's look at some pictures!



Paint and body work in progress.



The engine was disassembled and repaired / rebuilt. Every part was made as perfect as it could be, then reassembled for a final coat of Ford Corporate Dark Blue.



The rear axle and its components were carefully cleaned with mineral spirits to reveal original paint marks which were documented.



Restoration of the car means restoring every part of the car. Here we restore one of the lower radiator support brackets. We start by disassembling it, and straightening any bends.



As much as possible we tried to exactly duplicate the original marks on the restored components.



This is the RH bracket, so it was pitted somewhat by exposure to battery acid. We had to use sanding discs and flapper wheels to remove the minor pits before painting.



With the majority of pits removed we can apply a sanding primer, then sand the surface prior to final semi gloss black paint.

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

By Heather Whitaker (CCOA #7477)



Our car show season here in BC has been a busy one, forest fires notwithstanding. Like anywhere in the classic car world, there are so many shows in so many cities over the summer, it's impossible to hit them all. In June, a few members made the four hour trip to the resort city of Penticton for the Peach City Beach Cruise. The venue for this weekend event is absolutely beautiful,

Closer to home, a local high school hosted their first car show organized by the shop teacher and his students but apparently our enthusiasm for 60's muscle cars didn't cross over to the kids, as they were more interested in their generation's "rice rockets" and all awards went to their friends.



being situated on the eastern shore of Okanagan Lake in the heart of orchard and wine country. There were winery cruises, a parade, cheap pancake breakfasts, a beer garden, and some typical Canadian fare: poutine and mini doughnuts. None of our members won awards, but it was a wonderful, relaxing get-away nonetheless.

July 1st is our Canada Day, the northern equivalent of America's Independence Day, and there are celebrations in every nook and cranny of the country. One that many Fordnutz members attended this year was a real trip down Memory Lane. This "Canada D'eh" event was held at the old quarter-mile oval, Langley Speedway. The track closed in 1984 but some of us



“older” members used to be regulars when stock cars and “claimers” once vied for bragging rights, trophies and a kiss from the trophy girl. Now renamed Campbell Valley Park, giant trees grace the hillside where hundreds of spectators used to fill the stands, and the once gravel pit area in the centre of the oval is now covered with lush green grass, just perfect for a car show.

It was a real treat to attend an event that was 100% stress-free – no cost, no registration, no voting, no trophies, no time constrictions...just a day to simply hang out among the beautiful cars and swap stories with friends. Our group of Cougar friends consisted of Kim and Cindy Friesen (black 69 428 CJ), Gord & Janet Carter (blue and silver 67 modified), Harry & Marlene Unruh (orange 69 Eliminator), Bill & Joan Ronalds (red 69 convertible), Lorie Marchinkow (green 69 HT), Bill Smith (white 68 XR-7), and Scott Ferguson and me (blue and white 68 G). Also in our group were Terry Robertson (40 Ford pickup), John Edwards and Kelly Vermette (64 Ford pickup) and Jay Coleman (89 Bentley – his Cougar was having a hissy fit). Also on site was Guy Stromsten (68 XR-7 GT race car) but because he arrived later, he had to park several rows away from the rest of the group.

Later in the morning a live band set up shop to entertain us then three food trucks arrived offering a diverse selection of delicious choices. One offered fish and chips, another Indian cuisine (i.e. from India) and the third BBQ'd beef brisket and pulled pork – no burgers or dogs at this event. Throughout the day, one little beige golf cart kept cruising up and down all the rows. It was TV celebrity Dennis Gage of “My Classic Car” (and handle-bar moustache) fame. He was on the hunt for five vehicles to feature in a future episode and with so many to choose from, we were quite surprised when Scott's G caught his eye. I was quite impressed with Mr. Gage's calm, professional, efficient approach to the interview process and once done, he was gracious enough to spend time chatting to Scott amid interruptions and requests for pictures from countless fans. This was truly a day to remember.

The details of the West Coast Classic Cougar Open House are covered in my Cascade club report, but I'll just mention that Fordnutz was very well represented. Not only were Washington members Jeff Bingaman, Dave Nashif, Neal Jacobson, and Jim & Elaine Pinkerton present, but making the trip from BC were the Friesens, Gord Carter, Gord Milne and Scott Ferguson and me. This event is always a great opportunity to not only be totally immersed in all things Cougar but also to dazzle the locals by having so many classic Cougars in one place and actually driving on the roads. We all express our appreciation to Don Rush and his crew and to Brian & Cindy Aust for this annual weekend experience.

Throughout the US and Canada, there were plenty of other car events to keep us entertained all summer long. Some were brand new like the one held at the huge, million-square-foot Tsawwassen Mills shopping centre in South Delta, and some were old standards like Westcoasters Daze in White Rock,

the SAAC show at Hallmark Ford in Surrey (where my 69 XR-7 convertible took third place – just had to throw that in) and the Cascade Cougar Club Prowl in Tacoma (which just celebrated its 34th annual show). Because there are so many shows these days, our membership scatters to attend their favourites, and I'm happy to report that most come away with awards for their efforts. It's good to have our beloved cats being seen everywhere and to be recognized as a more rare breed, a cut above the more common ones. Let's continue to get out there and be seen.



Central CA Mercury Club Fall 2018

By Rob May (CCOA #9623)

The Fall 2018 CCOA ATSOTC issue welcomes the newly resurrected Central CA Mercury Club. We support all Ford powered '67 - '97 cats and other rear drive Mercurys (must be Ford powered of course).

Thirsty cat? Shawn Kirshner (CCOA# 9708) found an old gas station set up with his '67 Cougar GT. Thanks to Shawn for the photo.



Speaking of photos, Georgina Garcia May Photography and her '69 Mustang won the Ford powered class (non Cougar) at the CCOA Western Regional. No comment on the rumors about a LS class and '99-02 class at the next Oakley show.



Ohio was the next stop for the CCMC Director and Georgina Garcia May Photography provided coverage of the Dublin, OH Arthritis Foundation Show July 6-7. Thanks to Ben Brace (CCOA# 2796) for the VIP hospitality. All 1967-1997 Mercury Cougars are welcome to help fill the Mercury Cougar class in 2019 (June 27-29). Butch Patrick brought his Munsters: The Koach and The Dragula cars out. Eddie Munster told us the story about his mom having a 1967



Lime Frost Cougar! (See the separate article for more Dublin coverage).

Georgina joined more cats at the Aug 25th Solvang Wheels and Windmills show. (Georgina's Mustang is the same one she received her driver's license). George Woehlke (CCOA# 9667) with his Green '67 XR-7, Todd Gregory (CCOA# 6330) with his Burnt Orange '69 XR-7, and Rob May (CCOA# 9623) with his Light Aqua '69 all enjoyed the pleasant Central CA weather.

Next issue we will cover more shows and special events. September 8th is/was the Orcutt All Ford show with another new 1967-1997 Mercury Cougar class added.



The Fiesta event on Sept 15th also includes a newly added Cougar class in Santa Maria. Thanks to all members of Central CA Mercury Club for motivating local events to add a cat class. Mercury Cougars Comets and Cyclones arrives Saturday October 6th 2018 at the Radisson by the airport in Santa Maria, California hosted by CCMC! Jeremy Daniel (CCOA# 9665) will provide an update on Cuesta College's cat project.

SEMA Las Vegas is the place to be Oct 30th to Nov 2nd. KTL Restorations presents the "Lethal Cat" (1970 Cougar Eliminator). Georgina Garcia May Photography will be on hand.





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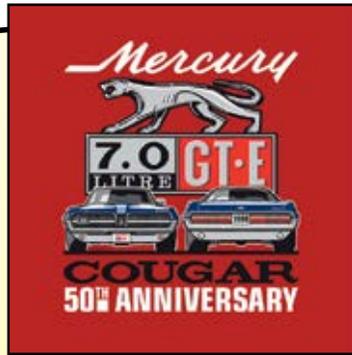
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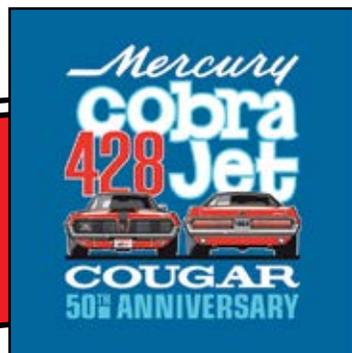
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Metallic, and Grecian Gold Metallic. The cars were stripped down and repainted, with the graphics added by hand. Our amazing graphics and backer cards are designed by none other than Phillip Payne, the CCOA Brand Manager. The acrylic cases are engraved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



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

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Address: _____

City: _____ State/Province: _____ ZIP: _____

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

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

Tell us about your Cougar!

Official Ballot 2018 Election of Officers

INSTRUCTIONS:

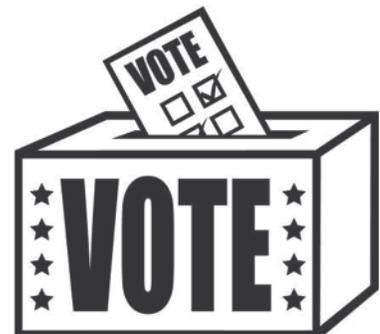
Select your choice from the candidates for the CCOA Board of Directors positions indicated below. Vote Now! Your ballot must be **received by December 1, 2018.**

MAIL your ballot to the CCOA's Vice Chairperson:

Greg Fritz, 16280 Andrie St NW, Ramsey, MN 55303-5313 USA

OR

EMAIL Cougarvote@gmail.com



1. FOR THE OFFICE OF CHAIRPERSON

Gavin Schlesinger

2. FOR THE OFFICE OF SPECIAL SERVICES DIRECTOR

Charlie Brown

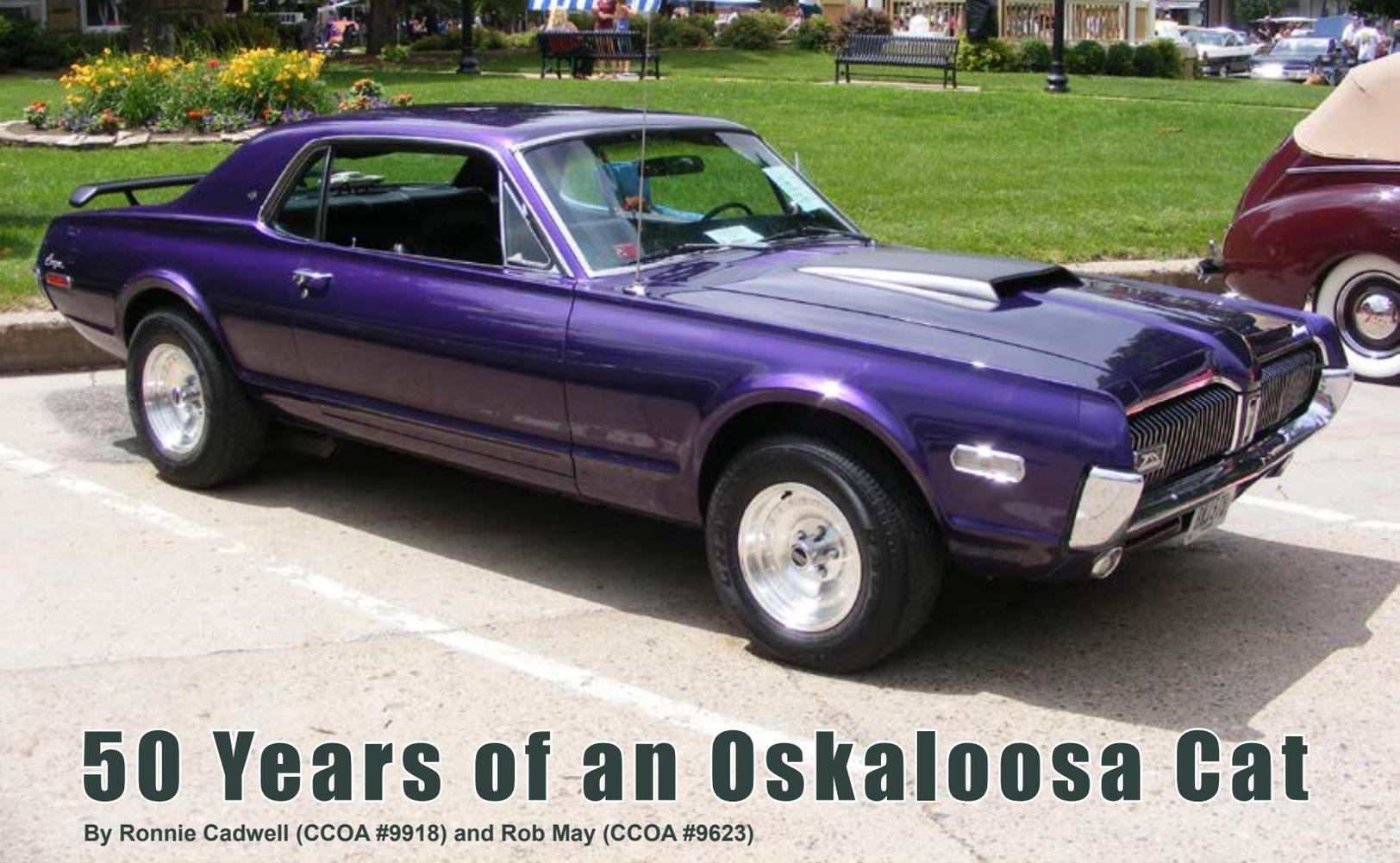
3. FOR THE OFFICE OF MEMBER SERVICES DIRECTOR

Phil Parcels

Your Member Number or Name:

Note: Your vote will remain confidential and known only by the Vice Chairperson. Ballots will be destroyed after counting. Your member number/name is requested only to prevent shenanigans, however unlikely that is.

You must be a CCOA member to vote. If you would like to join or renew your membership along with your vote, use the form on the next page and save a postage stamp in the process.



50 Years of an Oskaloosa Cat

By Ronnie Cadwell (CCOA #9918) and Rob May (CCOA #9623)

Oskaloosa, Iowa (about fifty miles southeast of Des Moines) is the home den for Ronnie Cadwell's 1968 Mercury Cougar. Now retired, Ronnie first drove a truck, then later started his own trucking company. He was always interested in cars and vehicles, and the list of cars he has owned is extensive, including a '53 Chevy (his first car), '32 Ford Sedan, '32 Ford Coupe, '59 Ford Ranch Wagon, '61 Buick Wildcat, '35 Hudson Terraplane, '34 Dodge Conv, and a '74 and '76 Gremlin. He still owns the '76 Gremlin, but the pride of the fleet is his '68 Cat.

In addition to the list of cars previously enjoyed, Ronnie's first Cougars purchased in 1983 were stock cars raced at his local racetrack. This continued for about nine years. He was always fond of Mercury Cougars. At 17, all of his friends had Mustangs and Camaros. He noticed the

Cougars on the dealer lots, and he knew someday that he would own one. "When I



finished racing, I decided to find a Cougar in decent enough shape to put on the street. I finally found the one I wanted to build in 2002. It was in a parking lot at a Goodguy's show. Fortunately I was walking the lot, as all of the cars don't enter the show grounds." With a For Sale

sign in the window, Ronnie contacted the owner and brought the Cougar home.

Purchased from the original owner, the mileage was only at 34,000, and had been repainted once. Coming from a dry Arizona, the interior was cracked and needed to be replaced. One week into ownership, it was moved to the storage yard where Ronnie worked. There it sat at Doug's 4 Wheelers in Pella, Iowa. John Langstraat and Ronnie completely disassembled the car and sandblasted it to start the body work. The car looked like someone had taken a ball-peen hammer down both sides. The vinyl top was removed and not reused. The drivetrain, 302 4V with C4 trans, remains original, however, it was decided that mild cosmetic changes would be made. They changed the tires and wheels, went with a different paint color, and added the wing and scoop. Doug Verschaure, owner of Doug's 4 Wheelers, looked at the car and wondered if they'd ever get it

done. It took five years, but they wanted it done right. This Cat stands out in a crowd. "John Langstraat and I painted my Cougar in the salvage yard bay area in one weekend. We put the body back together and brought it to my house where we finished it."

The Cat enjoys stretching its legs. If the weather is nice, then that is a good enough excuse to get the Cougar out.

Ronnie puts about 2K to 3K miles on it a year. He says the ride is very smooth.

The coolest thing about my Cougar is that you don't see many around this area. At most shows, you see the typical one or two Cats at most. My Mercury always gets the attention it deserves. The color, 'Spectra Master Blue', looks purple most of the time, but in a certain light it does look blue." The Cat is shown at least

every other weekend from March through October. Over 50 awards have been won so far. Ronnie enjoys being a member of the Cougar Club of America.

All photos are by Paul Wright. Thanks to Evelyn Cadwell and Doctor John Hoekstra for assistance with the article.





Entering the Cougar World with a 4th Gen Cat (1974-1976)

By Robert C. Hughes (CCOA #9944) and Rob May (CCOA #9623)

1974 was the initial year for the fourth generation Mercury Cougar (1974-1976). This fine example of a '74 Cougar XR-7 resides in St Louis Missouri. Robert Hughes, a retired television news videographer, selected this cat to enter the Mercury Cougar world! Recently widowed after 37 years of marriage to his childhood sweetheart, he is the Father of two grown daughters who also live in the St. Louis area. Robert tells his story to Rob May, our CCOA Volunteer Coordinator. "My oldest daughter, Margo, shares my interest in automobiles and has assisted me with various projects over the years. She has acquired the ability to service and maintain her car on a regular basis."

Catching Robert's attention was the '74 Mercury Cougar XR-7's bright red color along with the apparent good condition. Noticing that the ad had been posted a few days earlier, he hoped it would still be available. Fortunately, it still was, and Robert went to see the cat with his classic car enthusiastic friend. "We arrived at the home and were greeted by the seller standing next to the covered Cougar. As he rolled back the car cover, the shine floored me." It was a good-looking car. "The paint, the rims, the glass, everything about it was awesome. That hood must be six feet long I thought, remembering back to the 70's, those eye catching front ends on those great looking cars. My brother owned a '78 Mercury Marquis and my father in law a mid 70's Lincoln." The landau top had begun to age on the side panels. Other than that, Robert was thrilled to find that this was a one-owner car. The car sat covered under the carport with 59,900 actual miles on it. Envelopes contained

original paperwork, maintenance records, and owner's manuals. Charlie, the seller, turned the ignition and she fired right up! "The 400 Engine under the hood came to life, and it sounded awesome." Robert was shown a magazine, *Collectible Automobiles*, from 2015, featuring the "70's Era of Mercury Cougars" with several photos showing this cat.

During Robert's "Google" search of the '74 Cougar, he came across links to the "Cougar Club of America" site and saw there was a feedback link to the site. "I jumped right in and began to ask questions about this Cougar. Several members responded back with info and tips on what to look for in the car. Their input and advice really helped my decision to go for the Cat." After being handed the two sets of original keys, Robert backed the "red cat" out of the drive and headed to St. Louis to put the Cougar in its new cage.

Preserving this cat's stock look was a key goal. The only modification that was done to this Cougar was the addition of dual exhaust just a few years ago. Dual pipes really make this cat growl. White letter tires have been added to give the factory steel sport rims a nice appearance. The new white vinyl landau top sets off the shiny red paint. The original AM/FM stereo is still in the dash.

"Driving the car is fun and unique. The roar of the engine and the comfortable seats make driving this car so much fun. Looking out the front window at that long hood and seeing the Cougar emblem is a sure reminder of the craftsmanship



and quality that went into these cars. The full instrument panel with all its chrome and gauges, as well as the high-back bucket seats and center console puts this car in its own class. I obtained a “Marti Report” to find out the history on my car.” Built in Atlanta, in June of 1974, it sold at a St. Louis Lincoln Mercury Dealership in September of that year. Robert has the original motor vehicle title, and he was able to find an original dealer license plate. The Cougar is one of 4,329 built with the red paint code and one of 1,606 with the red/white trim code. The 400 2V engine received a complete rebuild about 10 years ago due to a scorched cylinder. The engine compartment was dressed up a bit for the previously mentioned magazine photo shoot.



Initially, this cat was meant to be a “weekend only” car, but Robert plans to drive it locally just to give people a nostalgic look at the days when these big cats roamed the roadways. On his first trip out, an admirer stated, “They just don’t make them like that anymore”. Driving the car is a blast and heads turn. You can feel the eyes upon you as you sit at a traffic signal.



“One of the most unique attributes of the 1974 Mercury Cougar is all the exterior styling that was put into the design of these cars including the prominent hood ornament, distinctive chrome bumpers, roofline, and comfort that were engineered into these cars back then.”

Living in St. Louis, there are many auto clubs and shows around the area. Hardly a weekend goes by in the spring and summer months when there is not a car show being held somewhere. Of course, there is the “Historic Route 66” which runs right through the city and state drawing thousands of classic car enthusiasts every year as they take nostalgic cruises. Robert plans on searching for clubs and sites that are dedicated to the preservation of these Cougars both locally, regional, and nationally to converse about ownership tips and other info regarding ownership of a Cougar. “My days as a Cougar owner are going to be fun, rewarding, and it will give me a chance to meet other car enthusiast who enjoy driving and owning these cats of the past.”





Last of the 3rd Gen Cats (1971-1973)

By Terry Dority (CCOA #9893) and Rob May (CCOA #9623)
Photos by Terry Dority

Terry Dority from Saco, ME owns this 1973 Mercury Cougar. She tells her story to our Volunteer Coordinator and Mercury Stray Cats Central CA Chapter Director, Rob May. Terry is a transit bus driver for the City of South Portland. Even before she was old enough to drive, she was into cars. "Blame my Uncle Dave for giving me the car bug. He had a '60 Corvette when I was around 5 yrs. old. I would stand up in the front seat and hold onto that bar in the dash. I'd laugh and get so excited the faster he'd go, the louder the car became, and I was fascinated with shifting. I would tell him to go faster! He got the biggest kick out of me. My dad was also a big Ford guy."

Four years ago, Terry's good friend and co-worker, Kyle Keller, was riding his Harley while going past a classic car dealership (called Motorland) in Arundel, Maine. He saw the Cougar parked out front, and Kyle sent photos of the awaiting cat to her. Terry says she fell in love with it immediately. "I loved the sound, the feel, the stance of the car, the interior, and I loved that it wasn't a car you see too often." Terry was very excited to pick it up and drive it home.

The car had been sitting for many years. Kyle helped her replace, belts, hoses, gas filters, bulbs, new coil, plugs and wires, new wiper motor, and

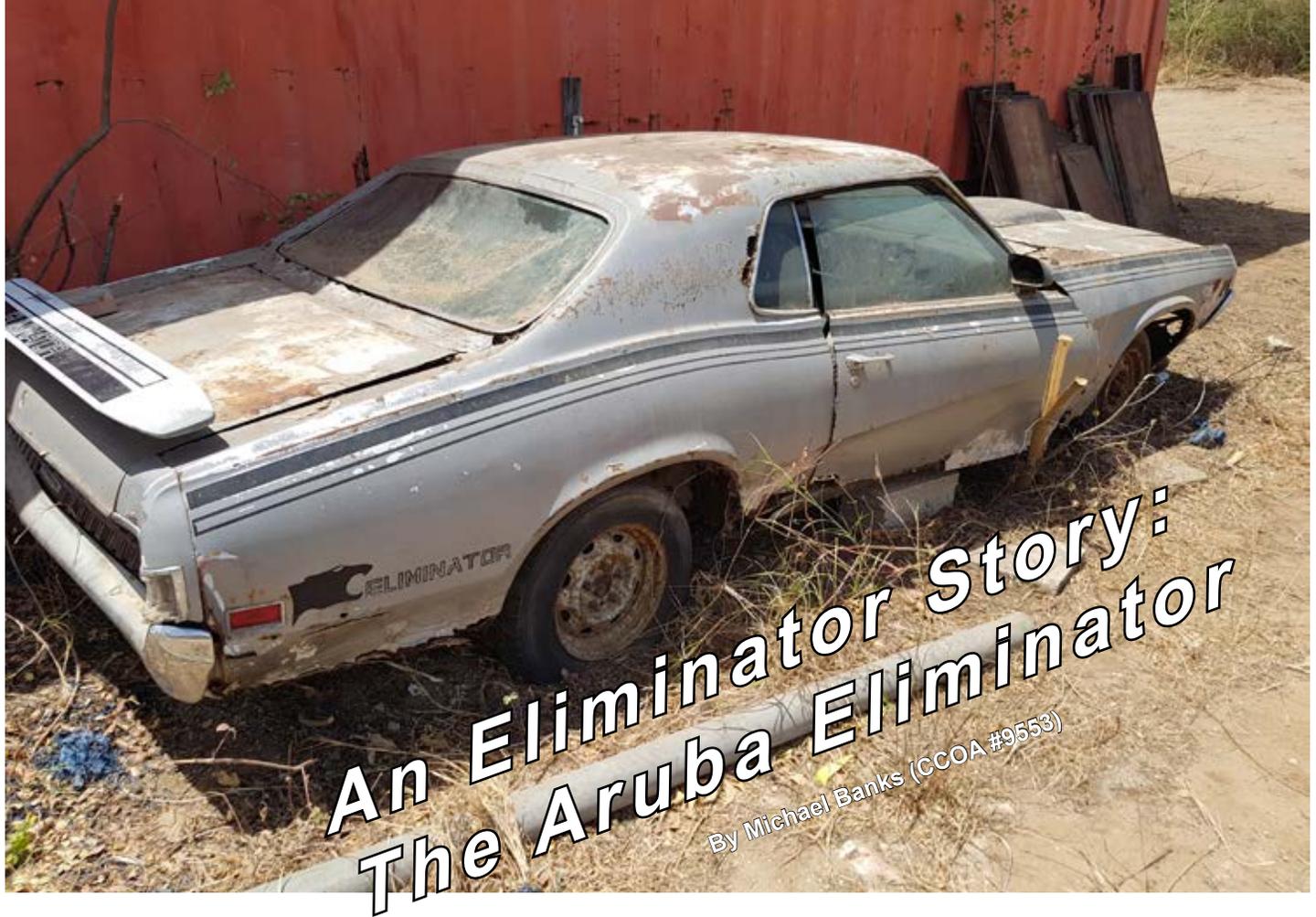
headlight switch. They cleaned out a mouse house from the cowl and a hornets' nests from behind the passenger mirror. Kyle hooked up the cool fog lights. Dave Dow and his guys over at Sullivan Tire in Westbrook did all the suspension work including new ball joints, control arms, and bigger sway bars. The other things completed include: rebuilding the carburetor, rebuilt distributor with Pertronix ignitor, and installing a new water pump.

Unfortunately, a former owner changed the color of the body and color of the vinyl roof. While the cat is very pretty with its new colors, a Marti Report shows the color and trim package were pretty rare. From the factory, the cat was painted in 4C Ivy Glamour Metallic Ford #5072-A with a white vinyl top. The original DW White Leather Bucket Seats/Black Components remain. The drivetrain is the standard 351 2V, FMX auto trans, and 2.75 conventional rear axle.

This cat is stored in the winter out of the cold. However, it as a daily driver in the warmer months. It handles really nice, and Terry really enjoys the feel of the big Cougar on the road. "I love the view while sitting in the driver's seat looking out over the big hood. Listening to the radio is not often, as I would

rather enjoy the sound of the 351C. It puts me in my happy place. Whenever I'm not having a good day, I can count on feeling so much better after getting behind the wheel and heading down the road. The car hugs the roads well and is a comfortable ride. The cat gets a lot of thumbs up. People just love it because it is not a car you see very often." Car had 61,000 on it when I bought it. It now has 74,000 miles. "Probably my favorite part of the car is the European styled flying buttress rear end. I just love the rear window style. Overall, the top and body lines highlight this cat well."





Back in 2009, Jay Daryanani made a post on one of the Classic Cougar forums. He included pictures and a description of the now well-known Competition Orange “Aruba Eliminator”. While the orange Aruba Eliminator has become somewhat internet-famous over the years on various barn find and rusty relic webpages, there was another single picture that Jay posted at the same time. One that has intrigued some of us in the Cougar Community for years now. That picture appeared to be of a silver 1970 Eliminator – something that was not previously known to exist, and until the advent of Marti Reports a decade or so earlier, was not even known to be a possibility. If it was the factory color, then silver would have been a Special Paint Order color, and so exceedingly rare that only about a dozen “Special Paint” Eliminators are even currently known to exist. Most likely, this was just another ’70 Cougar that had received a repaint in silver, and had some stripes slapped on it to kick it up a notch. Besides, there was another car to discuss that was very obviously a real tired and tattered Eliminator. So the silver Cougar faded into obscurity, like a ghost cat disappearing into the jungle, to become just another picture saved in my “mystery Eliminator” files.

Then in October 2016, a silver Eliminator turned up in Colorado. It was the real deal, with the documentation to back it up: a Special Paint Order Boss 302 Eliminator in Light Gray Metallic (aka “Silver”). That got my Eliminator senses tingling! Whatever happened with that silver Cougar on Aruba? I did some digging around and eventually was able to get in touch with Jay Daryanani via Facebook. Jay remembered the silver Cougar but did not know where it ended up. He said he would find out, telling me “legend has it that it is a real one” and that it was originally sold at the Ford dealer right there on the island. Very cool. Let the search begin!

A short time later I got a message from Jay saying that he had tracked down the owner of the silver Cougar! Sweet! ...aaand that it had been crushed. Oh no :(

That owner had a silver ’67 Cougar, and they stripped the ’70 to use some of the parts before it was crushed. That was disheartening, but being an

Eliminator sleuth, I still wanted a VIN so that we could properly check that one off as “accounted for”. I asked Jay if he could try to get the VIN from the owners, thinking they might have kept some paperwork, or the buck tag, or anything like that. Jay was still keen on tracking this one down to the bitter end, but the owner no longer had the paperwork, was a little evasive about the crushed car and didn’t really want to discuss it. Jay was persistent though, and explained to me that in Aruba “crushed” doesn’t always mean “gone”. Sometimes a crushed car gets flattened by an excavator and hauled to the recycler, and sometimes it only gets pushed into the bushes, or into a shallow hole behind a shed. Jay did some more asking around to see if he could find out what happened to the body, and if a VIN could be pulled from it.

Unfortunately, during Jay’s search, his brother-in-law Gerald passed away. After some time, his family decided to try and find a home for Gerald’s beloved Aruba Eliminator, where it would be restored and live on. Eventually the car was purchased by a collector on the island – a friend of Gerald’s, who specifically sought out KTL Restorations in Danville, Virginia to assess the car and determine if it could be saved. The Aruba Eliminator was shipped to the US, arriving back in New York, nearly 50 years after it was first delivered to Long Island from the factory in Dearborn. Today, KTL Restorations is working diligently to bring the Aruba Eliminator back to its former glory. With the Aruba Eliminator restoration underway, Jay returned to the hunt.

By now Jay was quite certain that the silver Cougar was no longer on the island and was likely hauled away as scrap metal to be recycled and sent to Venezuela. But what about the original drivetrain? Surely the owner would have saved the engine and transmission when they were stripping the car. Those received partial VIN stamps from the factory. If that original drivetrain could be found, then we could put together the VIN from that and at least order a Marti Report to determine the pedigree of that elusive silver Cougar. So Jay tried again with the previous owner, and again hit a road block – the parts were “stored away” and not available for inspection. The silver Cat wasn’t going give up its secrets quite that easy.



Now you might be thinking to yourself, when do you say “well, that one’s gone” and call it quits? Well, we were certainly close to that point. Jay had already contacted the Ford dealership and learned that they had no records going back that far. It was beginning to look like the elusive silver Cougar was going to remain a ghost haunting my mystery files. But Jay had one more idea. “I am gonna try and check with the tax office (DMV) here to see if they have a record of the silver Cat. It’s a long shot but you never know.”

This is the part of the story where you expect to hear “and at the tax office Jay discovered the VIN, and there were rainbows and unicorns for everyone!”, but that just didn’t happen. Jay never did get to the tax office to hunt for that VIN. At around 70 square miles and a population of 100,000, Aruba is like a large small town. People know people, and the story had apparently



gotten around that Jay was looking for the silver Cougar. Out of the blue, someone local sent Jay a picture. It showed the rear flank of a silver Cougar with “ELIMINATOR” prominently decaled on it! It was no ghost after all. Jay was going to skip the tax office and go right to the end of the quest that same day.

But let’s step back for a minute. What about the car that was crushed? Well, all we can figure is that there was some sort of mix-up about the fella’s silver ’67 Cougar, and that the owner probably had another ’67 or ’68 Cougar that was parted and scrapped. When he said that he used some parts from the scrapped car (what we thought was a ’70 Cougar) for his ’67, it sounded a little odd, but considering how hard it might be to find Cougar parts on Aruba, it also seemed plausible. For the better part of a year we were following a false trail while the silver Cougar lay lurking in the brush. And brush there was! Jay “chopped quite a bit of brush to get to it” and braved “tons of spiders” to finally see clearly the silver Cougar that he had been chasing for the last year. The silver Cougar had been purchased by Marcelo Kock, the local car enthusiast who had sent the picture to Jay, and

owner of a few classics including a ’67 Shelby GT500 project (yes a real one, #1047) that he had bought in Venezuela 30 years ago and brought with him when he moved to Aruba. Mr. Kock’s elder brother had purchased the silver Cougar with plans to use the drivetrain in a project that never took off. With the silver Cougar now before him, Jay took pictures and video while recording the VIN as well - OF91M541404. At last, we finally had this Cougar’s number! But was it a real Eliminator?

The pictures revealed some very telling Eliminator details... blacked out headlight doors and grilles, front spoiler (an original, no less!), hood scoop... walking Cat fuel door, blacked out taillight bezels, blackout paint behind the taillights... no “Cougar” script emblem on the rear quarters... it even had the blackout tape on the trunk lid and reverse light trim, as well as holes in the deck lid where the rear spoiler had mounted. Almost any of these items could be found on your typical Eliminator clone, but rarely would you find ALL of them together on a clone. But was it originally painted silver??

Well, there was obvious accident damage, to the extent that it certainly had at least a partial repaint. There were also signs of Blue Metallic paint in places, as well as a white-ish layer underneath the silver that could have been primer. But soon enough we would know for certain. Armed with the VIN, Crystal at KTL, who had been included in the pictures and discovery conversations, submitted a rush order for a Deluxe Marti Report, while also enlisting the aid of various Cougar experts such as Gavin Schlesinger (CCOA Chairman), Phil Parcels (CCOA Database Registrar), Dave Wyrwas (Eliminator Registrar) and Bill Basore (editor and publisher of Legendary Cougar Magazine).

When the Marti Report arrived it revealed that the silver Cougar was a real Eliminator that had left the factory painted Pastel Blue with a Blue Standard interior. The original drivetrain was a robust 351C-4V mated to an FMX automatic transmission, and it was nicely optioned with Power Steering, a Console, Air Conditioning, and an AM/8-Track Radio. The DSO of 96 indicates an Export car, backing up the belief that it had been sold new on the island. Additionally it has an Order Type of “Retail” – this was no stock order for lot filler - someone went to the Aruba Ford dealership and placed the order for an Eliminator spec’d the way they wanted. Other interesting options include the almost-unheard-of Metric Speedometer, the Accessory Package, and Touch-Up Kit, which are believed to include touch-up paint and various replacement light bulbs - items that could be very difficult to find outside the US. These options are so rare that the statistics aren’t even included in the Cougar ...by the Numbers book (available at MartiAuto.com)! Furthermore, OF91M541404 would be a new addition to the Eliminator Registry and the Cougar Database as well.

Ah, mission accomplished! Tag that Cat and call it a day, right?

Well, Jay felt that his work wasn’t quite done yet, so he got on the phone to Gerald’s friend Ralph, who had bought the Orange Aruba Eliminator and sent it to KTL Restorations. Yes, Ralph was interested. He made a deal and is now the proud owner of two Eliminators that once prowled the streets of Aruba. After all the details are sorted out, this once-elusive Eliminator will join its island comrade in Virginia to begin the long process of a sure-to-be-stunning rebirth performed by the great people at KTL Restorations. Thank you, Jay, for all of your hard work and diligence, and thank you to Marcelo for reaching out to Jay and allowing him to photograph and document this rare Cat!

I guess one question that still remains is this -- what color to paint it? Should it be put back to the ghostly Pastel Blue that it left the factory with, or resprayed in the shade of silver that it wore while haunting the streets and forests of Aruba?

Thanks again, Jay!

Mike B.
Eliminator Owner and Enthusiast
EliminatorSearch@CougarClub.org

EBAY CATS



Year/Model: 1968 STD
VIN: 8F91F5XXXX
Miles: 101,537
Condition: 2
Winning bid: \$9,000
Total # of Bids: 16

Comments: This STD Cat has the rare bench seat option and has been garaged kept for over 30yrs. No visible rust, but there is some scaling along the rear passenger wheelbase. Never been in an accident but has been repainted over the years and could use a new paint job. The radio antenna is broken and needs to be replaced, dashboard near the center speaker is buckling and cracking. Runs and drives well. Overall this Cat is in great shape and wouldn't take much to turn it into a real head turner.



Year/Model: 1973 XR-7 convertible
VIN: 3F94Q5XXXX
Miles: 84,475
Condition: 1
Winning bid: \$13,850
Total # of Bids: 3

Comments: Not many XR-7 convertibles came with a 351CJ/C6 and a few are still "alive." This Cat has only traveled 84k miles in its life and still runs strong and drives great. Has PS, PB, AC and rear glass window. The bumpers, all trim and glass are in great condition. The interior is all original and looks new, all gauges work.



Year/Model: 1968 STD
VIN: 8F91S5XXXX
Miles: 90,000
Condition: 3
Winning bid: \$19,500
Total # of Bids: 45

Comments: A STD Cat with the GT option. The original owner special ordered it in Illinois and then moved to Colorado and had it fully restored in 1993 using all original metal, trim and chrome. Original owner sold it 6yrs ago. After 25yrs the restoration does have some small flaws now, but overall is still pretty nice. This GT is all matching numbers, the motor is correct date stamp and head has partial VIN. The rear sequential were upgraded to solid state. This Cat comes with many original documents including window sticker, owner's manual, also comes with an Elite Marti report.



Year/Model: 1970 XR-7 coupe
VIN: 0F93QXXXXX
Miles: 37,800
Condition: 2
Winning bid: \$34,100
Total # of Bids: 43

Comments: A very unique XR-7 that is an all correct matching number car with an interesting background. Per Marti report this is an export Cat that was custom ordered by the original owner in Japan, it was never in America until now.

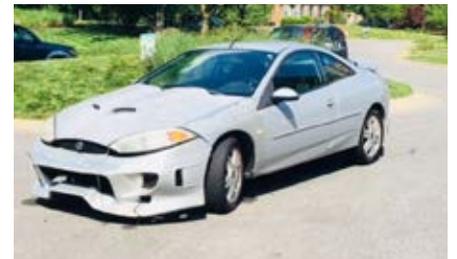
It has a metric speedometer, export decal and an extra turn signal on the right front fender. This Cat was ordered with the optional 428CJ Ram Air/C6 and fully loaded with options that includes automatic seat back release, PW, PB, PS, tilt wheel, console, AC, AM/8-Track stereo and intermittent wipers. This XR-7 is 95% rust free

with all original panels that are in good shape. The interior is all original and in very good condition including the original floor mats. Original color was white, changed to black. The vinyl top is original and has some bubbles under it. The original metric speedometer shows 60,337 km (37,800 miles). The engine runs strong without any noise and doesn't smoke and has no oil leaks, may need tune up due to sitting awhile. New owner will be the first to register this Cat in the US.



Year/Model: 1974 XR-7
VIN: 4A93Q5XXXX
Miles: 53,100
Condition: 1
Winning bid: \$7,999
Total # of Bids: 1

Comments: All original XR-7 with 53k original miles on the optional 351CJ/C6. The body and paint are in excellent shape being 44yrs old with very slight imperfections, the landau roof is in good shape as well. The interior is all original with only one tiny tear on driver's seat, other than that the interior is flawless. Has new rear brakes, belts and battery. The AC works and blows cold, the heat works great. The original AM/FM 8-track player works great. Comes with a lot of original paperwork including original owner's manual and window sticker.



Year/Model: 2002 35th anniversary
VIN: 1ZWH761XXXX
Miles: 98,496
Condition: 3
Winning bid: \$504
Total # of Bids: 7

Comments: Not many 35th anniversary Cats were made and few are seen today. This is a one owner Cat with 98k original miles on its V6/ auto. Runs well, but the engine light is currently on because it needs a new muffler. The air bag light sensor is blinking as well because it needs to be checked by the dealer per the owner's manual. Has new front brake pad. The body is in fair shape but has several cosmetic issues with the front and rear bumper and hood. The interior is in good condition, the original radio has been replaced with a Pioneer CD player. A great project car for someone who loves Cougars and wants a unique Cat!! Comes with one remote control access key fobs and two keys.

PERSONAL ADS

PARTS FOR SALE

1967 eight inch rear end (3.00) gears (complete) \$350, 1968 XR-7 original hubcaps (4) in excellent condition \$400, 1968 XR-7 original 4spd top loader shifter with linkage and wooden shift knob (complete), \$500, 1969 nine inch rear end (2.75) gears complete \$550.00 Chris, cell: (707) 616-2310

PARTS FOR SALE

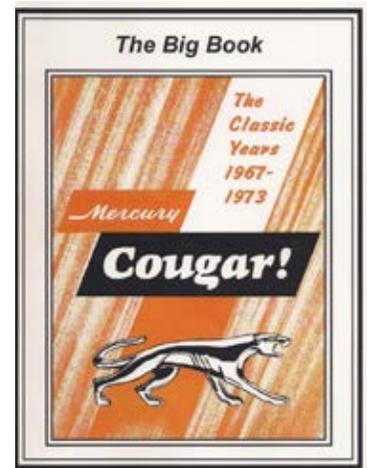
1969 428 Cobra Jet motor and R servo cast iron tailshaft C6 \$10,000. 1968 390 with C6, A/C, P/S, P/DB etc. etc. all still in a 1968 Ranchero you get the whole front clip \$3,500.00 1967 289 4V set up: carburetor cast # C7DF M, series 4300, venture 1.00; intake cast # C6OE-9425, date 6J19 etc. \$350.00 1973 C6 460 Police Interceptor cast iron tailshaft transmission: Tag # PJC H5 FA 013051 \$1,000. 460 PI short block: block cast # D1VE-A2B, date 3E4; crank cast # 2YAB; water pump cast # D2VE B-A; Dist cast # D3ME-12127-CA, date 3D25; alt. cast # D3VF 10300 AB 15V 90A NEG; flex plate; Harmonic balancer; brackets; pulley, etc. \$2000.00 429 Police Interceptor heads: cast # D2OE-AB, dates 2E5 & 2E18, \$1,200.00 429 CJ carb: cast # 7040288, date 1182; AUTOLITE tag # D0OF B, date D227, \$750.00 429 CJ / SCJ valve covers, \$650.00 pr 429CJ/SCJ short block: 4 bolt main block cast # D1VE-6015-A, date 1A19; \$4,000. 1967 Cougar or Mustang: stainless steel power front disc brake 6 piece line set. \$75. 347 stroker kit; includes 3.400 crank, 5.400 H beam 4340 chromemoly steel rods, 4.030 KB hypereutectic flat top pistons with two valve reliefs \$1,200. 1967 289 heads, cast # C6AE, date codes 7D18 & 7E2 \$200.00; 1967 GT 390 carb cast # C7OF-9510-A, list 3793, 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 \$2,500.00 428 CJ exhaust manifolds, \$900.00 pr. 428 Super Cobra Jet: flywheel; cast # C9ZE-A \$1,200.00 428 Super Cobra jet crankshaft; cast # 1UA \$2,500.00 1967 Ford/Mercury 390 A/C system: original Ford A/C compressor, A/C clutch, clutch pulley, brackets, idler pulley, water pump pulley, crankshaft pulley etc. \$500. 351W heads, cast # E7TE, date codes 5B15 & 5B17, \$150 for the pair. 1970 Boss 302 heads: cast # D0ZE 6090 A; dates 0B19 on both heads; push rod guide plates cast # C9ZE-6A564-C; original valve sizes 2.19 / 1.71 58.0 CC \$1,600.00 for the pair 1970 351C 4V closed chamber heads: cast # D0AE; dates 0E16 & 0E20, \$800.00 1970 351C 4V cast iron intake \$150.00 1973 351C 4V open chamber heads: cast # D3ZE; dates 3A17, \$600.00 1970 351C 3 groove crank pulley: cast # D0AE-6312-C, \$125. 351C single groove water pump pulley: cast # C9OE-8509-F, \$100. 1970 351C idler pulley: cast # D0AA-8A617-A, \$125. 351 A/C bracket; cast # D0ZA-2882-C, \$200. 1970 351C bracket: cast # D0OE-10156-A, \$100. 1970 351C bracket: cast # D0OE-10145-A, \$75. 351C bracket; no cast #, \$100. 351C timing pointer, \$75. 351C front engine plate, \$125. 351C thermostat housing, \$20. 351C dip stick tube, \$75. 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 1965 289: rods, cast # C3AE D, matching set of 4, \$50; 1965 289 2V intake cast # C5AE 9425 D, dates 4K6 \$75. 1965 289 original gold valve covers, \$60, etc. much more inquire (314) 480-2556 Keith Litteken, St. Louis, MO or email kslitteken@aol.com

WANTED

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

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

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



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Printing & Promotional Products

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The advertisement for Greg Taylor Enterprises features a large illustration of a cougar in a running pose. Below the illustration is a red box with white text that reads "Greg Taylor Enterprises PERFORMANCE and RESTORATION SPECIALIST 850-728-3953 GregTenterprises@yahoo.com". To the right of this box is a large "GT·E" logo. At the bottom, it says "Technical Advisor, Cougar Club of America - www.cougarclub.org".

MEMBERSHIP REPORT

By Rob Merritt (CCOA #8323)
Member Services Director

TEN THOUSANDTH CCOA MEMBER INDUCTED

The CCOA is pleased to announce that member #10,000 has joined the Club. Gary Walker of Marianna, Florida timed his application perfectly. To note this occasion, we are extending Gary's membership for an extra year and giving him a CCOA hat and shirt.

Join us in welcoming CCOA #10000, Gary Walker, to the Club, as well as all of the new members.

NEW MEMBERS

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

KATRINA PITT	ROSEDALE VIC AUSTRALIA
WAYNE BRANDER	COBOURG ON CANADA
JOHN McCORMACK	PARRY SOUND ON CANADA
PAUL BAMFORD	WILTSHIRE UNITED KINGDOM
TERRY DINGBAUM	HEALY AK
LARRY HORNSBY	MOODY AL
RODNEY A BEATY	BAKERSFIELD CA
MIKE ANDERSON	BURLINGAME CA
STEVE JONAS	PACIFICA CA
SANDRA ALEXANDER	GRAND JUNCTION CO
DONALD WARD	VERNON CT
GARY WALKER	MARIANNA FL
RANDALL SMALLEY	OCEAN RIDGE FL
GARY STEVENS	MCHENRY IL
GREG JONES	WHEATON IL
GEORGE COOK	POSEYVILLE IN
BRIAN DETIENNE	WICHITA KS
TOD & STEPHANIE MILLER	BELLEVILLE MI
MARTIN DUDA	STERLING HTS MI
TANSEL AVCI	TROY MI
WILLIAM HELLIWELL	PLYMOUTH MN
HOBART PRITCHARD	DONIPHAN MO
JASON STANARD	BRANDON MS
GIL MOORE	WINSTON-SALEM NC
RICHARD SADLER	ROCHESTER NY
ROBERT MOLTA	SYRACUSE NY
DWAYNE EDWARDS	HINCKLEY OH
RAYMOND SUTTON	MINERVA OH
RHONDA LAMB	GUTHRIE OK
DON & ANGIE QUIRK	HILLSBORO OR

ALLAN STEINBOCK	PITTSBURGH PA
BOYD BUTZ	STROUDSBURG PA
DAVID GILBERT	WALLINGFORD PA
STEVE NATKIN	WARRINGTON PA
CHAD HEIBEL	VICTORIA TX
JIM BAIRD	LEHI UT
MATT SNYDER	BIG ISLAND VA

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!

IS IT TIME TO RENEW YOUR MEMBERSHIP?

Check the mailing label for your due date if you subscribe to the printed version of the newsletter. If you are an e-member, the email with the download link will let you know if it's time to renew. If you are past due, don't panic... I haven't been very good this cycle with the reminder notices. We always give a grace period of one ATSOTC, so you're still in good standing. If you don't renew, though, this will be the last one you receive. Don't let that happen.

If your renewal is due, use the handy on-line form under the "join" button at www.cougarclub.org. If you prefer, you can send a check using the membership form found elsewhere in this newsletter.

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



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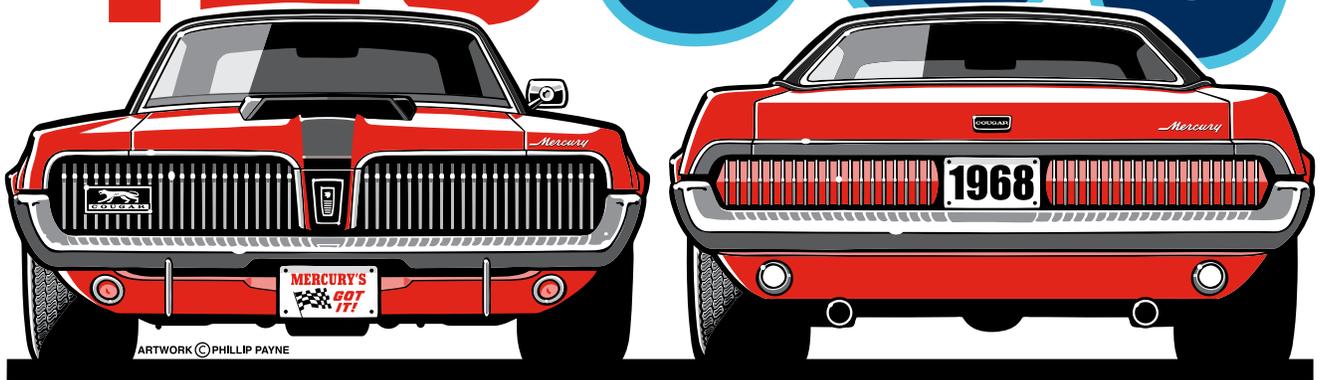


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