

INSIDE THIS ISSUE: MEET THE CCOA BOARD AND REGIONAL CLUB MEMBERS

# ATSOTC

The Official Magazine of the Cougar Club of America

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SPRING 2019



*Robert Nowland's*  
**1969 RML Mercury Cougar XR-7**

# Reputation

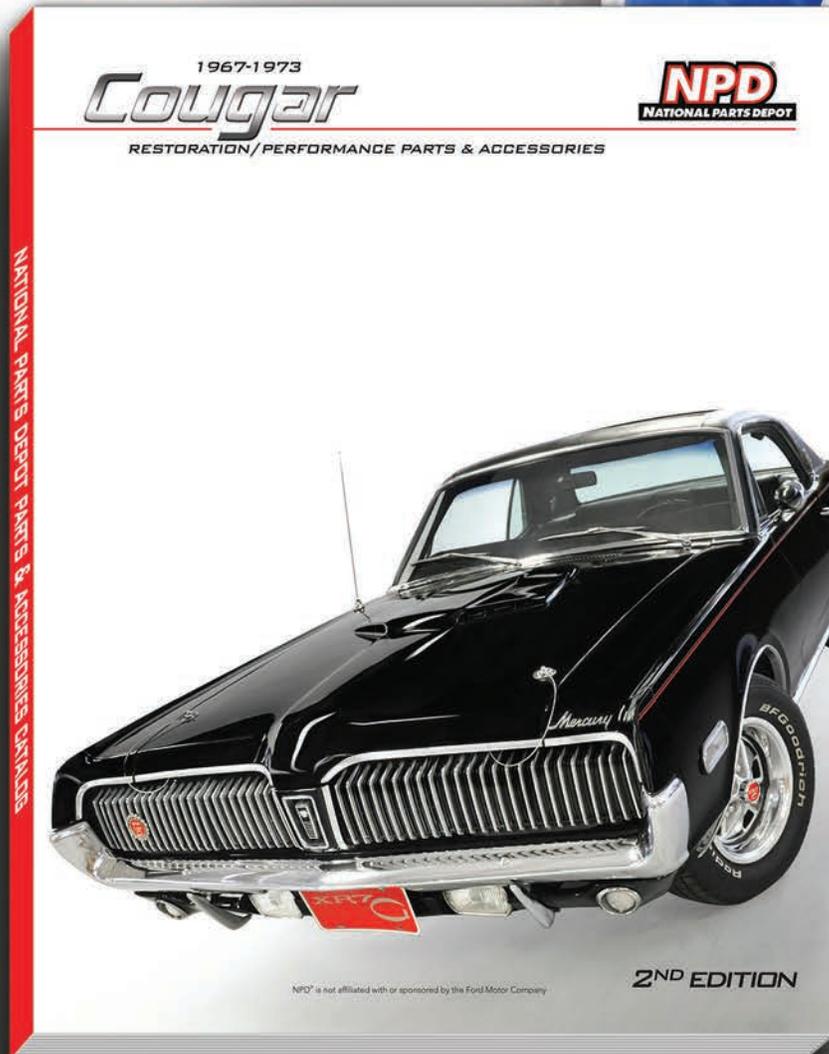
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## AT THE SIGN OF THE CAT

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**ATSOTC** welcomes publishable material for future editions. Send your submissions to the above address or to the Assistant Editor at [assistanteditor@cougarclub.org](mailto:assistanteditor@cougarclub.org)

**Summer 2019 issue** - send your submissions no later than April 30th, 2019

**Fall 2019 issue** - send your submissions no later than July 31st, 2019

**Winter 2019 issue** - send your submissions no later than October 31st, 2019

**Membership – RATES (Since 7/1/16)**  
Annual membership in the Cougar Club of America is available in several flavors:

- FREE for members who submit a substantial article or make regular contributions to the newsletter.
- \$25 for members who receive the newsletter by email.
- \$35 for members who receive the newsletter by postal mail to a U.S. address.
- \$40 for members who receive the newsletter by postal mail to a non-U.S. address.

To join or renew, point your internet browser to: <http://www.cougarclub.org/join.htm> or contact the Membership Services Director listed in the Club Contacts section of this newsletter.

### Disclaimer

Members receive this publication with the understanding that the Cougar Club of America, and its officers and volunteers, cannot be held responsible for its content. The CCOA reserves the right to edit all submissions. The CCOA does not necessarily endorse views and opinions expressed in ATSOTC. Your mileage may vary.

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Ads may not state or imply CCOA endorsement without express, prior authorization. The CCOA may reject any advertisement at its sole discretion.

### Display Rates:

	Color	Black Only
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Contact Kamran Waheed for details at [assistanteditor@cougarclub.org](mailto:assistanteditor@cougarclub.org)



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# A VIEW FROM THE CHAIR



As we move into the 50<sup>th</sup> Anniversary for the 1969 Mercury Cougar model year, it is hard for me to believe Dearborn 2017 was so long ago. There has been a lot of change since the 50<sup>th</sup> Anniversary for the launch of the Mercury Cougar. Some of the changes have been good; new cars, new clubs, new members. Some changes have not, with the passing of so many people; Bud Moore, Dan Gurney, Matt Slay, Larry Quay, Tom Petty, Alan Easley, to name only a few heroes, legends, and friends. No matter where you were to celebrate 2017, it made a difference.

For me, as I enter 2019, I realized that life is random, too short, and with a finite amount of sunrises and sunsets. How we leave our mark in history is by the relationships we foster, lives we touch, and lasting memories we make with the people in our lives, which continue even after we are gone. I, like so many others in our hobby, balance work, family, commuting, my passion for the Cougar community and all the commitments that go along with each of them. Life experiences, as well as fostering relationships, are two very important things to keep in focus. In the auto enthusiast hobby, the vehicles are important, but not as important as human relationships. Being seen and interacting with others is more important than bringing home an award. The memories we create by shared experiences are truly invaluable.

Keeping all Cougar enthusiasts informed of upcoming events and activities is important to us. We try to have up-to-date information posted on [www.CougarClub.org](http://www.CougarClub.org) and our Facebook page. Please share your future events with us. Your fellow CCOA members can plan to attend your events that they may not have been aware of otherwise.

Send all of your favorite Cat photos from events attended, or cruising around town, to [editor@CougarClub.org](mailto:editor@CougarClub.org) and one of your photos may just be selected to appear in a future issue of ATSOCTC or on our club Facebook page.

## 1969 Interesting Facts (US Statistics)

President – Richard M. Nixon

Vice President – Spiro T. Agnew

Population – 202,676,946

Life expectancy – 70.5 years

Babies born in U.S. – 3,600,000

Average Income – \$9,433

Federal Minimum Wage – \$1.60

Cost of First-Class Stamp – \$0.06

Cost of 1 Gallon Milk – \$1.35

Cost of 1 Pound Bread – \$0.23

Cost of 1 Gallon Gas – \$0.35

Cost of New Ford – \$3,278

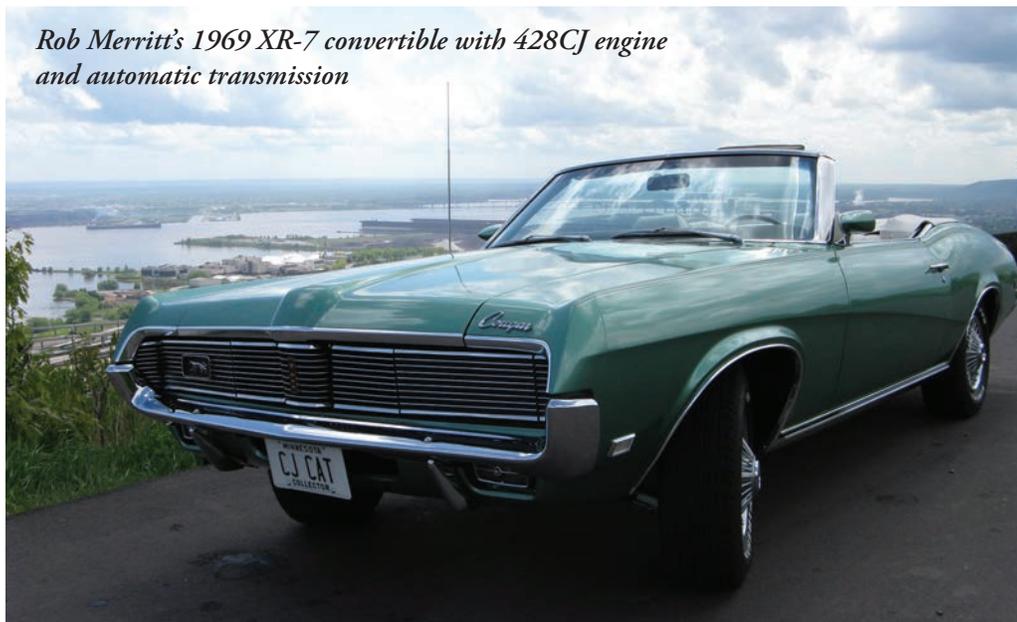
Cost of Average 3 Bedroom Home – \$25,600

**July 20, 1969** – Apollo 11, carrying three U.S. astronauts, lands on the moon. Mission commander Neil Armstrong was the first man on the moon; crewmate Buzz Aldrin also walked on the moon. The third man on the mission was Michael Collins.

**August 15-18, 1969** – Nearly 400,000 people show up at a farm in Bethel, New York for Woodstock, a music festival that features legendary acts Jimi Hendrix, the Who, the Grateful Dead, Janis Joplin and Sly and the Family Stone. The event would help define an era.

**October 29, 1969** – The first communications are sent through the ARPANET, the predecessor to the Internet.

*Rob Merritt's 1969 XR-7 convertible with 428CJ engine and automatic transmission*



On behalf of the BOD, volunteers and our membership, I want to thank Rob Merritt for all the years of service as CCOA Membership Director. Rob was not only single handedly managing the club's worldwide membership, but he was also the "Temporary" Editor for ATSOTC for many years. The club would not be where it is today without the countless hours Rob dedicated to our organization.

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

*Gavin Schlesinger*

Cougar Club of America Chairperson #5780  
CCOA LLC

<http://www.cougarclub.org/>

**Look for us on Facebook:**

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

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



## Billboard's Top Hot 10 Songs of 1969

1. "Sugar, Sugar" – The Archies
2. "Aquarius/Let the Sunshine In" – The 5th Dimension
3. "I Can't Get Next to You" – The Temptations
4. "Honky Tonk Women" – The Rolling Stones
5. "Everyday People" – Sly and the Family Stone
6. "Dizzy" – Tommy Roe
7. "Hot Fun in the Summertime" – Sly and the Family Stone
8. "I'll Never Fall in Love Again" – Tom Jones
9. "Build Me Up Buttercup" – The Foundations
10. "Crimson and Clover" – Tommy James and the Shondells

## Top Ten Grossing Films of 1969

1. Butch Cassidy and the Sundance Kid
2. On Her Majesty's Secret Service
3. Midnight Cowboy
4. Paint Your Wagon
5. Bob & Carol & Ted & Alice
6. Joe
7. True Grit
8. The Sterile Cuckoo
9. Run, Angel, Run!
10. The Wild Bunch

# Arthritis Foundation Classic Auto Show

**Dublin, Ohio • June 27th to June 29th, 2019**

The Arthritis Foundation Classic Auto Show website, [www.arthritis.org/autoshow](http://www.arthritis.org/autoshow), is up and running, so plan now for this fantastic three day event on Thursday, Friday and Saturday, June 27th, 28th and 29th, 2019! Located in Dublin, Ohio just NW of Columbus, this show is in its 37th year with the Rolling Legends Tour on Thursday, the 1,000 plus car Cruise-In on Friday evening, and the Classic (judged) Auto Show on Saturday. Look for Class 43, exclusively for 1967-1997 Mercury Cougars! Join us for a chance to win one of the 6-foot tall trophies! Ohio was indeed the place to be on July 6th and 7th in 2018 for the Arthritis Foundation Classic Auto Show! Perfect weather welcomed the participants to this important event. Central CA Mercury Club's Georgina Garcia May (CCOA #9623) Photography provides us a glimpse of the Cats that made a den in Dublin for those two days. Spanning two decades, examples of 1967 to 1987 Mercury Cougars began their cruise-in prowl on Friday. CCOA members arrived in force. Rob May (CCOA #9623) stated, "Thanks to Ben Brace for the VIP treatment. It was an honor to be at this important event. All 1967-1997 Mercury Cougar owners are highly encouraged to participate in the 2019 show!" Dan and Shawnee Boggs (CCOA #9939) of Sandusky, Ohio rounded out the '80s (and twenty years of Cougar models) with their 1987 Cougar! Let's see some of the last MN12 platform cats for 2019! In addition to cars, special guest stars will be announced. For 2018, it was an honor meeting Ford Historian, photographer, and author Robert Kreipke. The 2018 36th annual show was a very special event, raising \$232,000 toward their mission to pursue a cure for America's #1 cause of disability. For 2019, let's fill the Arthritis Foundation Event with as many 1967 to 1997 Mercury Cougars as possible!

**REGISTRATION IS NOW OPEN,  
SO PLEASE REGISTER ASAP!**

**Questions? Call or e-mail Ben Brace (CCOA #2796)  
614-795-6627 or [benbrace@benbrace.com](mailto:benbrace@benbrace.com)**



*Georgina Garcia May (CCOA #9623) with the 6-foot tall trophies being awarded at the 2018 event.*



*Ben Brace (CCOA #2796), original owner of his Wellington Blue 1968, and Rob May (CCOA #9623).*



*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.*



# 2019 Meet the Board of Directors of ATSOTC

“We are dedicated to the appreciation and preservation of the Mercury Cougar”

## A Brief Club History

Tom Jacobellis, a New York City Police officer, loved Cougars and made the leap of faith that there might be others. Tom founded the CCOA and led the club from 1980 - 1985. John Baumann is a veteran in the Cougar Community and the owner of one of the original Cougar parts companies. John, with the support of his wife, Dee, led the club from the fall of 1985 - 1995. Randy Goodling is one of the best-known members of the CCOA. Randy led the club from 1996 - 2000. Scott Ferguson, who is well known to the Cougar community, has been heavily involved with the Cascade Cougar Club, the Fordnutz Cougar Club and the CCOA. Scott led the club from 2000 - 2005. Randy Goodling is the only past President to hold the office more than once. Randy stepped up again and most recently led the club from 2008 - 2014.

There are a few ways that the club can repay those who have given so much and lifetime membership is one. While there are many that deserve the credit for the CCOA surviving 39 years, we need to thank the past presidents, BODs, volunteers, registrars, and most definitely, all of the club members. I would also like to recognize Phillip Payne of <http://propayngraphics.com/>, CCOA Brand Manager, for his amazing logos and graphics over the years and John Rotella, CCOA Webmaster, that dedicated hours to bring our website [www.CougarClub.org](http://www.CougarClub.org) into the modern age.

## Each member was asked to answer four questions:

- (1) What first attracted you to the Mercury Cougar and what excites you the most about the car?
- (2) How long have you been a member of xx Club? The CCOA?
- (3) If you could order a Mercury Cougar from the dealership, describe your dream Cougar.
- (4) Who has made the biggest impact to your interest in the car hobby?



**Gavin Schlesinger, CCOA #5780**  
*Chairperson of the Board of Directors*

**Q:** What first attracted you to the Mercury Cougar and what excites you the most about the car?

*A: For me, the Mercury Cougar has always been a unique and distinctive automobile. I was first attracted to the fact that the base motor was a V8, versus the V6 in some of the other Ford powered vehicles.*

**Q:** How long have you been a member of the CCOA?

*A: I first joined the CCOA in 1990 +/- after meeting friends who had Cougars and showed me a copy of ATSOTC.*

**Q:** If you could order a Mercury Cougar from the dealership, describe your dream Cougar.

*A: My dream Cougar would be a 428 Cobra Jet four speed, sunroof equipped XR7-G, black with red interior.*

**Q:** Who has made the biggest impact to your interest in the car hobby?

*A: My parents always supporting my interest in classic, now antique cars, made an impact. However, the greatest impact has been all of the friends I have made over the years, hanging out in parking lots, fields or car shows. The cars bring us together, the people in our hobby make all the difference for me.*

Personal Note: I want to thank the people that voted for me and expressed confidence in my ability to continue to move the CCOA forward. I am honored to have been selected and never thought that 30+ years after purchasing my first Cougar I would be elected to Chair the Cougar Club of America.



**Greg Fritz, CCOA #5269**  
Vice Chairperson

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: I saw my first Cougar, a 1969 XR-7 convertible, in the showroom at Uptown Lincoln Mercury in Milwaukee, WI. My father took me to preview night for customers on September 28, 1968. I fell in love with the styling and vowed I'd own one some day, which came in 1991.*

**Q: How long have you been a member of the CCOA?**

*A: I have been a Member of the CCOA since 1990, when I purchased my first Cougar. I was blown away when attended my first Cougar National show in Holland, MI in June 1992.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: I have my dream car, a 1970 Eliminator with 428CJ and a 4 speed transmission. The only change I'd make is ordering an AM/8 track stereo option.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: All my friends I've met with that share the love for Cougars.*



**Mark J. Smith, CCOA #9187**  
Financial Services

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: Serendipity. My dad's friend sold me my first car/Cougar for \$50 in 1972. Have loved them ever since.*

**Q: How long have you been a member of the CCOA?**

*A: Not long compared to others, but I've been rewarded many times over for my volunteering.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: Big block, 1968 XR-7, 4-speed, Cardinal, black vinyl, red interior.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: Gavin, our president, for his enthusiasm and organization.*



**Charlie Brown, CCOA #9486**  
Member Services Director

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: The body lines make a Cougar stand out. When I bought my first one in 1980, it was not like anything everyone else had.*

**Q: How long have you been a member of the CCOA?**

*A: 3 years*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: 1968 XR-7 428 4speed, black cherry, white top and parchment interior with 8 track tape player.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My family. My wife supported me when I bought my 67 XR-7 in 2001 and restored it and my Dad, with whom I am restoring a 1968 GT with now.*

Personal Note: I want to thank everyone who voted for me and giving me this chance to be on the Board of Directors of this great organization. I will say that I do enjoy going to car shows not just to win trophies, but meet people who have or had a Cougar and hear their stories.



**Randy Christian, CCOA #9216**  
Club Services Director

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: In 1973, as a 16 year old with a new drivers license I wanted a car that was different from everybody else who had Mustangs and Camaros. My dad found a 1967 Standard Cougar that was lime frost with a vinyl top literally from a little old lady who drove it to church and Safeway. It had 20,000 miles on it and we paid \$1000 for it. I drove it all through high school and*

*everybody knew whose car it was because it was the only one in Big Spring, TX. It is sad to say though I sold it when I got out of high school and bought a Camaro for some unknown reason.*

**Q: How long have you been a member of the Mid America Classic Cougar Club? The CCOA?**

*A: I am one of the two founding members of Mid America Classic Cougar, which we started in October 2014. I have been a CCOA member for four years.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: An early production 1968 GT-E with a 427 side oiler and red on red with all the options you could get.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My wife Jeanne. She encouraged me to find me a Cougar back in 2013 since thats what I told I wanted to do again. We have had fun together since she is a photographer and we have done a lot together since I got the car going around and letting her photograph many Cougars for several magazine articles including ATSOTC.*

Personal Note: I was honored that the CCOA Board asked me to fill the remaining term for Matt Slay. He was a true Cougarholic who will be greatly missed in the Cougar Community.



**Phil Parcels, CCOA #2554**  
Special Services

**Q: What first attracted me to the Mercury Cougar?**

*A: My first car was a 67 Cougar. It was a \$200 car from the "Automobiles for sale" section of the local newspaper. It started and ran, but would not pass NY state's safety inspection because the turn signals didn't work. So it was for sale ... cheap! When I went to look at the car, I realized they are sequential turn signals, and that excited me because at the time I was an Electrical Engineer wanna-be with a good mechanical aptitude. I said "I can fix this" and bought the*

*car. The next day they were fixed and as they say... the rest is history. I proceeded to put 100,000 miles on that car, and have many wonderful memories because of it.*

**Q: How long have I been a CCOA member?**

*A: I joined the CCOA in October of 1985. I had just bought my white 67 Cougar. The previous owner also gave me some copies from various hot rod magazines with Cougar articles in them. In one of those copies was a small advertisement for the CCOA. I called the number, and was met by John Baumann. I joined the club and as they say, the rest is history!*

**Q: My dream Cougar?**

*A: I suppose this depends on which phase of my life we take a snapshot. At one point, I wanted a Midnight Blue Cougar. Maybe it was the power of suggestion from the Foreigner song. But in 1990 when I saw Virgil and Wilma Brown's Augusta Green / Saddle interior XR7-G, I was in love. Well, as in love as one can be to a machine! So today, if I could go in a wayback machine and order a new Cougar, I would order a 1968 Augusta Green / Saddle interior, XR-7, 4-speed GT-E.*

**Q: Who has made the biggest impact in my interest?**

*A: Jim Pinkerton holds that honor. Jim and I had crossed paths figuratively many times during the early days of the internet. Then one day the perfect storm occurred. The CCOA went through a management turnover, and Jim was one of the few that stepped up to help keep the club going. In the process, he preserved all the membership forms, which you may recall also contained our now well-known Cougar data input form. At the same time, I was collecting VIN and doortag info from local cars and car shows in a small database using a program called Lotus 1-2-3. Jim and I were talking on the phone one hot August night, and this topic came up. The database project was born, and Jim's insightfulness took me from a hobbyist to a researcher.*



**Greg Taylor, CCOA #9115**  
*Community Relations*

**Q:** What first attracted you to the Mercury Cougar and what excites you the most about the car?

*A: Luxury performance.*

**Q:** How long have you been a member of the CCOA?

*A: Active member for over 10 years, CCOA board member for five years.*

**Q:** If you could order a Mercury Cougar from the dealership, describe your dream Cougar.

*A: 1968 428cj with a blue ram air lid, 4 speed, 3.50:1 posi differential, Wellington Blue XR7-G, black vinyl top, sun roof, blue leather upholstery, tilt steering, style steel wheels, wide oval tires, AC, rear window defroster.*

**Q:** Who has made the biggest impact to your interest in the car hobby?

*A: Gavin Schlesinger 🐱*



*Gavin Schlesinger's 1968 Cougar XR7-G*



*Mark Smith's 1968 Cougar XR-7 390*



*Phil Parcells' 1968 Cougar GT-E*



*Charlie Brown's 1967 Cougar XR-7*



*Greg Taylor's 1967 Trans-Am Race Car Replica*



*Randy Christian's 1967 Cougar*



# Meet the Members of the CATS Classic Cougar Club

## CATS Classic Cougar Club History

CATS Classic Cougar Club was started by a group of six people in the spring of 2001. I took the lead as acting president and we kept the club pretty loose; no general rules and no dues. We decided at the time to be independent and not to be affiliated with the CCOA. The first show that we went to as a group was in 2002, to the Bellville, MI, IMOA show. In July 2003, we had our first CATS car show in Holland, MI, along with John's Classic Cougars. We had 25 Cougars in attendance. In 2004, CATS had a show along with the IMOA and John's Classic Cougars at the Roush Museum in Livonia, MI.



*First CATS Car Show, Holland, MI, July 2003*

We had about 15 CATS members in attendance and had a GT-E reunion with six GT-E Cougars. After 2004, we went into the dark years, as the founding members sold their Cougars or just turned to other interests. Family time dictated and I didn't have the time to keep the club activities going. The club basically went into a state of inactivity until 2013, when we resumed, but my time was limited and the member base had reduced to a small number. In 2015, CCOA president Gavin Schlesinger started contacting Ray Bischoff and a few other Cougar enthusiasts about a 50th Anniversary Show at Ford Headquarters. Mark Kulwik got involved and helped make it happen, along with Ford and The Motor City Region Shelby Club. I had talked to a few local people before this occurred, about getting the club active again.



*Left to right: Gary Hill, John Baumann, Ray Bischoff, Scott Zeller, Dee Baumann, Mark Kulwik, Brian Carpenter. Missing from photo – Mike Keast.*

We had a meeting in February 2016 to discuss a show at the World Headquarters in June 2017. After that meeting, in order to have a show at that level, the CATS Club needed to be active. I got the club up and running once again and decided to make it more organized this time. The decision was made for CATS to be a regional club of the CCOA. Originally, CATS stood for "Cougar Association of the Tri States" (Michigan, Indiana & Ohio). In 2017, we added Illinois into our region and are just known as "CATS" today. Thanks to Gavin for helping us get the club active and thriving. We have over 100 members and hope you will consider joining our club and become part of our Classic Cougar family!



*50th Anniversary Show, Ford World Headquarters, Dearborn, MI, June 2017*



**Brian Carpenter, CCOA #8301**  
*President, CATS Classic Cougar Club*

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: My first Cougar purchase was in 1985. It is a 1968 standard that I purchased while looking for a Mustang and I still own it. Once I bought the car and started doing some research I was overwhelmed at all the different combinations, options and packages that were offered for the Cougar. Then the Trans Am Cougars, Dyno Don and Fast Eddie Shartman finished off my*

*obsession with the performance and race history of the Cougar. I was hooked and have owned over twenty Cougars and currently have nine.*

**Q: How long have you been a member of the CATS Club? The CCOA?**

*A: I started the CATS club in 2001 along with six other enthusiasts. I've been an on and off member of the CCOA since the late 80s.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: 1968 XR-7 GT-E 427 ram air 4spd 3:91gear ratio Drag pak with an oil cooler. Orange with yellow and white hounds tooth and leather interior, center console, sunroof, headrests, rear shoulder belts, Lucas drive lights, comfort stream ventilation, quick ratio manual steering, I need to go back to 1968 and convince Mercury to build this Cougar.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: I have had several over the years. My first influence was a neighbor. During the early 70s gas crisis and muscle cars were dirt cheap. He would bring a different one home every month and take me for a ride. Beat the heck out of it and go buy another one. I get re-energized meeting new and old friends in the hobby and listing to their passion for muscle cars.*

Personal Note: I've enjoyed the Cougar community for many years and the 50th anniversary in Dearborn was a big achievement bringing the Cougar community together from around the world. I would like to thank all involved that make the CCOA what it is today considering at one time it was almost dissolved. I look forward to many more fantastic Cougar events.



**Ray Bishoff, CCOA #6600**  
*Vice President, CATS Classic Cougar Club*

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: The 67/68 Cougar sequential tail lights! Really, the whole design of the 67/68 tail end. I'm also a big fan of the 427 side oiler racing heritage and the feel of leather.*

**Q: How long have you been a member of the CATS Club? The CCOA?**

*A: I joined the CCOA back in the 80s for a year or two. CATS member for the past 3 years.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: My dream cougar would be a 1968 GT-E, XR-7 427 car with a sunroof. Wellington Blue with a Saddle interior and head rests, tilt, 8 track player, 389 traction lock axle, center console and a Philco TV.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My Father, who worked at Ford Credit for 30+ years. He supported and encouraged the car hobby and appreciation of cars. Thanks, Dad!*



**Gary Hill, CCOA #9361**  
*Trustee, CATS Classic Cougar Club*

**Q:** What first attracted you to the Mercury Cougar, what excites you the most about the car.

*A: Friends in high school had Cougars. In a sense, the Cougar is the anti-Mustang.*

**Q:** How long have you been a member of the CATS Classic Cougar Club? The CCOA?

*A: Approximately four years.*

**Q:** If you could order a Mercury Cougar from the dealership, describe your dream Cougar.

*A: My dream cougar would be a 1969 429 ci Eliminator with all the comforts of an XR-7.*

**Q:** Who has made the biggest impact to your interest in the car hobby?

*A: This answer is multi faceted. However, I would boil it down to a few relatives for my first interests, ccc.com and Mr. John Baumann for my latest interests.*



**John Baumann, CCOA #1229**  
*Technical Advisor, CATS Classic Cougar Club*

**Dee Baumann, CCOA #1229**  
*Membership Director, CATS Classic Cougar Club*

*Photo: John and Dee at Lake Michigan with their shop truck.*

**Q:** What first attracted you to the Mercury Cougar, what excites you the most about the car.

*A: John: The styling of the '69...especially the front grille. Dee: I married into this obsession...*

**Q:** How long have you been a member of the CATS Classic Cougar Club? The CCOA?

*A: John: CCOA - 1980, CATS - the beginning. Dee: CCOA - 1980, CATS - since the beginning.*

**Q:** If you could order a Mercury Cougar from the dealership, describe your dream Cougar.

*A: John: 1969 ELIMINATOR... 390 4-speed... Orange/white interior. Dee: Triple black '69 XR-7 convertible.*

**Q:** Who has made the biggest impact to your interest in the car hobby?

*A: John: My Dad... he was always restoring Model Ts and Model As. I had a wrench in my hand "helping" him since I could walk. Dee: THANKS, DAD BAUMANN!!!*

Personal Note: We are so very grateful to have been a part of both the CCOA and the CATS Club. The friends we have met, those who have become best friends, and those that we now consider brothers and sisters would never have been even met without these clubs. We are blessed...THANK YOU to each one!



**Mike Keast, CCOA #9442**  
*Financial Director, CATS Classic Cougar Club*

**Q:** What first attracted you to the Mercury Cougar and what excites you the most about the car?

*A: The taillights, of course and being one up on the Mustang owners. My Cougar is my retirement gift to myself.*

**Q:** How long have you been a member of the CATS Classic Cougar Club? The CCOA?

*A: Since 2014 or 2015.*

**Q:** If you could order a Mercury Cougar from the dealership, describe your dream Cougar.

*A: Pretty much my 1969 Aqua Blue XR-7 Convertible with a bigger engine.*

**Q:** Who has made the biggest impact to your interest in the car hobby?

*A: My brother-in-law and the CATS Board of Directors.*



**Mark Kulwik, CCOA #9575**  
*Events Coordinator, CATS Classic Cougar Club*

**Q: What first attracted you to the Mercury Cougar, and what excites you the most about the car.**

*A: It's big, powerful luxury and it's not a Mustang. Been a Mustang enthusiast for decades and it was time to venture into a different classic Ford performance car and time to meet a different network wonderful folks.*

**Q: How long have you been a member of the CATS Classic Cougar Club? The CCOA?**

*A: I'm a "newbie." Only being a member of both CATS and CCOA for about three years.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: A big block, 4-speed GT-E. Augusta Green, tan interior and fully loaded with all the bells and whistles!*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My biggest influence was a former co-worker who passed away much too young. Mike and I would road trip in his Fox-body Mustang and talk Shelys. He was the inspiration to my car hobby enthusiasm.*

Personal Note: While growing up in Pittsburgh surrounded by Chevys, Buicks, and Oldsmobiles, I ventured away from the dark side while transforming into a bona fide Ford enthusiast in the mid-1980s, courtesy of a wise and extroverted co-worker. My first Ford classic was a 1968 Shelby GT350 acquired as a pre-wedding gift to his soon-to-be wife, Judy in 1988 – Mark is extremely thoughtful. The Shelby remained in the family for 27 years but was sold in 2015 and behold, was replaced with a 1968 Cougar XR7-G. This Augusta Green 390 X-code beauty was brought back home to Michigan from Edmonton, Alberta, CA where it resided for the last dozen years and underwent a three year restoration from 2003 to 2006 with all NOS parts. I still have a Rio Red 1997 Saleen S281 Budget convertible in their garage but their real pride of the pack is the Cat.



**Scott Zeller, CCOA #9559**  
*Club Services, CATS Classic Cougar Club*

**Q: What first attracted you to the Mercury Cougar, and what excites you the most about the car.**

*A: I grew up with my father owning three Mercury Cougar cars and I remember being attracted to them immediately. Today, my 69 XR-7 generates excitement whenever I take it on the road. I admire that it generates nostalgia for some and that others appreciate the amount of preservation that goes into keeping a 50 year old vehicle running smoothly.*

**Q: How long have you been a member of the CATS Classic Cougar Club? The CCOA?**

*A: I joined CATS Classic Cougar Club as the Club Services Director in Summer 2015. I joined CCOA earlier that same year.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: If I could go back and do it from the beginning, I would buy the 1969 Cougar Eliminator Boss 302 in Competition Orange.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My father made the biggest impact on growing my interest in the car hobby, but not because he was a classic car enthusiast himself. His hobby centered all around Lionel trains and I have very fond memories of seeing my dad work endless hours on the engineering of an O-Scale diesel as well as his pursuit for true Lionel parts to preserve and maintain the authenticity of his engines. That attention to detail as well as his desire to apply his hands to the mechanics of these impressive machines are what motivated me to enter the classic car hobby. 🐱*



*Top Photo: Scott Zeller's 1969 Cougar XR-7*

*Bottom Photo: Mike Keast giving the Cougar mascot and two cheerleaders a ride in his 1969 Cougar Convertible XR-7 at the 50th Anniversary Show in Dearborn, MI, June 2017.*





# SUMMER OF 69 CLASSIC COUGAR ANNIVERSARY SHOW

**Auburn, Indiana  
June 21-22, 2019**

A Summer to remember is right around the corner. Join the CATS Classic Cougar Club as we celebrate the 50th Anniversary of the 1969 Mercury Cougar in Auburn, Indiana - Home of the Classics! Save the Date and sign up to be notified by contacting us directly:

Scott Zeller, Club Services Director:

[CLASSSSICCOUGARCATS@GMAIL.COM](mailto:CLASSSSICCOUGARCATS@GMAIL.COM)

[WWW.CATSCCC.COM](http://WWW.CATSCCC.COM)



**JUNE 21-22, 2019 'Summer of 69' Classic Cougar 50th Anniversary Show - AUBURN, INDIANA**

**REGISTRATION OPTIONS**

**ONLINE:** [www.catsccc.com/2019-events](http://www.catsccc.com/2019-events)

**MAIL:** Attn: Mike Keast Finance Director, 1890 Shore Dr, Orleans MI 48865

If sending registration via mail, Please provide your full name and contact information, as the successful receipt of CATS Classic Cougar Club materials is dependent on the accuracy of this information. If you are a CCOA and/or CATS Classic Cougar Club member, please include your membership number(s) on this form. Confirmations will only be made via e-mail, therefore one must be provided to acknowledge receipt of payment and is necessary for all additional event updates. **Payment must accompany your registration form.** When submitting your registration form via mail, you may pay by check or money order in USD drawn on a U.S. bank, made payable to 'CATS Classic Cougar Club'. We do not accept credit card payments, purchase orders or wire transfers via mail. Online Payments can be made at [www.catsccc.com](http://www.catsccc.com). Your registration will NOT be processed without payment. Questions? Call Scott Zeller, Club Services Director: 847-471-8225



**Name and Contact Information:**

\_\_\_\_\_

**Full Name**

\_\_\_\_\_

**Address**

\_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Email Address:** \_\_\_\_\_

**Contact Phone #:** ( \_\_\_\_\_ ) \_\_\_\_\_

Please provide your CATS and/or CCOA membership # \_\_\_\_\_

**Attendee/Car REGISTRATION FEE\*:**

- CATS and/or CCOA Member per car: \$25.00
- Non-Member per car: \$35.00
- Bringing additional cars?: \$15.00/ea.
- Saturday Award Banquet Dinner: \$35.00/ea.

**TOTAL PAYMENT ENCLOSED: \$** \_\_\_\_\_

**\*There is no charge to participate in the Friday Cruise or to be a spectator at the show on Saturday. All Lodging & Meals will be the responsibility of the attendee(s).**

**Host Hotel information:**

The host hotel will be the Baymont Inn Auburn, Indiana. A block of rooms are set aside at a rate of \$129.99 + tax and fees.

When calling to make reservations state that you are with the "CATS Classic Cougar club". If you have any trouble making the reservation, please request to speak with Sean Victor.

**Wyndham / Baymont Inn & Suites**  
 306 Touring Drive, Auburn, IN 46706  
 Hotel Reservation: 260-920-1900  
 E-mail: [baymont10611@gmail.com](mailto:baymont10611@gmail.com)

**COUGAR CLASSES:**

- A.) 67 all
- B.) 68 all
- C1.) 69 coupe STD
- C2.) 69 coupe XR7
- D1.) 69 convertible STD
- D2.) 69 convertible XR7
- E.) 69 Eliminator
- F.) 70 all
- G.) 71-73 all
- H.) 74 & up all

# Cougars you are bringing to the show: \_\_\_\_\_

Car Year(s): \_\_\_\_\_

Make(s)/Body Style(s): \_\_\_\_\_

Cougar Class Letter(s): \_\_\_\_\_

(Above classes may be combined, expanded or dropped pending preregistered entries received by May 1st.)





# Meet the Members of the Cascade Cougar Club

## Cascade Cougar Club History

Our club began life as the Northwest Cougar Club when a female Cougar enthusiast by the name of Judy Rittenhouse got the club started way back in 1985 with fewer than twenty members. After a few years, interest waned until there were only four members left, but a resurgence came along in the late '80's with a name change to the Cascade Cougar Club and "under new management" of John Benoit. John began as Vice President in 1988, took on membership and became editor of the newsletter in 89, later became President, Treasurer and Secretary; all at the same time! Now the club is healthy with nearly eighty active members and regular elections.



**Heather Whitaker, CCOA #7477**  
Chairman, Newsletter Editor, Assistant Historian

*I joined Cascade in 2003 and CCOA around the same time.*

*If you've already read the Fordnutz segment in this issue, you'll remember that I became a fan of the Cougar with my first sighting in 1967. To reiterate, it was the general body style that initially got my attention but, like most of us, those sequential rear signals and hideaway headlights were the real draw. My late husband and I were convertible freaks, always having one as a summer "fun driver". We had many over the years but purchased a 1969 XR-7 convertible in 1982, and after several repairs and a couple of paint jobs, I continue to drive that same Cougar to this day, having slowly returned it to mostly stock. Because I never dreamed I would actually own a Cougar and I've never been one to haunt dealerships, I guess you could say I'm driving my "dream Cougar".*

*Scott has been my ever present source of information and inspiration for all things Cougar, building my appreciation for the car, and as I mentioned in my other report, has introduced me to so many other Cougar people through his vast network of connections that I now have lots of friends and acquaintances in several U.S. states, Canadian provinces and even England, Australia and Germany. I could never have guessed that I'd become so involved in the classic car hobby when, as a teenager, I hung over the fender of an old Chevy just to be close to a boyfriend I had at the time.*



**Scott Ferguson, CCOA #6764**  
Communications, Webmaster

*With the run-up to Prowl II in 1987 a bunch of Cougar enthusiasts from the Greater Vancouver BC area decided to travel to Mud Mountain Dam in Enumclaw to participate with the Cascade members. I joined the club right around this time and as mentioned in my Fordnutz report, did not join the CCOA until the 90s.*

*If I could have ordered my "dream Cougar" from a dealer back in the day, it would have been an XR7-G or GT-E with all the creature comforts. Power train options in the G would have been a 428 CJ and four-speed with 3:25 or 3:50 posi. The GT-E would have had the 427 side oiler and automatic (only because a manual transmission was not available with the side oiler).*

*My interest in the car hobby can be attributed to Dan Gurney and Carroll Shelby, both of whom were race car drivers, engineers, builders and team owners with FoMoCo products. My earliest recollection of an interest in motor sports started in the late 60s/early 70s when the cars seen on road courses and drag strips were pretty much the same as what you could pick up at your local dealer (naturally with a few minor adjustments).*



**John Benoit, CCOA #4062**  
**Finance**

*I joined Cascade in 1985 and the CCOA (Affiliate number 4062) around the same time. I had a 1967 Cougar XR-7 in high school (1974-75) but sold it when I went to college and bought a 1972 Toyota Celica ST. I guess you could say my attraction to the Cougar was that it was just a cool looking car. If I could have ordered my dream Cougar back in the day, it would have been a 68 XR-7 GT-E 427 with four-speed.*



**Dave Nashif, CCOA #7107**  
**Activities**

*During the fall of 1967 my Dad was looking to purchase a new car. We discussed the purchase at length and he was interested in an AMC Javelin. I mentioned that in 1967 the Mercury Cougar was Motortrend's Car of the Year. Dad had owned Mercurys in the past, so it was an easy sell. We went to Fette Lincoln Mercury in Clifton NJ to see the line-up. I was interested in a blue four-speed GT loaded with every option available but my Dad commuted to Brooklyn every day and was drawn toward a Lime Frost 68 Standard with black vinyl top, 302 2-V, PS, AM radio, and that was it.*

*What continues to excite me most about the 68s is the classic Ford line, grille treatment, and numerous engine options during that model year. I've had 67s, and a black XR-7 which was a consistent first place winner. For ten-plus years, in addition to a replacement Seattle DSO Lime Frost 68, we had a nice 69 XR-7 vert. When it came time to thin the herd, I just couldn't part with the Lime Frost car.*

*I joined CCOA and the Cascade Cougar Club in 1997, shortly after the National Show in Seattle (which I was unable to attend).*

*My "Dream Cougar" is easy: 1968 GT-E XR-7, Tremec six-speed, air, no vinyl top, same body with a W-code, but modern brakes, tires and suspension components, under \$40K...all in the context of a dream of course.*

*Who has made the biggest impact to my interest in the car hobby? Besides Henry Ford? I'd have to say Jim Pinkerton - interesting guy, always willing to give you a hand and valid advice. Besides he lives close to me. (Sorry Scott Ferguson, you guys just live too far away.)*



**Nadine Meyers**  
**Membership Historian**

*I'm not a member of CCOA but I've been a member of Cascade since August of 1993. I own a 1972 standard Cougar which was one of the new sporty cars available in the year I purchased it. I liked the design and how it rode. My dream Cougar would probably be the general look of my '72 but equipped with all the modern gadgets and conveniences inside today's vehicles. What has contributed to my continuing interest in the car hobby has been mingling with club members through the years. 🐾*

# Cascade Cougar Club's 1969 Convertibles



Heather Whitaker, Delta, BC  
69 XR-7, 351W 4V, Yellow  
(repainted from Medium Green Metallic)



Howard and Val Guenther, Lewiston, ID  
69 XR-7, 351W, Dark Green



Steve & Zana Goulding, Spokane, WA  
69 XR-7, 390 4V, Dark Aqua Metallic



Jim Compton, Richland, WA  
69 Standard, 351W 2V, Maroon



Tom & Gail Wood, Chilliwack, BC  
69 Standard, 428 CJ Ram Air, Yellow



Chris & Penny Benis, Bellevue, WA  
69 XR-7, 351C 4V, Black

Rick & Karen Morehouse – East Wenatchee, WA  
69 XR-7, 351W, Red (repainted), currently "out of service"

Jeff Huff – Tacoma, WA  
69 XR-7, 390, Blue

Ray & Kristin Jones – Lebanon, OR  
69 Modified XR-7, 351W 4V, Maroon  
69 Standard, 351W 2V, Blue

Christopher Moores – Snohomish, WA  
69 Standard (or an XR-7)

Allan & Virginia Meier – Shoreline, WA  
69 XR-7, 351W 4V, Red (repainted from original Maroon),  
currently in pieces in storage

# M60 Cougars

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



It's not easy, sitting behind a desk in the middle of January, trying to remember what exactly we at M60 Cougars have been up to in the last quarter of the year: Not that much, if I'm totally honest.

Our Vice President, Steve has had his car in "mothballs" for a while because of work going on at his home. I say "at his home", but it's actually

his garage that has been undergoing a total rebuild. Here in the UK we have a "standard" garage size: a pathetic 16-foot x 8-foot! That size was perfectly adequate when we were driving around it tiny, economical, 1930s cars, but as European cars gained a little more size and power in the '60s and '70s, our garages became rapidly redundant. Yes, our cars would fit in the garage, but we would have to climb out of the window because there wasn't room to open the door and at just 16-foot long there wasn't anywhere to store our collections of tools and spare parts. Given that a '67/'68 Cougar, like mine and Steve's, is 15'10", you probably see where I'm coming from with that, right? I'm pleased to say that Steve's garage has been on steroids over the past few months and he now has room to work, store tools and catalogue whatever parts he's accumulated over the past few decades.

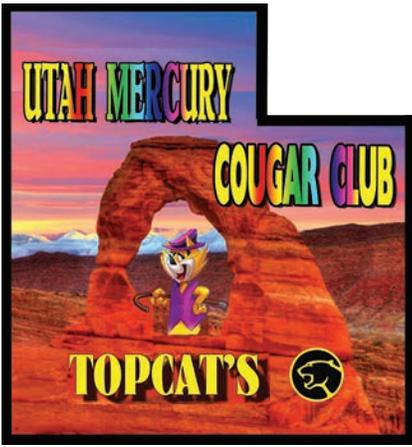
Steve paid me a New Year visit in January and brought with him a letter he found in his mostly forgotten archive. The letter I sent him was dated way back in '89 when I was the Overseas Director of the CCOA advising him on club membership and how he should pay. Remember, '89 was before we had anything like the convenience of a decent Internet connection and "snail mail" was the only way to go! Did I make a copy of my letter to Steve? Not in '89, but I have a copy now for posterity!

How's my car doing you ask? Is it getting any suitable mileage now that my multi-mini problems have been solved? Hm, not as I'm writing this! It has gotten a little bit cold over the past week or two and I would rather just look out of my window at my garage across the yard than spend any time in there playing with my car. It's an age thing! When I hit 60, a shade over a decade ago, I logged into this mantra of "I shouldn't be doing this at my age." Yes, it was a joke back then but now, if I don't really need to go out into the cold, it ain't going to happen! But, on the positive side, I'm starting to think that maybe I should consider a "mid-life crisis." I'm thinking that if I start my mid-life about now, I'll be 140-something before I kick the bucket! Does that sound like a plan?

As Spring approaches and I start to make my mid-life crisis a reality, if I do live to be 140-something, do you realise my Cougar will be 120-something when I snuff it?! Of course, it won't have run for decades because I won't have been able to buy gas for it anywhere on our eco-friendly planet. Or maybe I'll have converted it to electric. Maybe I'll have found a redundant Tesla motor to replace my little ol' 289. Who knows?

Also as Spring approaches, remember the Stars and Stripes show coming to Tatton Park, Cheshire, on July 6th and 7th. I'll be there on the 7th, as will Steve, Stuart Christie, and a bunch of others. There's a Premier Inn at the Swan, Bucklow Hill, that's less than a mile from the park. This is an "unofficial" overnight venue as far as the CCOA is concerned, but I'm told it's a half decent hotel and Premier Inn prices don't really break the bank, especially for the weekend. I figure wherever we stay that we could all gather there Sunday morning and all arrive and park up together on the show ground. Does that sound like a plan? A mid-life crisis plan, maybe? Rain or shine, I'll see you at the Swan. 🐾





# Meet the Members of the Utah Mercury Cougar Club

By Gary Hart (CCOA #9408)

Utah celebrates the 50th anniversary of the 1969 cats including Gary Hart's, Scott Smith's, Bob McCarthy's, Rock Woodward's (CCOA #9348), and Chuck Wilkinson's '69 Mercury Cougars!

This issue's feature "Top Cat" is Gary Hart's Cougar continuing the '69 Convertible theme. See more on Gary's Cat on page 33.

Scott Smith's (CCOA #9894) Cat will be featured in a future issue of ATSOCTC. Thanks to Rob May, (CCOA #9623) CCOA Volunteer Coordinator, for his assistance in highlighting Utah's 1969 Cats!

As of the deadline for this issue, the club doesn't have any specific dates planned. We'd like to do another Spring cruise and a BBQ at some point. At the present time, Gary Hart is the club president and Jim Cordeiro is the vice president, and we have 45 members in the club. 1967-1973 preferred. No LS swaps.

We invite you to join us on our Facebook page: Utah Mercury Cougar Club "Top Cats" 



Rock Woodward's 1969 Convertible



Scott Smith's 1969 Convertible



Gary Hart's 1969 Convertible



Bob McCarthy's 1969 Convertible



## High Desert Cougar Club of Oregon

*By Conan Tigard (CCOA #9870)*

It has been a slow three months here with the High Desert Cougar Club of Oregon, since we are in the middle of winter and there isn't a car show to be had. But even with the lack of shows, the HDCC continues to grow. Last term, we only had one member join us. But this term, we had a whole bunch. At the end of January, the car club here in Oregon is now comprised of 48 members, some with multiple classic Cougars. This club seems to be going global as we now have members in Australia, the United Kingdom, and Canada, although most of the members are in Oregon and other states.

### **Time to meet our newest members:**

Ronnie Simpson of Powell Butte, Oregon with his 1970 Standard Convertible

Doug Shearer of Great Falls, Montana with his 1970 XR-7 Hardtop

Robert Eley of Pendleton, Oregon with his 1970 Standard Hardtop Eliminator Clone and his 1972 XR-7 Hardtop

Larry "Bear" Criteser of Eugene, Oregon with his 1968 Standard Hardtop

Josh Brinson of Martinsville, Indiana with his 1971 XR-7 Convertible

Jared Quaroni of Chilliwack, British Columbia, Canada with his 1967 XR-7 Hardtop

Tom Wood of Chilliwack, British Columbia, Canada with his 1969 XR-7 Hardtop and 1969 Standard Convertible, both of which are 428 Cobra Jets.

Kyle Edberg of Kennewick, Washington with his 1967 Standard Hardtop

Rod Fobert of Milwaukie, Oregon with his 1967 XR-7 Hardtop

Ken & Dalene Schram of Veneta, Oregon with their 1968 Standard Hardtop

Brad Killip of Salem, Oregon with his 1967 Standard Hardtop

Michael Banks of Portland, Oregon with his 1970 Eliminator

Rock Ace Woodward of Pleasant Grove, Utah with his 1969 XR-7 Convertible and 1967 Standard Hardtop

Jim Davis of Englewood, Colorado with his 1967 Standard Hardtop

Christina Flynn of Salem, Oregon with her 1967 XR-7 Hardtop

David Flynn of Salem, Oregon with his 1968 XR-7 Hardtop

Rodney Beaty of Bakersfield, California with his 1968 XR-7 Hardtop

Roger & Thomas Morrison of Snohomish, Washington with their 1967 Standard Hardtop

Rob Bruce of Dunstable, Bedfordshire, United Kingdom with his 1968 Standard Hardtop

Teb & Barb Cragulets of Mentor, Ohio with their 1969 XR-7 Convertible

I am happy that this is the year to celebrate the 50th Anniversary of the 1969 Mercury Cougar. My first car was a 1969 Cougar Standard Hardtop that I bought in 1982 in Santa Barbara, California. I had it for five years and carried me safely back and forth between Santa Barbara, California and Houston, Texas multiple times. I even added a trailer

hitch and hauled a small U-Haul trailer behind me. Those drives were long in the '80s when the speed limit was still 55 mph. Those drives in my '69 Cougar are forever etched into my memory. The desert was hot and dry and I had to run my heater to avoid overheating. Man, that was HOT! One time, I looked to my left and saw a wall of sand moving my way. Realizing it was a massive sandstorm, I punched it and outran it (thank you 351 Windsor). On one of my trips, the dash lights were out and I fell asleep at 2 am . . . driving. Luckily, the highway was empty and my alignment was good, so I stayed rolling down the highway fairly straight. I was halfway off the highway on the right going about 30 mph when a car came up behind me and beeped at me. Boy, that was scary. That '69 Cougar sure left an impression on me and I missed it for almost 30 years until I bought my 1970 Houndstooth Cougar. To me, the Cougar is the best darned car in the world and I am happy to declare my love for this wonderful car. 🐾

– *Conan Tigard*

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



*Ted & Barb Cragulets' 1969 Mercury Cougar XR-7 Convertible*



*Juli Oatham's 1969 Mercury Cougar XR-7 Convertible*



*Ben & Kathy Hasson's 1969 Mercury Cougar XR-7 Convertible*



*Tom Wood's 1969 Mercury Cougar XR-7 Convertible*



*Julie Oatham's 1969 Mercury Cougar XR-7 Convertible*



*Robert Cummings' Dark Aqua 1969 Mercury Cougar XR-7 Convertible*



*Robert Cummings' 1969 Mercury Cougar*



*Tom Wood's 1969 Mercury Cougar XR-7*



*Conan Tigard's 1969 Mercury Cougar*



## '69 CONVERTIBLE DOWN UNDER

*By Bill Flanagan (CCOA #9456)*

In May 2008, I heard of a 1969 XR7 Cougar convertible for sale. This is the model I had been wanting for about 25 years. For the serious Cougar buff, there is not a lot around in Australia, however I had managed to collect four—'69 XR-7 Coupe 390S, '70 XR-7 Convertible 351 Cleveland, '70 XR-7 Coupe 351 Cleveland and a '70 XR-7 Std. Coupe 2 Tone

I purchased the car and it immediately underwent a complete restoration (ground up). Each of my cars have received the same treatment except the '70 Std. Coupe. The biggest job on the '69 was the replacement of L/H rear quarter. After much hunting, I located a '69 convertible wreck with a good 1/4 for \$200. I unstitched both rear 1/4s with a spot weld cutter (long job) and then Mig welded the replacement in. This convertible was built in Dearborn and delivered to San Bernadino, CA. The car came to Queensland, Australia from West Coast Classic Cougar. As we do not have a dedicated Cougar Club in Australia, I have joined the Thunderbirds of Queensland Club and there are eight other Cougars in the club. Among my car collection I also have a 1968 2 door Thunderbird. Some of you Cougar club members will know of Leon Bray. Leon and I are great mates and live only a 10 minute drive apart. 🐾

*– Bill Flanagan, Brisbane, Queensland, Australia*



# Rocky Mountain Life Insurance Company's 1969 Purple Cougars

*Putting the puzzle pieces together...*



***By Robert Nowland (CCOA #8277)***

I have had an interest in Cougars for many years. My first car, purchased in the mid 90s, was a 1970 XR-7 Medium Avocado Metallic Cougar with 351W 2V carburetor. This was my daily driver that has since been sold as a parts car, due to its overall rust condition. While I owned this car I joined the Yahoo Classic Cougar group on the internet. This is a group for interest and preservation of the 1967 to 1973 Mercury Cougar. Discussions are posted in email format and provide a place to find solutions to both common and unusual problems with these cars.

One topic of discussion focused on purple 1969 Cougars because Ray Harwood in Victoria, BC, Canada salvaged one from being crushed. Ray, an enthusiast for many years, spotted a gutted shell that had unusual purple paint on it. Being that purple was not a standard colour for Cougars in '69, he thought this one might be special and should be saved. With the restoration of the car, Ray thought that it might be the only one in existence. With some research, he discovered there were

more of them and the link to the Rocky Mountain Life Insurance Company was created. During the discussion on the purple Cougars, I found that there was one in Kamloops, BC, Canada where I live. I made arrangements to look at the Cougar in early February 2003, with no immediate intention of buying the car. Expecting to see a purple '69 Cougar, I was a little surprised to see it painted Wimbledon White. There were signs of purple in areas where the paint was beginning to flake. I took a number of pictures and took a short drive down the block, then thanked the owner. I left that day, happy to see a '69 XR-7 Cougar in near original condition. Late in March of 2003, I got a call from the owner, Harold, who asked if I was interested in buying the Cougar. He had a '70 Mach 1 and the Cougar, and he was told he had too many cars; one of them had to go. The decision was easy. The Cougar had a new home at my place a few days later.

With limited connections, I decided to research the history of both my Cougar and any other purple Rocky

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*Photo at top of page: This is a photo of my car taken in 2017, on its first day out after the most recent repaint and refresh. Kamloops is in the background, with the downtown area over the trunk.*



*This photo was taken in 2003 while returning from the FordNutz Claw-In before the car returned to its correct colour. This building was set up as an automobile collector store set up to look like a gas station, but had non-working pumps and other memorability inside. The business, located in the Fraser Valley between Chilliwack and Hope, did not survive. All the pumps are gone and it is now producing wood products.*

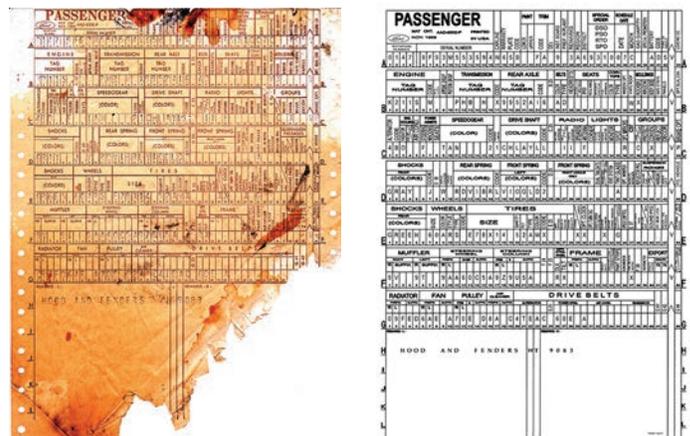
Mountain Life Insurance cars. The earliest known car was built on October 24, 1968, and the last one about June 29, 1969. There was said to have been 94 cars ordered. I posed that question to Universal Sales and Service's Vice President, the used car Sales Manager at the time the car rolled off the transport truck in '69. He said there were 115, after checking with the long time accountant. In recent years, Kevin Marti shows 98 on his reports. All of the cars were special ordered by Universal Sales and Service, Calgary, Alberta, for lease to Rocky Mountain Life Insurance Company for their sales people. The cars were an incentive to sell and a performance level had to be maintained to be permitted to continue using the car. Each car was ordered with the following options: Cougar XR-7 2 door hardtop, special paint (WT9083 – Purple Dawn on some paint I bought), 351 Cubic Inch engine



*This photo came from a 3 inch square photo that was given to me by Brian Wood, Jim's son. I was told it was taken at the Westgate Motel at a RML meeting. None of these 1968 cars have been found. My notes said they were painted after leaving the factory.*

and 4 barrel carburetor (351-4V), white vinyl roof, engine immersion heater, FMX Cruise-O-Matic Transmission, white side wall (WSW) E78x14 4P/R tires (tires could be winter depending upon when it was ordered), sport console, power front disc brakes, power steering with

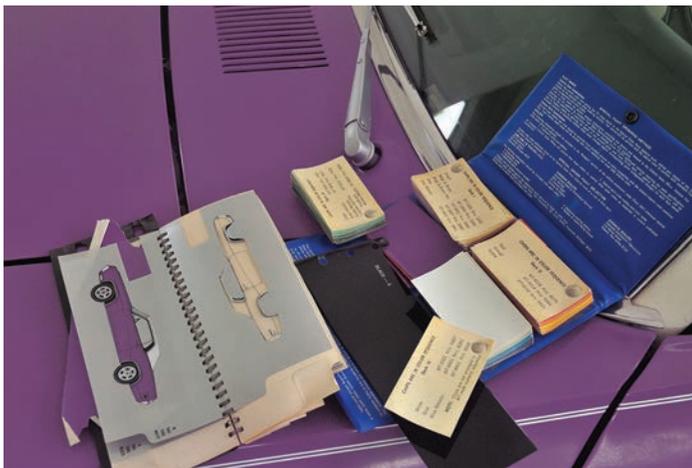
tilt and tilt away wheel that included rim blow horn, combination AM/Stereo sonic 8 track tape player, tinted glass complete, deluxe seat and front shoulder belts, heavy duty battery, door edge guards, wire wheel covers and front bumper guards. The suggested retail price was \$5,285.70. The interior trim was white with black appointments. Because the cars were special ordered from Ford, each has a 4 digit Domestic Special Order number following the A6 District number. It should also be noted that the door data plate colour is blank, which indicated a non standard paint colour. The only place on documents found that indicate the paint colour is on the assembly line build sheet. This piece of paper was supposed to be discarded when no longer needed, but interestingly almost every RML car I have found has had the sheet in the car. That has helped with finding information about the cars. All vehicles that arrived into



*The build sheet on the left is the one that came from under the front floor mat of my car. The part missing had been sticking out above the carpet and disappeared over time. I was lucky to find this one, although a second one was under the rear carpet on the driver side. The white build sheet is a reproduction that I made in a spread sheet to produce a printable copy. The build sheet is the only place I have found the paint colour.*

Universals inventory had a football shaped tag riveted to the driver door. This tag had a single number on top for the year and up to 4 digits below for their inventory control. My car was built March 14, 1969, and leased to Rocky Mountain Life Insurance Company. At the end of the lease, the cars were resold through Ford dealers or other used car sales companies. My car was sold through Dearborn Motors in Kamloops, BC on June 16, 1970. There were about seven sold in Kamloops and three still exist 50 years later.

In 2003, when I got my RML Cougar, it had gone through a midlife crisis. The car, with minor dents and rust repairs, was repainted Wimbledon White because



*This photo is from the color upholstery selector book, and using a piece of painted masking paper to show the car colour along with the colour selector book. I purchased both of these from Marvin after he sold his RML Cougar.*

the paint shop convinced the owner that purple was not a Ford Mercury colour.

This is a story that began worlds apart. The Rocky Mountain Life Insurance Company, Calgary, Alberta, grew from a dream to reality in 1966. At the same time, I was still living in New Zealand where I grew up. I arrived in Canada in 1970 on the second leg of my overseas experience through Canada, the UK and eventually home. Travel was interrupted when I met and married a Canadian girl who still drives her one owner 1968 Camaro every day.

The Rocky Mountain Life Insurance company was the vision of insurance salesman James E. Wood. Jim had worked in the insurance industry and realized starting his own insurance company was within reach. Rocky Mountain Life was formed in 1965 and commenced selling insurance on January 1st, 1966. The accelerated rise and fall of the company brings with it a love-hate relationship. Under Jim's guidance, the sales force propelled the company through an incredible level of growth and success. However, this amazing growth would provide the reason for the take over by the Alberta Government and the total financial loss by share holders.

RML normally had five regions going in the Province at all times. The Regions were:

- Edmonton North
- Edmonton South
- Red Deer
- Calgary Centre
- Calgary South

RML used the emblem which was on the back of a Canadian ten dollar bill – a picture of Mount Burgess,



**ROCKY MOUNTAIN LIFE INSURANCE COMPANY**  
(A Company Incorporated under the Laws of the Province of Alberta)

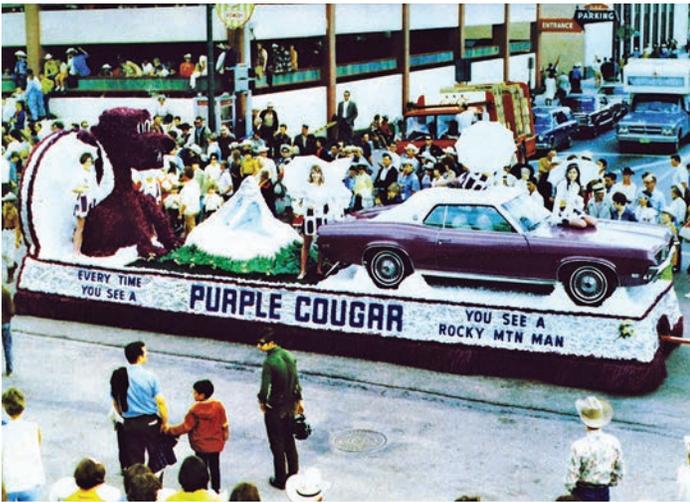
which is located west of Banff, Alberta. The back of the ten dollar bill just happened to be purple and the reason for the Cougar colour.

The first full year of operation of Rocky Mountain Life was 1967, and “Rocky” stood seventeenth in the sales production. In 1968, the result was eighth. It was almost unbelievable that in 1969 the company was “Number One” with a little over one hundred and nine million dollars in sales production, 40% of all the new business sold in 1969. It was obvious that Albertans wanted Rocky Mountain Life.

New sales recruits would have to take the Introductory Training Program, held at the Banff Centre School of Fine Arts, for one week. Rocky Mountain's training, supervision and motivation was far and away above the training programs generally offered to life agents. Probably the highlight of the Rocky Mountain motivation



*This is the Ford special order paint selector Fleet Colors on the trunk of my car (photo taken in 2009). The Universal emblem is the original one and suffered from blistering of the chrome. I tried unsuccessfully to have one made by the company in Winnipeg. While finishing my car again in 2018, Rod in Calgary got two unused emblems. A FordNutz member found them at a garage sale and sent them to Rod. Rod was passing through Kamloops and looked at my car. He gave me one of the unused emblems, which is now on my trunk. I still have the original emblem.*



The Rocky Mountain Life Insurance Company float at the 1969 Calgary Stampede Parade, July 1969. The float earned an Honorable mention.

program was the Purple Cougar Program. It was possible for a new recruit to be presented with a brand new Purple Cougar automobile within one month of sales activity, provided he or she reached an income level of \$1,700 per month. They could retain use of the Cougar as long as their income level was maintained at \$1,100 per month. Should they miss this level for two consecutive months, the car had to be returned or they had to make the lease payment. To get the car back they had to reach the \$1,700 level and maintain the same \$1,100 level as before.

I have seen unconfirmed notes that there were 150 Purple Cougars on the road in 1969. I have pictures of both 1968 and 1969 Purple Cougars from people associated with RML in those early years.

Ray Harwood, a long time car guy, was first drawn to a Cougar that would start its next life and this story. About 1989-1990, a friend who was racing Cougars showed Ray what looked like pretty decent fenders he was about to smash up from a '69 Cougar that was clearly Purple underneath. Ray asked about the condition of the rest of the car and was told it was in similar condition to the fenders. Ray went for a short trip up Vancouver Island to where the Cat lay exposed and near certain death. Ray saw clearly that the body was also painted purple and from the factory. He thought to himself, "Cars were painted purple in 1960s but when was the last time I saw one?" He could not recall if he had ever seen one but felt there was something in this hulk which was ready to be crushed, so he dragged this carnation around the better part of ten years before she saw paint in her original hue WT9083.

Ray's research lead him to Marvin in Lethbridge, Alberta with a then purple RML Cougar. He was able to provide the information on WT9083, although he

later repainted his Calypso Coral. From Ray's notes in 2003, he talks about seven to ten remaining of the 98 ordered. The cars he had found were Ann in New Brunswick, that a little over a year ago, sold to Wayne in northern Alberta, and recently to Randy in Oklahoma, USA. It is one of three that is currently purple. Bobby in Kamloops, BC, Jan in Saskatchewan that just sold to Jim in Saskatchewan. Brian in Vernon, BC, sold to Chuck in Winnipeg, MB and a couple of years ago to Kal in Winnipeg. Tom bought his used in Vancouver, BC and lives in Central Alberta. Gary in Edmonton, AB only drives his a 1/4 mile at a time, Ron in Cold Lake, AB a parts car, and Herb in Ontario, whose car was lost in a storage fire.

My car was bought by Katherine from Dearborn Motors in 1970 and was purple. She sold it around 2001 to Harold and by that time it was white. I bought it in 2003 and returned it to purple in 2004, after finding a build sheet under the front passenger side mat. It had WT9083 hood and fenders noted in the remarks section.

Ford Motor Company of Canada Limited		DEALER NO.	VEHICLE IDENTIFICATION NO.
		A60 639	9F93M 553594
		QUANTITY	AMOUNT
COUGAR XR-7 2DR HARDTOP	3941	00	3233 30
SPECIAL PAINT			
351-4V	75	40	58 80
WHITE VINYL ROOF	106	10	82 80
ENGINE HEATER IMMERSION	12	10	9 40
SELECT-SHIFT TRANSMISSION	240	20	196 40
WSW E78X1 4P/R W/T TIRES	38	30	29 90
SPORTS/CONSOLE	67	30	52 50
POWER STEERING	114	20	89 10
PHR DISC PK, TILT-AWAY STRG WHL	152	90	119 20
COMB AM RAD/STER/SON TAPE SYS	237	70	185 40
TINTED GLASS-COMplete	37	80	29 50
DLX SEAT & FRT SHOULDER BELTS	18	10	14 10
HEAVY DUTY BATTERY	9	60	7 50
DOOR EDGE GUARDS	6	90	5 40
WIRE WHEEL COVERS	61	00	47 60
FRONT BUMPER GUARDS	14	90	11 60
PTO A6 9310			
SPECIAL PAINT NC			
TOTAL OPTIONS	1192	50	939 20 *
INCLUDES 12% FEDERAL SALES TAX			
DISTRIBUTION AND DELIVERY		152 20	141 00
TOTAL FOR VEHICLE		5285 70	4313 50
GASOLINE			2 10
<b>2</b>			
BASE PRICE	71 80	3233 30	141 00
TOTAL VEHICLE	71 80	00	939 20
TOTAL FOR VEHICLE AND DEALER CHARGES			4315 60
SOLD TO		DATE INVOICED	DATE SHIPPED
UNIVERSAL SALES 6SERV LTD		A60639 5	RC68
202 5TH AVE W		ALTA CAN	03 04 69 A6C2029 FA 13
CALGARY 1		SHIP THROUGH	
INVOICE & UNIT IDENTIFICATION NO.		PLANT	FINANCE COMPANY AND/OR BANK
9F93M553594		DEARBORN	INDUSTRIAL ACC IAC
THIS INVOICE TO BE USED FOR THE BILLING & SHIPPING OF VEHICLES			

Eminger report

Working together with Ray Harwood and Phil Parcels from the Cougar national database, following any leads that come along and continuing to pursue fragile leads that existed, I have been able to gather information and contribute to the information about these cars. They can be found from Vancouver Island to New Brunswick, with the largest concentration of three right here in Kamloops. I have been recording known information of the cars that have been found, and where possible, driving my purple Cougar to see as many as possible. Although a couple have since slipped back into obscurity, door data plates have the following information:

**Serial Number 9F93M5xxxxx**

**9** Year of manufacture, 1969  
**F** Assembly plant - Dearborn, Michigan  
**93** XR-7 Cougar  
**M** Engine - 351-4v  
**5xxxxx** Consecutive unit number  
**65B** Body - XR-7 Luxury  
**Color** (Blank) Special paint  
**FA** Trim - White leather bucket seats with black appointments - the doors, seats and dash are white, while the carpet, trim around the radio, console and seat belts are black  
**09M** Scheduled build date - 9 December (example)  
**A67672** DSO - District Sales Office - Special order adds 4 digits to A6 (Alberta)  
**6** Axle - Conventional 3.00:1  
**X** Trans - Automatic FMX

When I got my Cougar in 2003, it was important to return it back to WT9083, but that would have to wait until after winter. Being a heavy duty mechanic, it was a simple process to repair the Tilt away steering so it worked, find out why it would start in any gear, and repair the rear lights. I was used to working outside, without an enclosed garage. The engine was removed for a timing chain and to clean the engine bay. The white paint was removed and minor body work done, before hanging plastic in the carport so the car could be painted. The car was finished and ready for the four hour drive (354 km) to the FordNutz Cougar Club Annual Claw-In Show and Shine. The paint was still fresh and you could smell it from 10 feet away. I was hoping for Ray to bring his RML Cougar but he bought a black '69 convertible from the island instead.

That was the beginning of an ongoing search for other purple Cougars. After returning from Vancouver, in a couple of weeks I would attend a National Mustang show in Calgary, Alberta (618 km) (<http://www3.telus.net/noland/site/rml/rml-robert-2004-travel/photos/index.htm>). They had over 1,000 Mustangs and there were only nine Cougars at the show. Again, I was hoping to see two other RML Cougars. Jan bought her red RML Cougar (personal choice of colour), and Marvin left his Calypso Coral RML Cougar (personal choice of colour) at home and bought something else. The day after the show I drove to Chestermere, AB to see a car that was headed for the crusher. The following day I made a brief

*FordNutz Cougar Club in 2015, lined up for a Port Coquitlam show. From left to right: Ray Sandrin, Jim Hessels, Jeff and Carol Bingaman, Robert Nowland's purple Cougar (he was taking the photo), Mike Wicklund (Don's son), Harry Unrub, Heather Whitaker, Kim Friesen, Bill Ronalds, Robin Miller, Malcolm McMillan, Sr., Sheldon and Erin Potts, Dean Henschke, Malcolm McMillan, Jr., Fil Spasojevic, Dave Hiebert, Vytas Vaitkus and Scott Ferguson.*



stop at Universal, before heading north through Red Deer, Edmonton, Vegreville, Gledon to Cold Lake (600 km) to look at Ron's RML parts car. The next day it was south again through Bonnyville, Myrnam, Innisfree, Viking, Killam, Forestburg, Wanda and Stettler (400 km) to look at Tom's white RML Cougar. The following day it was through Big Valley, Drumheller, Bersker, Cleichen, bypassing Calgary on my way to Medicine Hat in Southern Alberta (400 km) to see Marvin's RML Cougar. The following day I went back to Calgary (295 km) and when I drove into Universal, George Revitt, the Vice President of Universal, was standing by a building. The closer I got, the wider his smile became. He was the Used Car Sales Manager in '69 when these cars were delivered on the car carriers. I did get a chance to speak with him, but unfortunately he passed away ten days later; that is how important parts of the research were lost on these cars. I also visited Jan, who had come from Saskatchewan for the show. The next day I drove back to Kamloops, having put on over 3500 km in a little over a month.

In 2007, I made the trip alone to the Cougar National (<http://www3.telus.net/nowland/site/rml/rml-robert-2007-denver-1/photos/index.htm>). My car was meant to be driven and that is what I have done over the years.

The unique colour is recognized by those who know the cars or have been affected by the company. The insurance they sold was still valid even after they were taken over by the Alberta Government, if the policy owner continued to make the payments. But the people who bought shares and invested in the company lost everything as the takeover made them worthless. In



*These are 50 year old pens from RML. Mike Evans sent one of them to me. On my trip to Calgary in 2009, Garth gave me this now 50 year old purple Cougar that was one of the purple items they had at the time. The purple Cougar, Prosperos, was named in a contest by a lady in Red Deer. Garth told me the name.*

Calgary, a fellow came up to me and said, "You should be in jail." I have had people ask, "Is that one of those?"

Having a website and help from others, information and cars have appeared, like the 1968 Company Annual Report. Garth gave me one of their purple Cougar toys, Prosperos, and Mike sent me an RML pen and a Prosperos sticker. Blair's car in Penticton, BC was returned to purple. Donna's car was purple and painted





*The car in the front is mine and the rear car is Ray's car after it sold to Rod. We are in his shop southeast of Calgary. I have since refreshed my car again and Rod is in the process of a major restoration.*

green as part of the sale to her in Kelowna, BC. I found Thomas' car in Kamloops. Sylvio's car in Red Deer, AB was found while on another trip through Alberta – it is the next serial number above mine. I found a door and the back end of a RML Cougar in Sorrento, BC. Brett's RML Cougar was hiding in the back corner of their large

garage for more than 20 years. Ray sold his car to Rod, who returned it to Calgary. During a full restoration, the base condition of the car brought it very close to the end of its life once again. In the true spirit of this Cat, it used another one of its nine lives, and while not completed yet, it is returning to its factory quality condition as only one of three purple Rocky Mountain Life Insurance Company Cougars.

There are still some out there. Keeping track of the ones found is a challenge in itself.

I have a build sheet, shipping report (Eminger report), Marti Report and Ford CRC for my car. They were all special ordered and inventory tagged like all cars and trucks for Universal.

There are pieces to this puzzle I have yet to find; some may be lost forever. 🐾

*– Robert Nowland, Kamloops, BC*



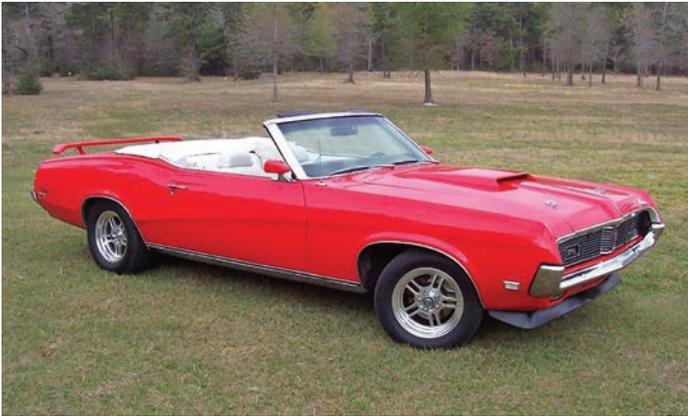
# '69 XR-7 Convertible

*by Roger Werchan (CCOA #8433)*

Here are a couple of pics of my '69 XR-7 convertible. We've owned the car for 21 years, having bought it in Albuquerque, NM in 1997 and driving it back to the Houston area. In 2008 we took it off the street and did a total restomod on it. It appears to be stock, but has a lot of modern features and conveniences. It was featured in a CCOA newsletter back in, I think, 2009 or maybe 2010, listing all the upgrades. It is a driver and does not get taken anywhere on a trailer. Last October we made our 18th trip to Crusin' the Coast in Biloxi, MS from our home in Texas, a distance of 425 miles one way. In spite of it being a driver, the car has won numerous awards including a Class Winner at the Concours de Elegance of Texas in 2016. Also best interior, Outstanding Ford, Mayor's Choice, and many top 10 trophies and plaques at local car shows.

We are attempting to start a local Cougar club here and are looking forward to meeting other Cougar owners in the future. 🐾

*– Roger Werchan, Conroe, WI*



# '69 Convertible

*by Gary Hart (CCOA #9408)*

Gary's Cat was built in Dearborn with a 351W paired to a FMX transmission (which are still in the car today). More original factory options include Dark Aqua Metallic exterior with a Light Aqua Corinthian vinyl interior. Build date was May 2nd, 1969, and this Mercury was delivered to St Louis, MO. This Cougar has A/C, power windows, and power brakes. "We bought this 1969 Cougar from some great friends that just got too old to enjoy driving it to car shows. In fact, they are a big part of what got us back into Cougars and car shows. We are the third owner of this fine Cat." One thing that makes his car special is that it is such a nice, fun ride. 🐾

*– Gary Hart, Willard, UT*





# At the Factory in 1969

*By Ted Cragulets (CCOA #1131) / Edited by Rob May (CCOA #9623)*

Ted Cragulets (CCOA #1131) and his high school sweetheart, Barb, were married on March 29, 1969. Having lived in a small town of southern Ohio, they decided to go to Dearborn, MI for their honeymoon. They toured the Ford factory at the Rouge plant. That day they were building Mustangs. “Amazingly, the factory was able to put all those cars together, lining up orders on one end, flowing to the finish line, and at the end, squealing tires to their loading place. After having a late lunch, my wife and I decided that we would like to have a new car for our wedding gift.” Off to the local car dealer. The colors on a 1969 Lincoln Continental, gun metal gray exterior with red leather interior, caught our eye. We wanted a Cougar in that scheme. ‘Ohhhhhh!!!,’ the salesman said, indicating that they couldn’t get it in that combo; red interior yes, but not with the gray; so home they went and started looking at other vehicles. “We decided to continue to look at Cougars as the salesman had suggested.” However, none of the dealers had any stock. Finally, a demo unit was found at the biggest dealer in the area. “The owner said he only had the one, so we went for a spin. That’s all it took to be hooked. Back in the showroom, looking at brochures. we decided to order one from the factory. It was to be our first new car, and we wanted it to be special. Mercury did it right.”



*Barb and Ted Cragulets with their 1969 Mercury Cougar XR-7, October, 1969.*

The Cat is a '69 XR-7 dark Ivy Green exterior with dark green leather interior. The 4-speed manual transmission is mated to the performance 351W 4v engine (Ted wanted the 390, but insurance was way out of his price range, and he only gave up 40 hp). Ted's area only had AM stations to go with the AM/FM stereo radio (which broke the first month he owned it). Other features include: disc brakes, rim blow horn, a/c, rear window defogger, right-hand racing mirror, full tint glass, and flat hood locks. Ted put down \$100.00. "They said it would take 10-15 days to get the May 9th ordered car, and we took delivery on May 24th. We actually had to let the car sit at the dealer because it came in only ten days, and we expected it to take three weeks. We went to see our new Mercury Cougar, and it was flawless."

"That weekend, we showed the Cat to our parents, who lived in SE Ohio. The following Monday morning, Barb went to the gas station for a fill up; high grade gasoline was 59 cents a gallon. The Cougar really liked it. Sadly, a kid was pulling away from the station, and he ran into the right quarter panel!" Ted called the dealer, and said he wanted to order another car. However, it was too late as special orders were closed. "We had many wonderful years and miles with our car."

By 1981, the Mercury Cougar was showing its age, with 125,000 miles on it and rust everywhere. "An old friend from Maryland had stopped by for a visit, so we took the old man out for a run. He had never owned a '69. His name was Lee Harrison. Most of his cars were '67 to '68 XR-7s and a couple of Gs. We drove my car on the freeway at 119 mph. The engine started missing, so I backed it down. Later in the year, I was looking in the paper and found a '69 Cougar convertible for sale. I called the guy up, and he said it was still for sale. A different prospective new owner had just left after looking at it, however, he didn't want it because he said it was a piece of scrap. When I arrived there, after quickly looking at it, I bought it on the spot and drove it home (about 30 miles away). Two months later after swapping parts from the hardtop car, I drove it over to Jim Rakowski. He had looked at a convertible earlier."

The fun continued as Ted had two Cougars. "I started taking all the good parts off the hardtop to freshen up the 'vert. I had heard about a Cougar club out of New York; all about the



*Ted with the 1969 convertible and 1969 XR-7 hardtop, 1982.*

preservation of the Mercury Cougar." Over the next few years, Ted continued changing parts and getting the convertible to look better. John's Classic Cougar helped immensely. After stripping the hardtop, Ted decided that the 'vert needed to be cloned in replacement for the hardtop. "After a couple of years of driving the 'vert, body problems started, such as the top of the doors touching the quarters and the floor was soft. That's when it found a nice place in the garage, and was disassembled." Completely gutted, it was apparent that the Cat need some major help. "There were not many convertible parts available for it, but thanks to JCC, he helped me find sheet metal. I had to replace the inner rockers, of which I knew nothing about as all the cars I had ever worked on had full frames." After getting the Mercury back together, Ted decided it was time to change the color to match his first Cat going to be a clone. The color



*The first time the 1969 convertible was in one piece, 1983.*



change was done in 1988 and Ted says it was a very poor job. Then the unthinkable happened as the heater core started leaking. "Now it was time to redo the complete dash with wiring from my hard top. Being a non-a/c car, I had to make the firewall to accept the a/c box. The color match that was done in 1988 just didn't look right, so a friend of mine helped me repaint it." The doors were changed, and the rear lip wheel wells replaced. Finally, the car looked perfect. "One weekend, Brett Irick was coming by to say he was having engine problems



*The kids' first ride in the 1969 convertible.*

on his car so the he could get back to KC." The next spring, Ted was without a car. It was time to rebuild his hardtop's motor, which had been swapped to the 'vert paired to the auto trans originally in the 'vert, the 351 4v 290 hp, which was now tired with 165,000 on the clock. "I went the whole 9 yards; balanced, blue printed, \$1,400 dollars later. One hiccup was the block; it had only 8 thousand wear on the cylinders. 10 thousand pistons were \$900.00 at the time, so I decided to bore it 30 over for \$300. After getting it back together and running, I was not satisfied with the performance. At a car show a couple of years later, the man who originally bored my block asked how the motor was, and I told him I'm not happy. I was

with his Cougar. He was visiting his grandparents for the weekend; he was living in Kansas City at the time. Anyway, I found the problem. His Cat had dropped a valve. With no spare parts otherwise, and being a master mechanic by trade, I took the head off my 'vert, and installed it



*First CCOA Car Show, Winchester, VA, June, 1983.*



*Above: Barb and Ted's 1969 convertible at the 1997 Ford Nationals, Carlisle, PA.  
Right: Cougar mascot at the 1997 Ford Nationals, Carlisle, PA.*

about to learn a lesson, being that I had built the motor myself. I knew it was right...not!!!! It turns out that when I put it together, I had installed a factory Ford camshaft, which I had just purchased from Ford some 5,000 miles ago for the hardtop before parting it out. You can't use a 4-speed grind camshaft in a motor with

an automatic because it has the wrong lift. With the proper cam, the Cat runs purrfectly. I had a wonderful time in 2017, going to the anniversary shows, and I am looking forward to 2019!" 🐾

*– Ted Cragulets, Mentor, OH*

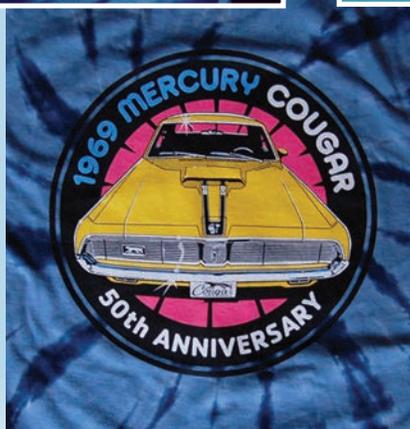


# The 1969 50th Anniversary T-Shirts Are Available **NOW** at the



## CCOA ONLINE STORE

[www.cougarclub.org](http://www.cougarclub.org)



**The men's t-shirts are available in navy and also in a tie-dyed version.**

Men's Sizes:

S – 2XL - \$30.00 each

3XL - \$35.00 each

**A ladies v-neck t-shirt is also being offered this year.**

Ladies' Sizes:

S – 2XL - \$30.00 each

Prices shown include shipping to USPS ZIP Code addresses.

Shipping charges to other countries will be shown during check-out and before payment is authorized.



## CCOA Jackets - \$75.00 each



## 1969 Mercury Cougar Diecast Cars

\$40.00 each

A Set of All Three for \$100.00

Prices shown include shipping to USPS ZIP Code addresses.

Shipping charges to other countries will be shown during check-out and before payment is authorized.

# High School Cat

By Gene Mullenburg (CCOA #8971)



Gene's son, Cole, purchased this '69 STD convertible from the local original owner in the fall of '00 with 140k original miles. It had been sitting in a garage for 13 years, serving as a storage shelf. Being a Texas car, the body was solid and straight with no rust. It still had the original top and had been repainted once after a minor fender bender. This Cat came with 31 years of documentation and receipts. It served as Cole's high school car for a few years.

A few days after buying the convertible, Gene and Cole had this Cat purring. The paint was touched up/buffed and the car was ready for Cole to drive. In the fall of '02, a complete mechanical restoration was started and completed. The 351w 4V was upgraded with a mildly aggressive cam, aluminum heads, aluminum intake, Holley carb, headers and 2.5 inch exhaust. The brake system, fuel system, suspension, electrical, steering, etc. were also rebuilt. All the work was done at home in the garage. The transmission was rebuilt at a local race shop.

The cosmetic restoration began in the fall of '04 and was completed in May of '05. Gene did the disassembly and reassembly and a good friend and fellow LSCC member, Ken McDowell, did all the body and paint work. The Cat was all finished a day before the CCOA Nationals in Mesquite, Texas, where it took top honors in its class – '69-'70 standard convertible.



Since the completion of the restoration in '05, this Cat has only prowled the streets approximately 4k miles. It has always been a great driver with good manners.

This beautiful convertible is registered with a local broker that supplies cars for national advertising campaigns and movies and has had an active career in both venues. It also participates in major local shows and has always represented itself well. It is always a crowd favorite. 🐾

– Gene Mullenburg, Grand Prairie, MO



# COUGARS AT CARLISLE 2019

*Celebrating the 1969 Mercury Cougar's 50<sup>th</sup> Anniversary*



**Join the Delmarva Cougar Club, Cougar Club of New Jersey/Pennsylvania and the Mercury Cougar Club of New England for their annual show-within-a-show at the May 31-June 2 Carlisle Ford Nationals, in Carlisle, Pa.**

This year, Carlisle and the clubs will mark the **50<sup>th</sup> anniversary of the 1969 Cougar**, including with a special display of Eliminator's in Carlisle's main showcase, Building T.

Buy Gate-N-Go registration by **April 29** and save 10 percent. Register online at <https://store.carlisleevents.com/SearchResults.asp?Cat=24> and make sure you choose **COUGAR CLUB OF PA/NJ/DELMARVA** as your club during check-out. Also, reserve a room at the official show hotel, the **Marriott Courtyard Harrisburg West**, in nearby Mechanicsburg, Pa. The clubs have a block of reduced-price rooms available. Visit <http://bit.ly/Carlisle2019> to reserve a room in this block, and join the clubs for a complimentary cook-out at the hotel Saturday evening, June 1.

**Questions?** Contact [dcconline@dcconline.org](mailto:dcconline@dcconline.org) or visit [dcconline.org](http://dcconline.org).



# Meet the Members of the Cougar Club of NJ and PA



**Stu Nembrotti, CCOA #8906**  
President, Cougar Club of NJ and PA

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: It was in the mid '70s when I was in high school. A senior at school had a '69 Cougar. I loved the grill with hide away headlights and what I call a s#!t eating grin. Then I saw the taillights with the sequentials or as I say "I am going this way dummy, this way dummy, this way dummy. The lines and the XR-7 emblem on the C-pillar just made her look all the better."*

**Q: How long have you been a member of the Cougar Club of NJ and PA? The CCOA?**

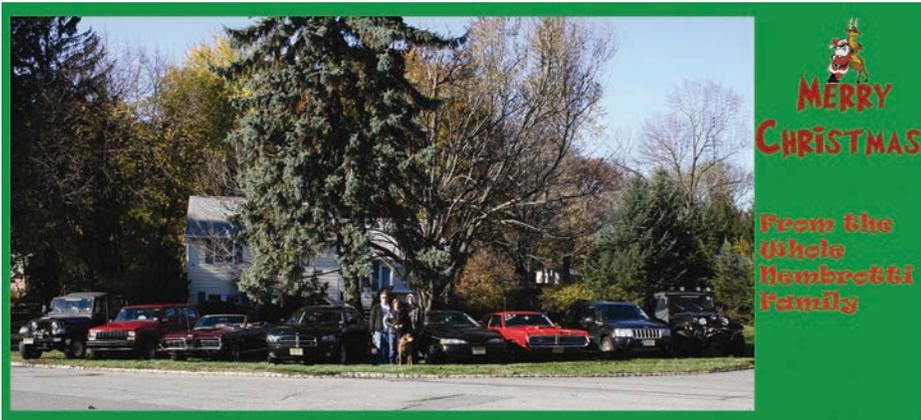
*A: That is a good question. I remember joining around the same time the Cougar Club of New Jersey (now New Jersey and Pennsylvania) but no record of that timeline could be found. So I would have to say as long as I have been President of the Cougar Club of New Jersey and Pennsylvania, which is around 10 years.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: I would have to say it is the car I bought in Feb 1982 but maybe a darker blue. It is a 1969 XR-7 with no vinyl roof blue (P-Code / Medium Blue Metallic or 6-Code / Bright Blue Metallic) with dark blue interior. As for options the M-Code motor, AC, PS, PB and console is all I need.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: I was always into cars and knew I would never get rid of my '69 Cougar but getting into the car hobby that would be my son. When Mike was 15 and I was looking for a drivable Cougar (mine needed work) we found one in NJ to look at. We pulled up to the house and the owner said let me get her out of the garage. We walked down the driveway and were standing there as the door opened. There was a Porsche red '69 Eliminator clone with a stroker motor and sunroof coming into the sunlight. The sun hit the grill and there was that s#!t eating grin I talked about earlier. I turned to look at Mike and saw the same s#!t eating grin (he had braces at the time) as he looked at the car. We spent the next few years going to car shows and me teaching him how to work on cars. Soon the teacher became the student. Let me explain, the CCNJPA was having a wrench party at one of the members homes doing the front suspension on another member's car. So here are a group*



*of guys who have been working on cars for years and my 16 year old son. As we were putting in the springs and fighting with them, as we all know how much fun they can be sometimes, Mike asked "Why don't you do it this way?" The group let him in and, with little trouble, did the spring. In the years to come we built a 408 stroker for his '69 and a CJ7 Jeep from the frame up along with many car shows and club functions.*

*The Nembrotti Family Christmas Card, 2010*



**Mike Nembrotti**  
Cougar Club of NJ and PA

**Q:** What first attracted you to the Mercury Cougar and what excites you the most about the car?

*A: Having my Dad's '69 XR-7 sitting in the garage for as long as I can remember definitely was a huge factor in my attraction to the Cougar. The beautiful body lines caught my eye from a young age.*

**Q:** How long have you been a member of the Cougar Club of NJ and PA? The CCOA?

*A: I've been a member as long as my Dad has, so around 10 years.*

**Q:** If you could order a Mercury Cougar from the dealership, describe your dream Cougar.

*A: It's hard not to picture ordering the exact Cougar I have now. I think though, it would be awesome to have a modern take on an old classic. So I would order mine with Ford's 5.2L Voodoo Engine, a manual transmission, and independent suspension front and rear, all wrapped in a Porsche Red '69 Eliminator body.*

**Q:** Who has made the biggest impact to your interest in the car hobby?

*A: Obviously my Dad was the biggest influence on my car hobby, having a '69 in the house growing up I always knew what a well designed car looked like. Getting the opportunity to own my own '69 while I was in high school showed me what it was like to drive a classic muscle car. Having the opportunity to build and work on the cars with my Dad taught me that I don't need a mechanic to maintain my daily drivers. 🐱*



*Mike Nembrotti's 1969 with sunroof, Eliminator Clone, 408 Stroker, AOD transmission, Posi 9 inch rear with 411 gears, hydro boost brake system*



*Stu Nembrotti's 1970 Convertible XR-7 351C M-Code*



2018 was another very busy year for us and our final event at the Yellow Root Saloon near the Munich Airport on the 1st of December was the biggest “end of season” ever.

More than 30 Cougar owners and their families travelled from all over Germany to get together for this final event in 2018. Alex lives close to Denmark and drove more than 2.000km; Stefan from Norderstedt almost 1.700km. What a passion for the Mercury Cougar and the Cougar Club of Germany!

On Saturday I was the first on-site at 10am to make sure the beer was cold and the saloon warm when the first participants would start arriving at noon. We started traditionally by hoisting the club flag, mounting a large club banner and preparing the bar for the night to come. I was setting up a large flatscreen TV as well as a mic/speaker combination for my season review later in the evening. At around 3pm, Sascha Dietz arrived and presented his new “Cougar Club Service Truck.” Thank you for keeping classic Cougar owners mobile, Sascha.



At 5pm we opened the buffet with all kinds of food from a local butcher and bakery. This year we had a crepes maker for our vegetarian club members and for

those who like to have a sweet dessert after dinner. Looks like it was the right decision as the crepes maker was pretty busy the whole evening.

Sascha’s daughters, Ida and Maja, wanted to support a children’s village near Frankfurt. They decided to paint “Cougar” tattoos on every Cougar owner’s arm for a donation. After the first club member had a tattoo, everyone had to have one. Ida and Maja finally collected €270.- for the “Erich Kaestner Kinderdorf e.V.” A big thank you to the whole family Dietz for this great idea and to all Cougar owners for their big hearts.



At 8pm I started my season review featuring all club meetings and events during the year 2018

with pictures, videos and a lot of funny stories. I try to keep it short but as always, it’s so entertaining that it finally took 1.5 hours without anyone getting bored. I started with the season opening at Jos bbq and birthday party, followed by the Cougar club meet in Saarlouis at Lukys farm, the fourth big Cougar club meet in Geiselwind and finished with a report on the legendary Schraubertag in Graben am Lech, where we had workshops for the first time this year. At the end of the review, I had a surprise for all club members: The Cougar Club of Germany was awarded, the second time in a row, with the famous Streetmag’ Club Trophy. We’re the best performing US car club in Geiselwind – one of

the biggest US car events in Europe with an average of more than 10,000 visitors. We are very proud of it. Just a few years ago, very few classic US car enthusiasts in Germany knew about the Mercury Cougar. These days it is a pretty well known classic US car with a significant increase of respect and value.



I turned 50 on October 19th, so I took the chance to celebrate my birthday with my Cougar friends and all drinks all evening were on me. I was surprised by the club members when Sascha came up with a covered box. It was a present from many club members (too many to list here) to honor my engagement for the Mercury Cougar and Cougar Club of Germany. I was blown away when I saw what was in that box – a fantastic diorama showing my Cougar in a road scene on Route 66. Our new club member, Pavel from Pilzn (Czech Republic), did a fantastic job. Not only did he tape the two white stripes on the hood and trunk, he mounted my license plates, added a real vinyl top (!) and 3D printed my cowboy hat as well as the complete rear lightbar to install a working turn-signal sequencer.



What a show! Here comes a “making of video” link for those who read this magazine as pdf: [www.youtube.com/watch?v=u76rzpyhGHs](http://www.youtube.com/watch?v=u76rzpyhGHs). All others have to search youtube for “1968 Cougar Diorama and Real.”

Not enough - Matthias surprised me with a large, illuminated Cougar Club of Germany sign that will get a prominent place in my new garage. I want to thank all club members for these fantastic presents as well as the additional gift-card – you are crazy!

For those who read ATSTOC in pdf format here comes another link to a short video of our end of season event: [www.youtube.com/watch?v=y4T-lSm\\_-rA](http://www.youtube.com/watch?v=y4T-lSm_-rA)

In 2019 we will celebrate the 50th anniversary of the 1969 Mercury Cougar on our Cougar club meet during Street Mag' show in Geiselwind near Frankfurt, Germany. All Cougar owners are welcome. Check flights to Frankfurt early as they are cheap. I saw prices as low as €52.- for 2-way flights from London to Frankfurt. We are happy to assist with travel and accomodations.



Here comes the most important 2019 dates for Cougar owners in Germany and Europe:

June 28. - 30.: 5. Cougar Club Meet (Geiselwind, Germany)

August 2. - 4.: 6. Schraubertag (Graben am Lech, Germany)

November 30: End of season (Yellow Root Saloon near Munich Airport, Germany)

I am happy to assist or answer any questions for all European Cougar owners at [kontakt@cougar-club-of-germany.de](mailto:kontakt@cougar-club-of-germany.de) 🐍

– Mike Hofer, Eichenried, Germany (CCOA #9580)

# 1969 Cougar Convertible Collectibles

By Rob May (CCOA #9623)

Fifty years ago was the introduction of the first Cougar convertible. Sadly, this significant aspect of Mercury Cougars has not generated the volume of 1969 Cougar convertible collectibles one would expect. Paper products such as brochures and postcards were made. All items to remain in the May's Central California museum. This article will focus on toys. Georgina Garcia May Photography highlights a few diecast items produced. The vast majority of the diecasts are in 1/64th scale. A single modern 1/43rd Cat can be found. No plastic cars are known.

In 1969, the inclusion of a convertible Cat in the movie *On Her Majesty's Secret Service*, provided a great opportunity for vintage Corgi (not shown). A couple "newer" OHMSS items were made. The largest '69 Cougar convertible collectible found is the 2007 OHMSS cat in 1/43rd scale made by Fabbri. Placed into a neat diorama under a clear plastic case, the winter scene of OHMSS is readily visualized. Along with a magazine featuring the movie, this Cat was sealed in a clear bag as well.



Almost ten years before the Fabbri cat, Johnny Lightning (JL), the most prominent modern manufacturer of '69 convertibles diecasts, produced a set of James Bond vehicles in 1998 including the OHMSS Cat. While several different carded JL '69 Cougars are available, the orange convertible is essentially the same car on each one. Various tires are found along with "chase" cars (typically with white rims). Corgi, well known for their own diecasts, ironically utilized JL to advertise their brand. JL cars were renamed "Corgi" on the overseas cards (not shown) although the Cougar was the same JL made version.



Besides the Bond Cat, JL made several 1969 convertibles in various colors (most sold between 2001 and 2003). An “exclusive” color is found in the Summer of ’69 set. Other colors produced but not shown are the dark and medium green Cats.

For the 50th anniversary of these fine Cats, let’s all hope more items will be readily available. A later article on the OHMSS star is certainly in order. 🐱

– Rob May, Lompoc, CA





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# CCOA announces a royal new Cougar Collectible Medallion

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*Nothing adds distinction  
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\*These watches include a custom designed die struck medallion.

\*Dials are manufactured and assembled in Tulsa, Oklahoma and shipped directly to you.

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\*Available in 3 styles: silver or black with metal band, or silver with leather band. Pick 1 or all 3.

\*We are not forgetting the ladies who love Classic Cougars. All designs are available in ladies models.

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# Meet the Members of the Mercury Cougar Club of New England

## Mercury Cougar Club of New England's Club History

CCNE was founded by Dan Houde of New Hampshire in 2005. Dan Goldsmith took over the presidency for a few years. Mark Piechowski has been the president since 2016. We are currently in competition with CCNJPA as the most laid-back Cougar club.



### Example:

The BOD consists of seven Directors with the following titles:

Chairperson of the Board of Directors: Mark

Vice-Chairperson of the Board of Directors: Cindy

Financial Director: Cindy

Member Services Director: Cindy

Club Services Director: Cindy

Special Services Director: Cindy or Mark

Community Relations Director: Mark

Regional clubs should include their club's big event for 2019, tentative or firm date, if available. Most MCCNE get-togethers happen within other local "everything" events in central New England. Along with CCNJPA and DelMarVa, we help promote the Cougar gathering at Carlisle, PA's All Ford Show (first weekend in June). My favorite of our regional events is having the annual barbecue gathering at a member's house. Our schedule will be available in late winter.



### Mark Piechowski, CCOA #9085

Chairperson of the BOD, President, and more!

**Q:** What first attracted you to the Mercury Cougar and what excites you the most about the car?

*A: For me I loved watching the early episodes of The Streets of San Francisco and Hawaii 5-0. I loved the 60s and early 70s cars. At the same time my group of friends were into Camaros and Mustangs. I wanted something different and soon discovered the '69-'70 Cougar would suit me best. I loved the lines, hidden headlights, sequential turn signals and being a similar size and weight it had the performance potential of my friend's Camaros and Mustangs, just with better looks and features.*

**Q:** How long have you been a member of the MCCNE? CCOA?

*A: I've been a member of Cougar clubs since the late 90s, starting with the Sunshine State Cougar Club. After moving to Massachusetts, I became involved with the Cougar Club of New England. I'm always excited to see my friends from SSCC at a big event and still chat with many of them online. I sneak into CCNJPA events for a fun surprise and help coordinate Carlisle All Ford and a triple-club event at the end of the season for CCNE, CCNJPA and DelMarVa clubs. I've met many great people through the Cougar Community and many of my good friends are Cougar people.*

**Q:** If you could order a Mercury Cougar from the dealership, describe your dream Cougar.

*A: I was unable to answer this question in singular form. Currently have six Cougars to cover this answer.*

**Q:** Who has made the biggest impact to your interest in the car hobby?

*A: Along with the Cougar Community, I belong to other Mercury groups and Ford engine groups. I have met so many great people that share this common interest. It would take me weeks to write down everyone's name and reasons on how they*

*affect my desires within the car hobby and other aspects my life. I get along best with “car people”, especially when they drive a Cougar.*

Personal Note: The Cougar has an affect on all of us here. For many it started as a means of transportation and for others a hobby. For myself, it was a little bit of both. I needed transportation and wanted something cool. I soon found a beat up 70 XR-7 that had to be towed home. Much gratification (sometimes frustration) was achieved in learning how to do this work, which had eventually become my occupation of rebuilding auto transmissions. Many commuting and adventure miles were driven in this Cougar. As they say, a car is an extension of one’s self and this Cougar was definitely me. Looking back, this beat-up ’70 Cougar destined for the junk yard was lucky to find me. Yet, I was just as lucky to find it. This Cougar had become more than transportation. Not only did this car take me around and help me learn a trade, but it also became the vehicle for meeting a network of good friends. This Mercury Cougar has helped to shape my life and being it’s a ’70, it often shaped a knot on the back of my head.



### **Cindy Ghizzi, CCOA #8803**

*Vice-Chairperson of the BOD, Financial Director, and more!*

**Q: What first attracted you to the Mercury Cougar, what excites you the most about the car?**

*A: The Cougar is a cool and different kind of car. Not a lot of people have them.*

**Q: How long have you been a member of the MCCNE? CCOA?**

*A: I've been with the Cougar Club of New England going on 14 years now. I am also a member of the CCOA for the past 3-4 years now. Still need to renew for this year.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar?**

*A: If I build my dream Cougar which to some degree I have already done with my current Cougar because it's been modified to my liking. I would put all wheel disc brakes, a six speed transmission and all power windows, mirrors and seats.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My older brother Billy was the biggest impact for me. I wish he were here today to see my car; he passed away in 1991.*

My Bio: My name is Cynthia (Cindy) aka (Cindylou) if I send you emails, Ghizzi. I live in Shrewsbury, Massachusetts which used to be a small town in Northern New England. It's located about 40 miles west of Boston. My love for cars started pretty young; my older brother who gave me my nickname Cindylou had some cool cars of the 70s, one was a 76 style Cougar. Growing up I wasn't your typical girl. I had a passion for learning how to work on cars. In high school I took basic and advanced auto shop. My first car was a '77 Chevy Malibu Classic. Still owning the Chevy, there was a local mechanic who had a '73 Mercury Cougar for sale for like \$400.00. I bought the car. I had that Cougar for about four years and sold it. It wasn't till March 2002 that found my next and current Cougar. I purchased a 1972 Mercury Cougar XR-7 convertible. I found this car at a classic car dealership in New Hampshire. It was in rough shape but it had a lot of potential. My purpose was to get the car so I could teach my son how to work on the older cars. It wasn't until 2005 that I found the Cougar Club of New England. I joined the club and went to events and became a active member. I was then nominated to handle the membership duties. I continued with this role and then took on the treasurer duties due to the previous member moving to South Carolina. 🐾





# Meet the Members of the Sunshine State Cougar Club

## Sunshine State Cougar Club's History

The Sunshine State Cougar Club was formed on November 1, 1997 in Coral Gables, Florida, by founding president Ray Opthof (CCOA #6688) and Scott Schoenly. At the height of its popularity we would have as many as 50 Cougars at major shows such as the Daytona Spring Show. Unfortunately, we have lost some of the major shows: Silver Springs in January and Old Town in October. And attendance has dropped as well at other shows. There IS a core group of active members that get together at shows and we all stay in touch via our Facebook page and group page. In addition, we have international members from all over the world. Our Facebook page is a terrific way to help each other out with troubleshooting upkeep of our Cougars, where to buy parts, have work done, all based on our experiences with our own cars.

The club's active core members love driving our Cats. There is interest in doing another Cruise Across The State of Florida (aka, C.A.T.S), that may happen in 2019. As you may surmise, it involves driving our Cats from the east coast of Florida to the west coast of Florida in one day, watching the sun rise in the east and watching it set over the gulf that night, having adventures along the way. It is truly a traveling Cougar show.

There is also interest in a National Cougar gathering should it happen in North Carolina, as well as the 2019 show in Carlisle. We had ten Florida Cougars in Attendance at the 2017 Nationals, if you count two members who moved out of state. Four of us drove our Cats from Florida. A number of us have driven to Nationals both East and West over the years.

So far we've had two get-togethers in 2019 and have three planned over the next couple months, including attending the 30th Annual Spring Daytona Turkey Run in March. Our club is a social media club utilizing Facebook. We have a page and a private group Cougar owners can ask to join (group). The links are listed below.

<https://www.facebook.com/groups/257395410999815/> – The group has 235 members as of January 2019

<https://www.facebook.com/SSCOUGARCLUB/> – The page has 782 followers as of January 2019

We post events (not as often as we like) and coordinate road trips to them. Also, in the group, members can seek advice from others on a wide range of Cougar related topics, and some even non-related. We have three administrators that follow and monitor the page and group.

The club is in the process of planning a road trip/caravan to the Ford 50th Anniversary in Carlisle, PA at the end of May. Information is in the preliminary stage but event has been posted in our group and on Facebook.

The club members were asked for comments on the club. Results from the post follow:

*Nancy's cookies and Phil's free advice.*

*The comradery goes beyond. As we and our cars get older, we have issues. We can always find someone in the club who has been through it. One can post a mechanical issue and, instantly, you will get several responses as to what could possibly be the problem. If it can't be diagnosed over social media (mechanical issues that is), then often you will have a member show up at your door. Problem solved! Great group of people!!!*

*I joined the group almost two years ago when I got my Cougar. I have always felt welcomed by the members both online and in person. There is nothing like having a common bond of love for the Mercury Cougar (others just don't get it quite like we do).*

*As co-founder (from Ray Opthof) of this car club in 1997 with Scott Schoenly, we have seen the dedication of our members to take part and manage the club for years. They are the finest people one could encounter in a lifetime. Always lending their time and money to be involved, show up, organize and make the Sunshine State Cougar Club an awesome*

group. We have cruised Florida and beyond. We attend Nationals. Our members are our lifeblood. I can't comment without paying tribute to Barry Margolis, one member who we lost recently who epitomized the true meaning of what this car club is and will always be in how he helped and went way above anything one could expect of a member. Thanks to the CCOA for helping us build our club.

Well this is a tough one because there's so many good things to say about the club and its dedicated members. I knew just after a short time of joining the club in 2003 that I would be making friends for a lifetime. It's always a good time when we get together for a show but I would have to say that this club loves to travel and do road trips. We've had several Cougar caravans heading north to some kind of Cougar national or Carlisle, not to mention some of our cruises across the state and a few Hot Rod Power Tours. You really get to know someone when you spend several thousand miles together in 50 year old cars. And you can't think of the SSCC without thinking of Barry Margolis. He went above and beyond for the club!

It isn't as much about the cars... it's more about the people. The Cougars are the common thread that brought us together through the SSCC but it's the members that keep us looking forward to getting together over and over. 🐾

– Content and photos supplied by Lynne & Jim Stickley (CCOA #9458) and Nancy & Phil Elder (CCOA #7151)



*Cruise Across the State, 2006*



*Sunset on the Cruise Across the State, 2006*



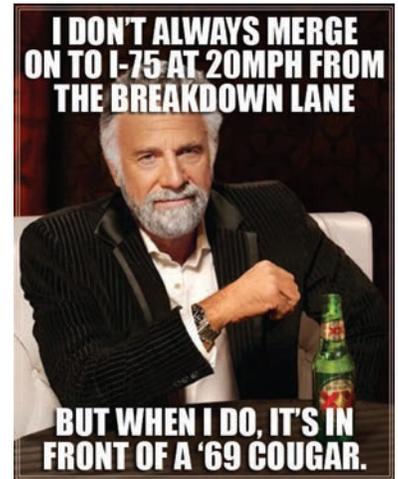
*South of the Border, 2005*



*On the way to the Ford Nationals in Carlisle, PA, 2005  
(The road sign was altered using Adobe Photoshop, much to the delight of SSCC members!)*



*Sunshine State Cougar Club members posing at the Daytona Spring Show, 2007*



*Cougars on the Daytona International Speedway apron, 2010*



*Phil & Nancy Elder's 1970 Eliminator, Speed World, 2018*



*Daytona Spring Show, 2018*



*Jim Barlow, 2014*



*Cruise Across the State, 2010*



# Meet the Members of the Mid America Classic Cougar Club

## Mid America Classic Cougar Club History

Mid America Classic Cougars were brought to life way back in October 2014. Several Cougar owners in the Tulsa, OK area decided to see how many of our favorite car, the Mercury Cougar, were running around the state of Oklahoma. We have come a long way in four short years from our first club meeting where there were six people in attendance. We now have 50+ members and have members in Oklahoma, Arkansas, Missouri, Kansas and a few other states. We are a very active club and have monthly club meetings and attend several car shows a year as a club. We even took the plunge and put on a National Cougar show in Tulsa in April 2017 to celebrate the 50th Anniversary of the Cougar. The club has also started putting on an annual car show called Classics at the Drive In at the Admiral Twin Drive In in Tulsa, made famous in the movie *The Outsiders*. The 2019 show is scheduled for Saturday, September 21. Make plans to attend. The club's the big event for 2019 is attending the Daryl Starbird Show held at the Expo Square arena in Tulsa, OK on February 15-17, 2019. This is the largest indoor car show in the Midwest and they had 1037 cars in the building at the 2018 show, including 16 beautiful Cougars. As of this writing we have 25 Cougars scheduled to be in the 2019 show. Look for a write up on the show in a future edition of *ATSOTC*. MACC can be followed on our website at [www.midamericaclassiccougars.com](http://www.midamericaclassiccougars.com) and on our Facebook page at Mid America Classic Cougars. We can also be reached by sending an email to [midamericacougars@gmail.com](mailto:midamericacougars@gmail.com).

The MACC Board of Directors consist of five officers with the following titles: President, Vice President, Secretary, Treasurer, and Sargent at Arms.



**Randy Christian, CCOA #9216**  
*President*

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: In 1973, as a 16 year old with a new drivers license, I wanted a car that was different from everybody else who had Mustangs and Camaros. My dad found a 1967 standard Cougar that was lime frost with a vinyl top, literally from a little old lady who drove it to church and Safeway. It had 20,000 miles on the odometer and we paid \$1,000 for it. I drove it all through high school and everybody knew whose car it was because it was the only one in Big Spring, TX. It is sad to say I sold it though, when I got out of high school and bought a Camaro for some unknown reason.*

**Q: How long have you been a member of the Mid America Classic Cougar Club? The CCOA?**

*A: I am one of the two founding members of Mid America Classic Cougar Club, which we started in October 2014. I have been a CCOA member for four years.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: An early production 1968 GT-E with a 427 side oiler and red on red with all the options you could get.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My wife Jeanne. She encouraged me to find me a Cougar back in 2013 since that's what I told her I wanted to do again. We have had fun together since she is a photographer. We have done a lot together since I got the car going around and letting her photograph many Cougars for several magazine articles including *ATSOTC*.*

Personal Note: I was honored that the CCOA Board asked me to fill the remaining term for Matt Slay. He was a true Cougarholic who will be greatly missed in the Cougar community.



**Phil Childers, CCOA #9867**  
Vice President

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: I have always liked the styling of the first-gen Cougar. The body shape, with the lower wheel arch/character line (most well-demonstrated on the GT-E's two-tone), the sharp upper character line with reverse concave shape below it, and the slight convex bodyside represents, to me, the most sophisticated steel shaping of ANY American car from the 60s. The strength*

*of the fully-open wheel openings says sporty, but the surface development says expensive and tasteful, exactly what I think Mercury was shooting for!!*

**Q: How long have you been a member of the Mid America Classic Cougar Club? The CCOA?**

*A: I joined both at about the same time, Spring of 2018.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: Definitely a GT-E, in black cherry, with black XR-7 interior, 427 please. The only problem here is that A/C was not available, so maybe an XR-7 G in the same colors, if I could special-order without a vinyl top...no sunroof either way, as I need the headroom! I would have to think about the engine in the G, as I also like the lighter weight of the 302. Limited slip in any case.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My Dad, most definitely! I lived and breathed cars before I could walk, and my Dad only encouraged me. We were a Ford family from before I was born, and my parents have had nothing but Ford products for over 60 years. I have owned multiple Hondas and BMWs, but my domestics have invariably been Ford products. I currently own three Thunderbirds, three F-Series, a new GT350, and one (!) Cougar.*



**Ross Lord**  
Secretary

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: I first saw a Cougar when I was a kid. I loved the styling of it and the man who owned it encouraged me to explore it. My dad wanted to buy one new in 1967 but never did, and I didn't know this until I told him about this awesome relic I had found. The front grille and*

*bumper have perfect proportions on the 68. I love the thick pillars that look both elegant and muscular.*

**Q: How long have you been a member of the Mid America Classic Cougar Club? The CCOA?**

*A: I have been a member of the local club for 2 years. I have been a member of the national club for 3 years.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: My dream Cougar would be a 1968 XR-7 GTE 428 Cobra Jet 4 speed, 3.50 rear axle in Blue with brown leather interior. I dream big.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My father Jon Lord has made the most impact on my interest in classic cars. He started me working on Model A Fords when I was maybe 3 years old. He taught me to identify almost any classic car on sight and even know what engine it came with from the factory.*



**Craig Parrott**  
Treasurer

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: My best friend back in the day (around 1973-74) was a year older than me so he got his first car a year before me, and it was a really nice Lime Frost '67 Cougar. He and his Dad did some nice upgrades to the car...nothing over the top...unless you count the tuck and roll reupholster they had done when they took the car to Mexico in the correct matching green interior color.*

*Sweet dual exhaust sound, nice stereo, and of course tire and wheel combination to give it that right stance. Twenty years ago, I decided to get a first gen Cougar myself and bought a '68 XR7 that needed everything. And it has had everything done and more.*

**Q: How long have you been a member of the Mid America Classic Cougar Club? The CCOA?**

*A: I've been a member of MACC 2-1/2 years now I think. I did join CCOA for a spell several years ago. But at the time, I didn't know anyone anywhere near that owned a Cougar and I let my membership lapse. I need to get that reinstated today.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: I guess pretty much what I have now. The big blocks are rare and cool, but they are heavy motors in a small car. My built 302 seems to me to be a nice balance for the car. Of course, I would have opted for a factory 4 speed over my automatic.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: Again my friend from 45 years ago thru now Randy C. had a Cougar then and all these years later has another one.*



**Scott Nuessen**  
Sargent at Arms

**Q: What first attracted you to the Mercury Cougar and what excites you the most about the car?**

*A: I was 14 when a white 67 Cougar drove by and the sound and the look got my attention. I have been obsessed every since. The stance and look are a perfect match for me.*

**Q: How long have you been a member of the Mid America Classic Cougar Club? The CCOA?**

*A: I have been a member of MACC for 1-1/2 years.*

**Q: If you could order a Mercury Cougar from the dealership, describe your dream Cougar.**

*A: 1968 GT-E, Polar White with black interior.*

**Q: Who has made the biggest impact to your interest in the car hobby?**

*A: My family. My wife has always supported my car addiction and my son, Tyler, which bought the Cougar I have now for me. I can't do it without them. 🐾*

# Open House at Anghel Restorations

Marcus Anghel of Anghel Restorations invites the Cougar Community each year to an Open House at his location in Scottsdale, Arizona. Marcus is one of the nation's experts on the Boss 302 engine and the various differences between 1969 and 1970 changes. Marcus Anghel, Kevin Marti, Mark Smith, Scott Taylor, Dave Wyrwas, Terry Smith, Gary Woodward, Gavin Schlesinger, and Jeff Speegle were some of the people that attended this year's event.



*Photos above from the weekend of January 19th, 2019*

**Anghel Restorations • Scottsdale, Arizona • 602.628.2522**  
**Specializing in Concours '69 & '70 Mustang/Shelby/Boss Restorations**  
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*Photos below from previous event held in 2017*

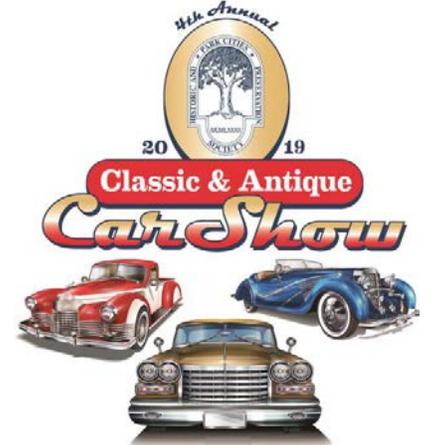


Park Cities Historic and Preservation Society  
**FOURTH ANNUAL  
 CLASSIC & ANTIQUE CAR SHOW**



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 April 27, 2019 • 10am – 3pm**  
 (Rain date May 7, 2019 • Registration opens 8:30am)  
**Burleson Park • 3000 University Blvd.**  
**Free Admission, Food, Drink, Fun, T-shirts**  
**...and lots of Great Cars!**

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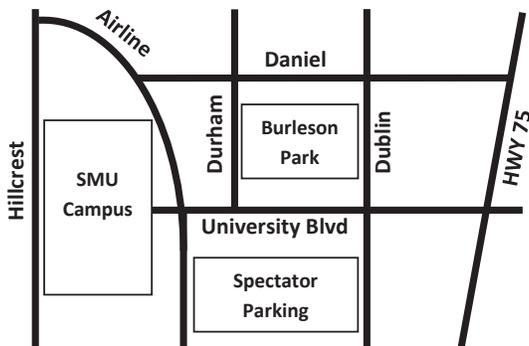
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**All proceeds benefit the Park Cities  
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# MEMBERSHIP REPORT

By Charlie Brown (CCOA #9486)  
Member Services Director

## Happy New Year!!

I have to start off by thanking Rob Merritt for all the work he has put into the Membership Directors position for so many years and I will have some big shoes to fill. I appreciate all the input Rob has given for the transition. I am looking forward to 2019 and meeting new Cougar owners. As with any transition, there may be a hiccup or two as I wrap my hands around Membership Director position. Your patience and understanding will be much appreciated.

## Welcome to the new members!

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

## NEW MEMBERS

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

OLE GREGERSEN	DENMARK
TIM NORRIS	GUIN, AL
CARL BEACH	SANTEE, CA
SHAWN WILLIS	WALNUT CREEK, CA
FRED LEWIS	MARISSA, IL
LORI A McCAIN	MCCORDSVILLE, IN
JAMES LESLIE	SAINT CLAIR SHORES, MI
KEVIN POWELL	LONE JACK, MO
JEREMY KRANZEL	MECHANICSBURG, PA
THOMAS HUGHES	JUSTIN, TX
MIKE EASLEY	NORTH RICHLAND HILLS, TX
TIMOTHY SPENCER	BASSETT, VA
JEFFREY ANGLIN	FIELDALE, VA
BRIAN HORACEK	BATTLE GROUND, WA
MATTHEW WEAVER	REEDSVILLE, WV
JAMES JARMANN	SAN JOSE, CA
TIM CARR	KATY, TX
MARGARET MALER	SOUTHAMPTON, NY

## Is it time to renew your membership?

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

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: [membership@cougarclub.org](mailto:membership@cougarclub.org) 🐾



**THE COUGAR CLUB OF AMERICA** is looking for Graphic Designer/Editor to assume the role of creating the At the Sign of the Cat newsletter, starting with the Spring 2020 issue. Additional information and how to apply for this position will be in the Summer 2019 issue.

# COUGAR OWNERS UNITE!



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

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

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

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

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

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

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

E-mail: \_\_\_\_\_

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

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

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

Yes \_\_\_\_\_ No \_\_\_\_\_

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

Charlie Brown  
Membership Director  
19455 E 72<sup>nd</sup> ST N  
Owasso, OK 74055

Tell us about your Cougar!

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# EBAY CATS



**Year/Model: 1968 STD**  
**VIN: 8F91R5XXXXX**  
**Miles: 46,136**  
**Condition: 3**  
**Winning bid: \$26,766**  
**Total # of Bids: 68**

Comments: Very rare STD with interesting history. This Cat came with the 428CJ Ram Air with 4spd and 4:30 Traction Lock, factory Staggered Shock drag car. According to Cougar experts and the Marti report, this is one of only 64 STD Cats made in '68 with the 428CJ Ram Air/4spd. Eleven are known to still exist and this is the only 4:30 rear axle known. These 64 4spd cars were the ONLY 1968 Cats produced with the factory staggered shock conversion similar to what was done on Boss 429 Mustangs, the conversion required an entirely different trunk floor and spare tire location. All 428CJ cars came standard with heavy duty suspension and disc brakes, but this is a disc brake delete car and this may be the only one built in this configuration. This rare Cat was bought in Elyria, Ohio on 6/10/68. It's believed this car was raced from new, but that racing history is unknown. It was painted black over its original red paint at some point. It was then sold to a guy from Kentucky and raced for years as a black car and then sold to a couple that painted it silver with black accents. The Cat was sold again to a man in Michigan who owned it from '83-'84, then sold it to a CCOA member (Debra Sudlow). It took 4yrs ('84-'88) to restore this Cat back to factory condition, when finished it was shown at the CCOA Nationals in '88. Sometime between '92-'99 the car was sold to the 6th owner who lived in South Carolina and he installed the wing and front spoiler and made some racing modifications. In '00 it was again sold to a man in Sarasota, Florida. The engine was rebuilt and Weld Dragstar wheels with racing slicks, MSD, Traction Bars and an aluminum radiator and cooling fans were installed. He drove it a few times and it "scared the crap out of him", so he parked it next to his house for years. This is when most of the current damage occurred. The Cat was rescued by the current owner in September of '18. The title confirms it having 46k original miles, but the engine/trans are not original to the car. The 428CJ in the car now is date correct and has an 8 quart racing oil pan, but the original oil pan are with the car. The engine was supposedly rebuilt less than 500 miles ago and it does turn, but there has been no attempt to start it. The trans is a Rug AZ and is either from a '70 Boss 429 or a '70 428CJ. A Hurst shifter is installed now, but an original shifter

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handle comes with the car. Rear Axle is the correct 9" with the tapered ends. Has extensive rust on the roof under the vinyl top and will need a full roof replacement, front frame rails look very nice as do the braced wrap around shock towers. There is the typical rust spots where the upper aprons overlap in front of and behind the shock towers. The hood is rusted, but the original and VERY rare hand laid fiberglass correct R-Code 1968 5 scoop is still present. Will need full floors and both torque boxes, rear torque boxes will not need replacing. The rear trunk area is very solid all around the staggered shock panels and they will need no rust repair or attention. There is rust through above the driver's side rear spring shackle. Quarter panels and wheelhouses seem surprisingly solid, but the quarters are rusted badly at the top under the vinyl top. The decklid and hood are not repairable but easy to replace. Grille, bumpers and lower valances are good. It is missing the original radiator, shroud, distributor, air cleaner, fan and exhaust manifolds. This Cat comes with its 3 original Styled Steel Wheels and an original shifter. Also comes with a Marti-Report. This Cat is very rare and is considered one of the "Holy grail" of collectible Cougars and Ford Muscle Cars.



**Year/Model: 1969 Eliminator**  
**VIN: 9F91S5XXXX**  
**Miles: 62,723**  
**Condition: 3**  
**Winning bid: \$15,300**  
**Total # of Bids: 33**

Comments: All original Eliminator with only 62k original miles on the optional 390 4v/4spd that was found in an Ohio barn. This Cat was acquired from an estate sale of the original owners. The original owner gifted the car to her son in '75 after returning from the service, the son parked it in a barn in '81 where it sat until sold in October 2018. Ran when parked. The engine turns over freely, but not started. The transmission shifts freely and the clutch seems free and working, the brakes are inoperable. The paint appears to be original and the body does have some rust, but the frame and floors look solid. Believed to be 1 of 4 Eliminators built in 1969 with a 390 4V/4spd V8 with 3.25 Traction Lock rear end and painted in competition orange with white interior. Marti Report and window sticker comes with this Cat. Currently this is the only '69 Eliminator with the paint/trim and engine/trans combination accounted for in CCOA registry with this combination.



**Year/Model: 1969 STD convertible**  
**VIN: 9F92M5XXXX**  
**Miles: 68,000**  
**Condition: 3**  
**Winning bid: \$3,300**  
**Total # of Bids: 45**

Comments: This number matching convertible Cat is in need of a full restoration, but well worth it. The 351W 4v/auto has only 68k original miles, but has not been driven or started since '98. Ran and shifted perfect when parked, has been stored inside. This Cat has AC, PDB and power top. The front and rear seats are missing as well as both door panels, the rear interior panels are there. Dash Pad and gauges are all good. Floors, firewall and torque boxes are in excellent condition as well as the trunk area. Comes with 4 original hub caps.



**Year/Model: 1969 XR-7 coupe**  
**VIN: 9R93S5XXXX**  
**Miles: 50,500**  
**Condition: 1**  
**Winning bid: \$14,999**  
**Total # of Bids: 20**

Comments: XR-7 coupe with the optional 390 4v with auto and only has 50k original miles. This Cat spent much of its life in Montana. The body is really solid with no rust work needed anywhere, but does have a few chips and one scrape on the driver's front fender and the rear driver's side has a couple of small dents. No paint is broken, but is noticeable. The "eyes" have recently decided to stay open for some reason. A new vinyl top was put on with the original type material. The interior is really nice and clean, the pull strap on the passenger door has some stress on it. This Cat runs, drives and shifts smoothly, the motor is strong with no noises or smoke. The Marti report indicates that the DSO is 90 which means this was one of a few cars made for Export. The GT wheels are not original to the car, originally came with wire wheel covers.



**Year/Model: 1968 XR-7 GT**  
**VIN: 8F93S5XXXX**  
**Miles: 100,000**  
**Condition: 3**  
**Winning bid: \$6,000**  
**Total # of Bids: 3**

Comments: In 1968 only 1,845 XR-7s came with the GT package. This XR-7 has the 390 4V matted to a C6 and came with many factory options including limited slip, console, tilt wheel, PS, PDB, AC, AM radio, and tinted glass. Cat has been "asleep" for a long time and will need a complete restoration. Starts right up and runs great with no noise or leaks and holds solid oil pressure, the transmission pulls in forward gears, but not reverse. Has new master cylinder, front brake hoses and calipers installed. Does have rust in the usual places for Cougars and will need repairs to the rear quarters, floor pans, top of shock towers, hood and trunk. The chrome on the headlight grille assembly and tail lights are not pitted or rusted, The only items that appear to have been removed are the power steering pump and AC equipment.



**Year/Model: 1969 XR-7 convertible**  
**VIN: 9F94S5XXXXX**  
**Miles: Unknown**  
**Condition: 3**  
**Winning bid: \$2,866**  
**Total # of Bids: 43**

Comments: All original XR-7 convertible with the optional 390 4v in need of a full restoration. The engine turns over, was told it ran when parked in '12. The frame is solid, there is rust around the edges of the floor pans only. The trunk pan is bad on the right side. A new gas tank was installed at some point. The top has a little cut (1/8 inch), but otherwise looks good. An extra dash pad and the air breather for the original carburetor comes with car. 🐾

– Kamran Waheed, Fort Wayne, IN

# PERSONAL ADS

## PARTS FOR SALE

428 Cobra Jet motor: block date 0G13; heads cast # C8OE-6090-N, dates 8M28 & 9A8; intake C8OE-9425-C, date 9A15; crankshaft cast # 1UB; rods cast # C7AE-B; harmonic balancer cast # C8AE-6316-A2; triple crankshaft pulley cast # C8AE-6312-D; water pump pulley; water pump cast # C9AE-8505-A; timing chain cover cast # C8AE-6059-B; oil pump cast # C2AE-6604-A; fan cast # C9ZE-E; engine lift hooks cast # C8OE-17K004-B; alt. bracket cast # C8AE-10145-B; exhaust manifolds etc. \$7,500.00 1968 390 with C6, A/C, P/S, P/DB etc. etc. all still in a 1968 Ranchero you get the whole front clip \$3,500.00 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 2C29, \$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; 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. 1969 351W AUTOLITE dist. Cast # C9OF-12127-M, date code 8J28, with AUTOLITE vacuum advance \$350.00. 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, fresh \$800.00 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, \$100. 1970 351C bracket: cast # D0OE-10156-A, \$100. 1970 351C bracket: cast # D0OE-10145-A, \$75. 351C bracket; no cast #, \$100. 351C timing pointer, \$75. 351C front engine plate, \$125. 351C thermostat housing, \$20. 351C dip stick tube, \$75. 1967 289 exhaust manifolds: C6OE-9430-F, date 6K28; C6OE-9431-F, date 6L4 \$150.00 pr 1967 289 4v dist. Cast # C7OF-12127-B, date 7F30 \$150.00 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 1965 289 2V intake cast # C5AE 9425 D, dates 4K6 \$75. 1965 289 original gold valve covers, \$60. etc. much more inquire: (314) 480-2556, Keith Litteken, St. Louis, MO or email kslitteken@aol.com

1969 Cougar Original Factory 9 inch complete rear end (2.75) gears \$550.00. 1967 Cougar Original Factory 8 inch complete rear end (3.00) gears \$350.00. 1967 Mustang Original Factory 9 inch complete Limited Slip (Positive Traction) rear end (3.25) gears \$750.00. 1968 Cougar Original Factory complete 4 Speed top loader shifter w/3 linkage rods and wooden knob \$500.00. 1968 Cougar Original Factory 14 inch XR7 Hubcaps (4) \$400.00. Chris, Phone Cell (707) 616-2310

## WANTED

NOS 1969 Cougar quarter panels; 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 🐾

— *Kamran Waheed, Fort Wayne, IN*



Greg Taylor Enterprises  
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