

INSIDE THIS ISSUE: ELIMINATORS | MEET CLUB MEMBERS | CLUB UPDATES & MORE!

ATSOTC

The Official Magazine of the Cougar Club of America

VOLUME 38 | ISSUE 2
SUMMER 2019



*50th Anniversary of the
1969 MERCURY COUGAR ELIMINATOR*

Reputation

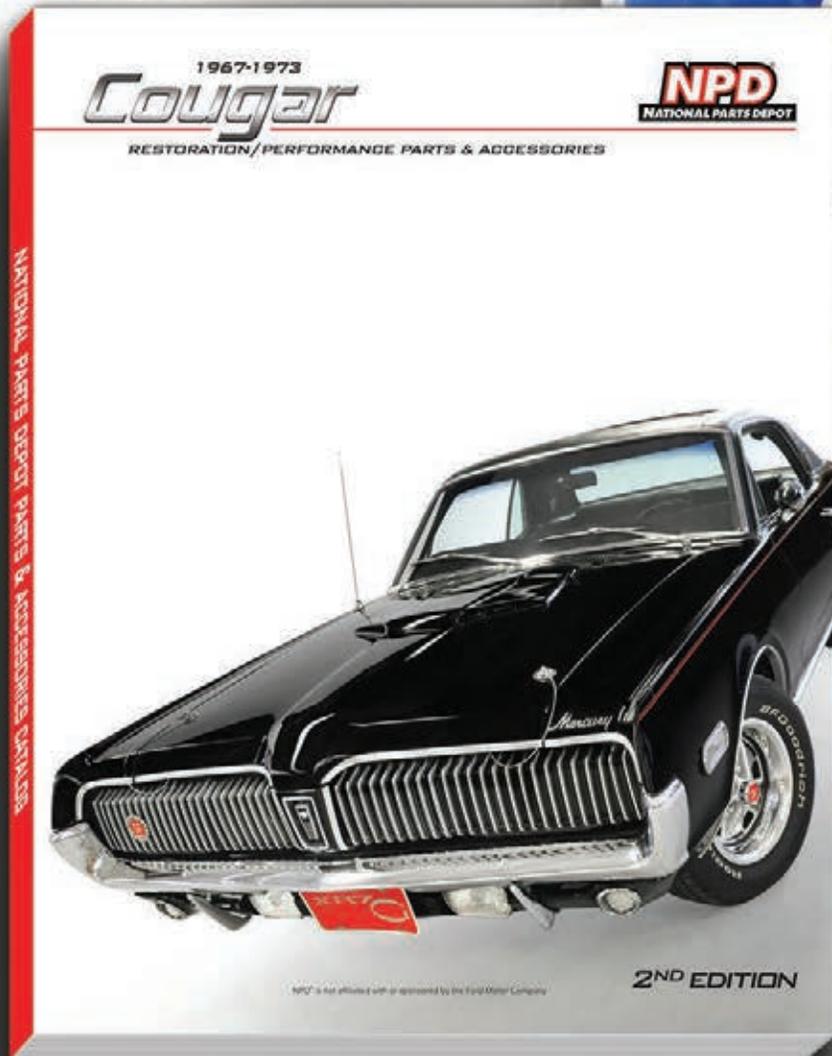
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FRONT COVER:

Jeff Westernen's 1969 Competition Orange Eliminator – Photo by Andrew Chenovick

Lynne & Jim Stickley's 1969 Boss 302 Bright Blue Metallic Eliminator – Photo by Carlisle Events

BACK COVER: *Jay William's 1969 Eliminator – Photo by Jay Williams*



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

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

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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.
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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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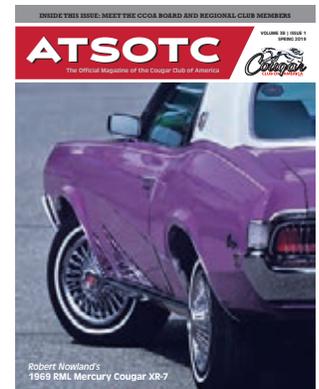
A VIEW FROM THE CHAIR



The summer of 1969 was a turning point in our history with so much going on in the nation – the Space program, the flower power hippy movement, and music that would be inspiring for generations to follow. Americans had a very busy summer. A few of the highlights follow: May 23rd, the Who releases “Tommy”, an innovative rock opera breaking out of the traditional albums previously released. May 25th, “Midnight Cowboy” was released. Written by John Schlesinger (no known relation), it received three Academy Awards after seven nominations. June 3rd, the last episode airs of the original “Star Trek”, titled “Turnabout Intruder”. June 20th, the Moon Landing. Apollo 11, carrying three astronauts, lands on the moon – Neil Armstrong, Buzz Aldrin and Michael Collins. August 15th-18th, Woodstock. Nearly 400,000 people show up at a farm in Bethel, New York for a music festival that defines an era. Legendary acts such as Jimi Hendrix, the Who, the Grateful Dead, Janis Joplin and Sly and the Family Stone.

With the 1969 model year, the Mercury Cougar grew larger, released the first convertible in its model’s history, and kept its muscle car status with the launch of the Eliminator model. In this issue of ATSOTC, we have a lot of great contributors helping to educate and showcase how an amazing a model the Mercury Cougar Eliminator was, and still is today.

I want to thank and congratulate Pam Lindsay for the outstanding job with her first issue as editor. All the time and effort spent was evident in the amazing ATSOTC Magazine.



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

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

Gavin Schlesinger

Cougar Club of America Chairperson #5780
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<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 50th Anniversary Events, please email me directly at chair@cougarclub.org 🐾

Classics at the Drive-In

CAR SHOW & SWAP MEET



Groovy Admiral Twin Drive-In
Saturday September 21, 2019

TAKE 2



Registration 7-10
Participant Judging
Trophies at 2pm
Concessions Available



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Classics at the Drive-In

CAR SHOW & SWAP MEET

- First 100 MACC Dash Plaque
- All participants receive a MACC coaster
- Car/Truck/Bike registration \$25.00
- Swap Meet in West Parking Area
- Registration starts at 7:00am
- Participant Judging

Schedule of Events

7:00-10:00 Registration
10:00 Judging starts
2:00 Awards
-Best of Show
(selected by
Mid America Classic Cougar
Show Officers)

50/50 Raffle
1/2 to Neighbors in Need
1/2 to Raffle Winner



CLASSIFICATION

- 69-70 Eliminator
- G/GT/GTE Cougar
- 67-68 Cougar
- 69-70 Cougar
- 71-73 Cougar
- 74 and up Cougar
- Prewar
- Pre '70
- '70 +
- Corvette
- 64-73 Mustang
- 74-98 Mustang
- 99 to present Mustang
- Motorcycle
- Trucks/Jeep
- Import



Meet the Members of the Southeast Texas Cats Mercury Cougar Club

Southeast Texas Cats Mercury Cougar Club History

At Houston car shows, Cougar sightings were rare. In the fall of 2018 owners started reaching out to each other through social media and online forums to gauge interest in forming a club to serve the area, and the response was overwhelming. Due to inclement weather, the first meet-up in December 2018 only brought out two cars, but more than a dozen Cougar owners and enthusiasts showed up to talk cars and find out what the club was all about. The first meeting of 2019 brought eight cars and more than 20 Cougar enthusiasts. Tom Folk stepped up as President of the Southeast Texas Cats Mercury Cougar Club and can be contacted by email at stccougarclub@gmail.com or through <https://facebook.com/stccougarclub>. The club currently meets the second Saturday of each month with more events in the planning stage.

Our first club event was participation in the MusclePalooza Car Show in Sugarland Texas on March 2nd. We had five of our cars in the event. Tom Folk, Tommy Arney, Rodney Sullivan, Paul Ford, and Tim Carr attended. Tim Carr received two awards.

We had one of our Cougars, Tom Folk's 1970 XR-7, join the Lone Star Cougar Club in Dallas, Texas for the PCHPS Car Show on April 27th. Two hundred cars attended with sixteen Cougars (more Cougars than Mustangs). Good job, LSC. Thanks for the invite.

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



Tom Folk, CCOA #9432
President

Tom Folk, our club president is a long-time Cougar owner. He purchased his first Cougar new in 1970. It was a Medium Lime Metallic standard hardtop. He drove that Cougar for 13 years and over 150K miles. He is a semi-retired mechanical engineer who enjoys working on his cars. He acquired his current Cougar four years ago in Ft. Lauderdale and drove it back to Houston. It is a 1970 Madras Blue XR7 with a 351C-4V and an FMX transmission. The car interior has been redone from the firewall back, including floor pan replacement. The suspension has been redone with heavy duty springs, shocks, and anti-sway bars. The A/C components in the engine compartments have also been replaced. He does virtually all of the work himself, including many electrical system upgrades. He had been looking for more local Cougar owners, so with the help of a few in the area, they organized the Southeast Texas Cats.



Fred Facker
Vice President

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

A: *My first Cougar encounter happened when I was 16 in 1994. I found a green 68 XR7 with a cammed Boss 302 motor in my local classifieds, and I was determined to own it. The vinyl top and hideaway headlights gave the Cougar a unique elegance paired with raw power. However,*

that car wouldn't hold idle, and during the test drive when the seller proved that you could spin the wheels at any speed by chirping the tires at 45 mph, my father vetoed the purchase and headed me off by "surprising" me with a 4-cylinder Mustang.

Q: How long have you been a member of Southeast Texas Cats? The CCOA?

A: I've been a member of STC since we started it in December of 2018, and this is my second year of membership in CCOA.

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

A: While many guys prefer the Eliminators, an optioned out 68 GT-E with the Cobrajet Motor and sunroof would be my dream car.

Q: Who has made the biggest impact on your car hobby?

A: Despite derailing my high school Cougar purchase, my dad has always made the biggest impact on my car hobby. He did all of our car maintenance in the driveway and taught me and my brother how to work on cars. Both of them assisted me with the restoration of a 66 Mustang in the early 00s, and now we're working on not only my 67 Cougar, but also my brother's 67 Shelby kit car and my dad's 68 Firebird 400.

Personal note: I want to thank my wife for her patience in letting me build my 67 Cougar that I never got to own in high school, and for her bravery in riding in the project even after the passenger door flew open while turning out of the Lowe's parking lot.



Tim Carr, CCOA #9402
Activities Co-Chair

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

A: Back in Junior High School, a friend of my older brother had a Cougar. It was just elegant and HOT! I was attracted to the car then and still have my passion for the car after 47 years. My Grandmother always drove Lincolns and I remember going with her to the dealership and admiring the cars. When I was in college, she actually bought me a new 1979 Cougar XR-7.

Many years later I set out to find a 1969 Cougar, but ended up with a 1967 Mustang GTA Fastback. Spent a lot of time and money to bring it to a show car condition. But it just did not fulfill my desire and my love for the Cougars. It sold, shipped to California, and the search began. I found the car I had to have after searching for two years. It was a 1969 Cougar XR-7 that had a frame off restoration, to an Eliminator clone. It was blue, my favorite color and had my preference of the 351W-4V, FMX Posi-Traction. This beauty was a number matching car, with 56,000 original miles. I flew to inspect the car, bought it, and had it shipped to its new home. I have owned my car for 10 years now, and it is here to stay.

Q: How long have you been a member of Southeast Texas Cats? The CCOA?

A: I have been a member of Southeast Texas Cats since the very first meeting in December of 2018. We are so very excited about our new club and looking forward to the activities, growth and fun! I have also been a member of CCOA for several years, and I recently renewed my membership.

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

A: It would most likely be like the car that I have now. A blue 1969 Cougar Eliminator, 351W-4V. Although my car has some of the XR-7 more luxury options such as Tilt-Away Steering, AC (it is hot here in Texas), AM/FM 8-Track, so I might just order a loaded XR-7!

Q: Who has made the biggest impact on your car hobby?

A: My dad worked in a body shop and then for Allstate for his entire career. He restored cars for us (three sons), and they were what we first drove in high school. He did all the service and repairs in the backyard or driveway. Dad was always been faithful to Ford and Mercury, and taught me a lot. There was also my grandmother (loyal to Lincoln) that bought me my first two new cars. I am not sure if she taught me (or spoiled me) to always have nice cars. I also have a friend that I have known for 15 years. James has a 1969 Cougar XR-7 that was his car when he was in college. I have always admired his car. He has also owns Ford Specialties here in Houston. I have learned a lot about the classic car industry and Ford/ Mercury restorations.

Personal note: My wife says I am car CRAZY, and waste too much money. I have three cars and a truck. I often think I would like another, but better keep some degree of peace at home.



Paul Ford
Activities Co-Chair

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

A: The vacuum headlights and sequential taillights.

Q: How long have you been a member of Southeast Texas Cats? The CCOA?

A: December 2018.

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

A: 1968 Cougar XR-7 GT-E, 427 CID with AC.

Q: Who has made the biggest impact on your car hobby?

A: My father. At 12, I remember "helping" him work on his 1967 Cougar. I don't shy away from one of these beauties that needs a little work.

Personal note: ²³ Whatever you do, work at it with all your heart, as working for the Lord, not for human masters, ²⁴ since you know that you will receive an inheritance from the Lord as a reward. It is the Lord Christ you are serving. Colossians 3:23-24



Tommy Arney, CCOA #6791
Membership Chair

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

A: In 1983 my wife and I moved to small community on the outskirts of Houston. I had a cousin who was already living in the area and we went to visit. She was a few years older and unbeknown to me had acquired a 1969 Cougar XR-7. I had never seen an early Mercury Cougar before and fell in the love with the sporty but luxurious lines of the car. I was attracted

to the leather seats, unique badging, and all the trim pieces. The car was complete and in good condition. She saw the look on my face and within six months I was the proud owner a 1969 XR-7. It quickly became my daily driver for several years. I was hooked and since have owned three 69 XR-7s, one 71 XR-7 convertible, one 67 and two 68 XR-7s.

Q: How long have you been a member of Southeast Texas Cats? CCOA?

A: I am not sure exactly what year I joined. My member is #6791. Throughout the years it has been an invaluable resource for me and various Cougars.

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

A: A 1969 XR-7, white leather interior, equipped with Eliminator external package, Competition Blue with white stripes, 351W, 4V, equipped with ram air, and drag pack.

Q: Who has made the biggest impact on your car hobby?

A: All the credit goes to my lovely bride of 39 years. Though not a car enthusiast herself, she never ceases to encourage me whatever project I come up with and even helps with future ones.

Personal note: My current 1969 XR-7 retains the original drive train. The power steering system has been changed out to a new Borgeson unit. I recently upgraded the A/C system with a new Classic Air system. I have not decided which project to tackle next, especially when I enjoy driving and showing her off so much. 🐾





Tom Folk's 1970 XR7 351C-4V



Fred Facker's 1967 Standard



Tim Carr's 1969 XR-7 Eliminator Replica



Paul Ford's 1969 XR-7 (390)



Tommy Arney's 1969 XR-7



Left to right: Robert Boone, Ellsworth Machlan, Ruth Fischer, Brad Blue, Paul Ford, Tim Carr, Tommy Arney, Rodney Sullivan, Galin Coupe, and Tom Folk

Panoramic photo, left to right: Ellsworth Machlan, Brad Blue, Paul Ford, Tim Carr, Tommy Arney, Rodney Sullivan, Galin Coupe, and Tom Folk



Central California Mercury Club is Ready for 2019

Central California Mercury Club (CCMC) is ready for 2019 activities. Thanks to Conan Tigard (CCOA #9870) of the High Desert Cougar Club of Oregon for our new logo!

This will be a great year for the 50th anniversary of the '69 Cats. CCMC owners of 1969 Cougars include: Todd Gregory (CCOA #6330), Rob May, Eric Diaz, and Brad Whitty (CCOA #8871). For this issue, we highlight the fact that Rudolph Henderson (CCOA #9824) of Buellton, CA owns a 1969 convertible along with award winning 1969 Eliminator owner, Rick Miller (CCOA #9772) of Lompoc, CA!

Central California Mercury Club (CCMC) is ready for 2019 activities for 1967-1997 Cougars and rear drive Mercury cars/trucks. No ls swaps! We will focus on local shows that have a Mercury and/or Cougar class:

Orcutt, CA was the scene on Saturday, March 16th for the first show of the season. A dozen Mercury cars from the CCMC group were on-hand to celebrate the St Patrick's Day show. By the time this publication is released, our next big event on Saturday, May 11th in Paso Robles, CA, Warbirds, Wings, and Wheels, will be completed. Last year our club was out in enough force to motivate the promoter to boot the Corvette club out of our way, giving us prime real estate in the middle of the event!

Saturday, September 14, Orcutt, CA is the All Ford Show. Help us fill the Mercury Cougar class 1967-1997! Contact Rob May for more info at 805-757-3262.

Bring your Ford powered rear drive Mercury car/trucks out to these events! We would love to see more participation from the 1974, 1979, 1984, 1989, and 1994 Mercury owners to celebrate their huge anniversaries! 🐾

– By Rob May (CCOA #9623)



George Woehlke's Cat



Todd Gregory's 1969



Rudi Henderson's 1969 XR-7 Convertible



Rick Miller's 1969 Eliminator



Craig Rayburn's 1969 Eliminator



Rob May's 1969 Standard



Eric Diaz's 1969

Arthritis Foundation Classic Auto Show & Cruise-In

Dublin (Columbus), Ohio • June 27th to June 29th, 2019

The Arthritis Foundation Classic Auto Show website, www.arthritis.org/autoshow, is up and running, so plan now for this fantastic three day event, June 27th, 28th and 29th, 2019. Located in Dublin, Ohio, just NW of Columbus, this historic 37th year, three-day, jam-packed event includes a Cougar show within a show event starting on Thursday with the Rolling Legends Tour to Boston's in Marysville for brunch, to Urbana's race car collection at Gaslights Auto Parts, to the Champaign Aviation Museum's historic aircraft collection. Thursday evening is the "movie under the stars" pool party and cook-out. Friday is the Cruise-in complete with DJ, live bands, and lots of food vendors, and from 5:00pm till 10:00pm is the Motor Vice 80s and 90s Era. Look for Class 43, exclusively for 1967-1997 Mercury Cougars! Join us for a chance to win one of the 6-foot tall trophies!

The 2018 36th annual show was very special raising \$232,000 toward their mission to pursue a cure for America's #1 cause of disability. For 2019 (June 27-29), let's fill the Arthritis Foundation Event with as many 1967 to 1997 Mercury Cougars as possible!

– *By Ben Brace (CCOA# 2796)*

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

*For more information or questions,
please call or e-mail Ben Brace (CCOA #2796)
614-795-6627 or benbrace@benbrace.com*



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





Perfect Weather, Top-10 Honors for Cougars at Carlisle

By Carl Graziano (CCOA #6158)

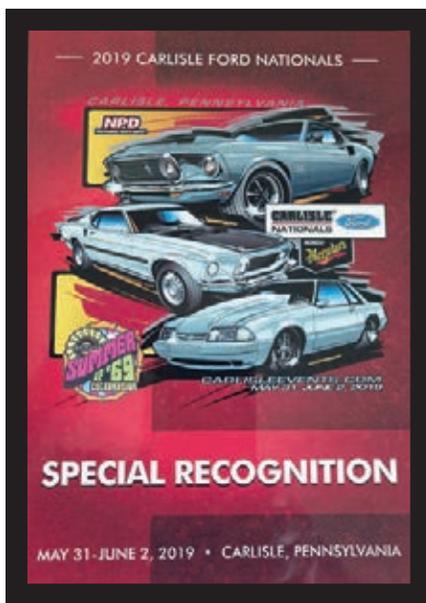
Mercury Cougars made a strong showing at this year's Carlisle Ford Nationals, which celebrated the 50th anniversary of the car's 1969 model year and the first year of the Eliminator package.

The show, May 31 to June 2, at the Carlisle (PA) Fairgrounds, saw perfect weather and an enthusiastic turnout from Cougar lovers from the Mid-Atlantic, Northeast, and many distant points, including Florida and Canada. Carlisle Events, which organizes the annual Ford event and other marque- and model-specific shows throughout the year, announced a record-breaking year for the Ford Nationals: more than 3,000 cars on the showfield!

The big news was the turnout of Cougar clubs. The Cougar Club of New Jersey/Pennsylvania (CCNJ/PA), Delmarva Cougar Club (Delaware, Maryland, Virginia) and Mercury Cougar Club of New England (MCCNE) shared honors as a Top-10 club for participation, entering the list at the number 10 spot. It was a remarkable accomplishment, given the record-setting show participation, overall.

The three local clubs rounded up more than 60 Cougars across the showfield and in special display buildings. Members and other Cougar enthusiasts socialized in the clubs' tent (provided by Carlisle Events based on the previous year's club turnout) and spent the weekend





enjoying one another's cars and working their way through Carlisle's massive parts swap and vendor areas.

CCNJ/PA, Delmarva Cougar Club (DCC), and MCCNE members also spent social time at their official event hotel, the Marriott Courtyard West, in nearby Mechanicsburg, PA. The clubs organized a complimentary cookout Saturday night, June 1, at the Marriott—a Ford Nationals tradition they began years ago. Also at the Marriott, Cougar lovers gathered in the hotel's parking lot, as usual, throughout the weekend to trade stories and, occasionally, wrench on a car. There were so many Cougars parked at the Marriott, the hotel looked like it was hosting its own show!

Back at the event, four beautiful Eliminators were housed in Carlisle's Building T, the showfield's main display building, for a special tribute to this iconic muscle car. These featured Cats were owned by Charles

Donaldson (1970), Eric Petosa (1970), John and Maryann Rago (1970) and Jim and Lynne Sticklely (1969). Also on display at Carlisle, in a tribute to 40 years of Fox body FoMoCo products, was a gorgeous 1984 Cougar owned by long-time Fox body Cougar enthusiast and Cool Cats website creator, Eric Dess.

To mark the Eliminator's anniversary and the joint efforts of the CCNJ/PA, DCC, and MCCNE, Carlisle produced banners and hung them at the clubs' tent. The clubs also produced and sold a show T-shirt featuring artwork by DCC President Phillip Payne, who produced a similar design for national sale through the Cougar Club of America.

The clubs already are planning to mark the 1970 Cougar's anniversary next year at Carlisle Ford Nationals, so stay tuned for more details! 🐾



2019 CARLISLE FORD NATIONALS—OFFICIAL LIST OF COUGAR CLASS WINNERS**1969-1970 Cougar Eliminator**

Bryan Kaeser	1969 Mercury Cougar	1st
Thomas Wilds	1970 Mercury Cougar	2nd
Edward Vogel	1970 Mercury Cougar	3rd

1967-1972 Cougar Modified

Mike Tarlton	1968 Mercury Cougar	1st
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1967-1968 Cougar Standard

Mark Eshelman	1967 Mercury Cougar	1st
Michael Czajkowski	1968 Mercury Cougar	2nd
Gilson Marpoe	1967 Mercury Cougar	3rd

1967-1968 Cougar XR-7, XR7-G, GTE, GT

Jim Norwich	1967 Mercury Cougar XR-7	1st
Paul Byrnes	1967 Mercury Cougar	2nd
Daniel & Anna Mohry	1968 Mercury Cougar GT-E	3rd

1969-1970 Cougar Standard Coupe/XR-7

Cliff Gardiner	1969 Mercury Cougar	1st
Ken Keffer	1970 Mercury Cougar	2nd
Donald Ward	1969 Mercury Cougar	3rd
Doug Wilby	1969 Mercury Cougar	Celebrity Pick

1969-1970 Cougar Std. Conv., XR-7 Conv.

Barbara Stevens	1969 Mercury Cougar	1st
Steven Polansky	1969 Mercury Cougar	2nd
Michael Prunty	1969 Mercury Cougar	3rd

1971-1973 Cougar

Bill Porter	1973 Mercury Cougar	1st
Gary Wirth	1973 Mercury Cougar	2nd
Irving Blanchard	1973 Mercury Cougar	3rd

1974-1988 Cougar

Matthew Dishart	1985 Mercury Cougar	1st
Leer Weaver	1983 Mercury Cougar	2nd
Jeff Papciak	1987 Mercury Cougar	3rd

1989-2002 Cougar

Joseph Zollner	1994 Mercury Cougar	1st
Timothy Miller	2000 Mercury Cougar	2nd

Young Guns at Carlisle (Age 25 & Under) RWD Cars

Thomas Valentini	1968 Mercury Cougar	2nd
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FABULOUS FORDS FOREVER

SATURDAY, APRIL 20TH, 2019 • ANGEL STADIUM



Ted Taylor's 1969 XR-7 Convertible



Michael T. Jackson's 1973 XR-7 Convertible



*Above: Mike Hofer and Gavin Schlesinger
Left: Mike Hofer, Dennis Pierachini, Gavin Schlesinger and Ted Taylor*



Nancy and Skip Humphrey's 1972 Convertible



Derek Humphrey's 1969 Eliminator

The Debut of the Cougar Eliminator



By Dave Wyrwas (CCOA #7558)

As the end of the 1968 model year production came to a close, this also resulted in the conclusion of the XR7 G and the GT-E with a substantial change in the GT option. The GT performance group for 1969 consisted of the new 351 Windsor 4v as opposed to the 390-4v. The 1969 model year would also see the introduction of the convertible. Production would begin in August of 1968 in both the Dearborn, Michigan plant and San Jose, California, but by November of 1968 San Jose production would cease and all Cougars built from December of 1969 until the end of "classic" Cougar production in July of 1973 would be built in the Dearborn Assembly Plant.

In October of 1968 at the Los Angeles auto show, the new Cougar Eliminator made its debut. Did the name derive from the now cancelled GT-E or was it because of Dyno Don Nicholson's drag racer? The answer is lost to time. The show car was powered by the 428CJ with a Radiant Sun Gold paint job. To add to its exterior appeal, it had a front air dam, hood scoop and rear spoiler. The newest Mercury marketing tag line of "Street and Strip" was accomplished with the 2-speed rear axle. The rear

axle was not designed for shift on the fly but required a pre-selection of gear at a stop.

In the first quarter of 1969 orders were opened for the new for production Eliminator. While the front air dam and hood scoop would make it to production, the rear spoiler was redesigned due to cost consideration and the special "Streep" rear axle would not see production. The Eliminator also became a set of option packages and not a separate model. This change would result in it not



having a distinct body code to enable easy identification. The first Eliminators would be scheduled for production on April 1, 1969 and would include a batch for the Hertz rental agency for their “Rent a Racer” program.

An order for an Eliminator mandated two option packages. The first was the “basic” Eliminator Equipment Package, which retailed at \$129.60 and wholesaled at \$102.46. This package included;

Hi-Back Bucket Seats w/ Comfortweave Vinyl

Unique Instrument Panel w/ Tach, Rallye Clock & Trip Odometer

Visual Check Warning Lights

Anti-Lift Front Spoiler

Rear Deck Air Foil Spoiler

Styled Steel Wheels

Black-Out Front Grille

Hood Scoop

Body Side Eliminator Tape

Racing Mirror Left Hand w/ Remote Control

Performance Axle

This option package resulted in what allows a 1969 Eliminator to be identified from its door tag. While the door tag can not be exclusively relied on to prove a 1969, because some companies will produce a fraudulent door tag based on data an unscrupulous person could supply, it is a good start. In 1969 the only Cougars that were equipped with the hi-back bucket seats was an Eliminator and it must have one of the following interior codes;

5A Black seats, total production of 1,293

5B Blue seats, total production of 583

EA White seats with black accents, total production of 374

The unique instrument panel resulted with the addition of the “XR-7” cluster to the standard model Cougar, this added a tach, oil pressure gauge, ammeter, (in place of warning lights), and the rallye clock on the passenger side. The “XR-7” switch panel was not added and the addition of the gauges resulted in the lack of the requirement for the standard warning light panel mandated a special block out plate in the center of the dash pad and because the “XR-7” wiring harness was used a Eliminator only jumper assembly C9WY-13B767-A was mandated.

The anti-lift front spoiler was shipped in the trunk and installed at the dealership during the pre-delivery



process in order to avoid damage in transit. The rear deck air foil spoiler was installed at the factory, however, there were less than 50 Eliminator that were produced with a district special order of 8020. These Eliminators were rear spoiler delete and it is spelled out on the build sheet. The spoilers were painted and shipped with the vehicle in the trunk. All received the 12-hole styled steel wheel (C8OZ-1007-J) painted silver with a trim ring and a

C8OZ-1130-G 7 ½ hub cap, not the 5 spoke styled steel wheel (C9WY-1007-B) as seen on other 1969 Cougars. This also resulted in F70-14 size tires.

The grille differed from the typical 1969 Cougar grille in that the chrome surround remained but the balance was blacked out. The hood scoop which was the same scoop as on all other ram air equipped Cougars was body color but was only functional when the ram air option was checked. The ram air option was an additional \$138.60 with a wholesale price of \$109.63 and was only available with the 428CJ. Hood lock pins could also be added at \$7.80 with a wholesale price of \$6.15, but only when Ram Air was ordered.

The side stripe ran along the fender, door and onto the quarter panel with ELIMINATOR spelled out on the quarter. The stripe was available in black or white and the color would be determined by the exterior color.

The racing mirror was only available for the driver side in 1969 and would be painted body color including the base. The performance axle did not include a traction lock upgrade, and the ratio would vary depending on other options specified.



The second mandated option package was the Eliminator Décor Group, which retailed at \$69.90 and wholesaled at \$55.32. This package included:

- Curb Molding**
- Rim Blow Steering Wheel**
- Custom Door Trim**
- Rear Seat Arm Rests**
- Door Mounted Courtesy Lights**
- Padded Interior Moldings**

The Eliminator in 1969 received curb/rocker moldings but did not

receive wheel lip moldings. They also all received rim blow steering wheels even when equipped with manual steering.

Exterior color is another factor that can help to confirm an Eliminator. The 1969 Eliminator was only produced in four colors. Per Kevin Marti of Marti Auto Works, there were multiple special paint orders submitted, but they were all cancelled prior to being produced. The four colors were:

9 Bright Yellow, total production of 715 and only available on an Eliminator

6 Bright Blue, total Eliminator production of 615 (not exclusive)

3 Competition Orange, total production of 514 and only available on an Eliminator

M White, Total Eliminator production of 406 (not exclusive)

All Eliminators left the Dearborn factory equipped with a 4-venturi carburetor. The base engine was the M code 351 4-v Windsor, with at additional cost the S code 390-4v FE, the Q and R code 428-4v and the Eliminator only G code 302 4-v HO (commonly referenced as the BOSS). The 428 was also available in either the CJ or SCJ. This was independent of whether the Q or R code was ordered. The SCJ by the time Eliminator production began in April of 1969 was already being referenced as a Drag Pak at an additional cost of \$155.50 and a wholesale cost of \$122.95. This option included a 3.91 to 1 or a 4:30 to 1 traction lock rear axle, additional oil cooler and a more durable engine reciprocating assembly. No 1969





Cougars received a Detroit locker assembly from the factory. All 428 and BOSS 302 Eliminators received 31 spline rear axles as an upgrade over the typical 28 spline rear axles.

Which transmission was installed in an Eliminator was first based on engine selection followed by additional costs to upgrade. All top gears are 1.0 directs as no overdrive transmissions were available in 1969. Available transmissions were as follows:

RAT-AM 3 speed manual with 351 4-v base

RUG-AG 4 speed manual (CR) 2.32 to 1 1st gear, 351 4-v and BOSS 302

RUG-E3 4 speed manual (WR) 2.78 to 1 1st gear 351 4-v and BOSS 302

PHB-H FMX Automatic 351-4v

RAT-A2 3 speed manual 3 speed manual with 390 4-v

RUG-AD1 4 speed manual (CR) 2.32 to 1 1st gear 390 4-v

RUG-M3 4 speed manual (WR) 2.78 to 1 1st gear 390 4-v

PGA-Y, AE C-6 Automatic 390 4-v

RUG-AE2 4 speed (CR) 2.32 to 1 1st gear 428 4v

PGB-AF1 C-6 Automatic 428 4-v

Eliminators equipped with either the BOSS 302 and the 428CJ/SCJ when equipped with the 4-speed transmission also received staggered rear shocks. This resulted in the driver's side shock absorber being relocated to aft of the rear axle to reduce wheel hop under acceleration. Unlike a Mustang which had a unique plate in order to mount the shock at the rear spring plate the Cougar utilized a right-hand plate (C9OZ-5796-C) on the left-hand side rotated 90 degrees. 🐅



1969 Cougar Eliminator

"Your newest scat cat with GO Looks!"

By Michael Banks (CCOA #9553)

With the start of Eliminator production on April 1st, 1969, Mercury performance had a new face to show the public. With this new performance product came the addition of bold colors to the Cougar lineup, aimed at drawing in a younger, or at least more adventurous, crowd. However, not wanting to alienate the more modest audience, some more sedate colors were included for the striped and spoiled new Eliminator. By the end of 1969 Cougar production, 2,250 brand new Eliminators would be prowling the streets.

White (Color Code M) – Known previously as Polar White, and often called Wimbledon White on Ford vehicles, this tried and true paint formula was introduced in 1964 and would remain in the Ford and Mercury lineup through the 1980s. In 1969, there were 406 Eliminators that left the factory in this simple shade.



9F91M562292 – Wade Womack, Tulsa, OK 1989



9F91M576051 – Cody Esser

Bright Blue Metallic (Color Code 6) – This medium shade of blue went by the name Nordic Blue for 1968 (but with Color Code D), and was known as Acapulco Blue on various other Ford products. This mainstream metallic paint color would adorn 615 Eliminators in 1969.



9F91M562810 – Pete Giel



9F91M564424

WHITE	
	Ford #1619
1968	Polar White (M)
1969	White (M)
1970	White (M)

BRIGHT BLUE METALLIC	
	Ford #3077
1968	Nordic Blue (D)
1969	Bright Blue Metallic (6)
1970	Bright Blue Metallic (6)

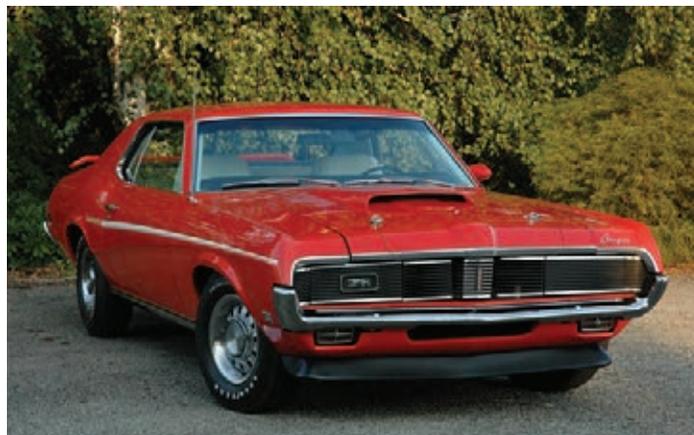
COMPETITION ORANGE	
	Ford #1730
1968	Calypso Coral (3)
1969	Competition Orange (3)
1970	Competition Orange (1)

Competition Orange (Color Code 3) – This hot red-orange hue was added to the 1969 Cougar lineup exclusively for the Eliminator. However, Competition Orange was also available as a Special Paint Order option on non-Eliminator 1969 Cougars, and when ordered as such the color field on the door tag would be left blank.

This same shade had previously been available on the 1968 Cougar as Calypso Coral, which was also the name this color would use on other Ford products, including the Mustang. While the color code for Competition Orange would change for 1970 (becoming code 1), the paint formula itself would remain the same. 514 Eliminators would wear Competition Orange paint for the 1969 model year.



9F91G585954 – Brian Carpenter



9F91M559663 – Jim Munden

Bright Yellow (Color Code 9) – Also known simply as Yellow, this brilliant one-year-only color was another Eliminator exclusive that could be special ordered for non-Eliminator Cougars (again, as a Special Paint Order, the door tag color code would be left blank). Bright Yellow would be applied to 715 Eliminators, making it the most popular paint color for Eliminators in 1969.

There were several yellows in the Ford and Mercury collection during the early Cougar years. The 1968 palette included a shade called Saxony or Saxony Yellow, which was a pale, creamy yellow with color code W. In 1969 it retained the W color code but was renamed Yellow. Then in 1970 the same paint formula was assigned color code 9, while still being called Yellow (or sometimes Pastel Yellow). So within the span of 2 years we have 2 different paints sharing a name (Yellow) and a paint code (9). To add to the confusion, Bright Yellow is often mixed up with Competition Yellow (introduced in 1970), but they have different paint formulas and are different shades as well.



9F91M562809 – Guy Donovan

When you decide to have your Bright Yellow Eliminator repainted, work closely with your painter and pay attention. If it looks pale and creamy in the can or on the car, it is NOT Bright Yellow. It may seem obvious to us “Cougar People”, but there have been several Bright Yellow Eliminators that have ended up resprayed in Pastel Yellow (aka Saxony), much to the disappointment of their owners!

When you decide to have your Bright Yellow Eliminator repainted, work closely with your painter and pay attention. If it looks pale and



Pastel Yellow

YELLOWS			
	Ford #3120	Ford #3217	Ford #3470
1968	Saxony (W)	N/A	N/A
1969	Yellow (W)	Bright Yellow (9)	N/A
1970	Pastel Yellow (9)	N/A	Competition Yellow (D)

Special Paint Order (Color Code “blank”) – Unfortunately, no Eliminators were built with the Special Paint Order option in 1969. Blue, White, Orange or Yellow was all you got. For 1970 ...well, that is a different story. ;-)



Bryan Kaeser's 1969 Eliminator

*Bryan Kaeser (CCOA #10072)
Photo by Phillip Payne*

Tommy Frizzell's 1969 Eliminator

By Tommy D. Frizzell (CCOA #3528)

My car is a 1969 Cougar Eliminator with a 351 Windsor engine and FMX 6 automatic transmission. The Eminger report shows it to be just 1 of 17 with all available options in 1969.

I heard there was a Cougar in an old garage. The owner had passed away and his wife wanted to sell it. Since I was a Mercury fan, I made an appointment to go look at it. The car was in excellent condition with only a few scratches in the paint. The interior was in like-new condition except for the headliner and carpet. The man's daughter informed me that her dad had

completely rebuilt the engine prior to his death. We came to an agreement on the price and I purchased the car.

I transported the car to a friend of mine, Ray Davis Garage in Lafollete. He removed the interior and I took it home for a good cleaning. Ray began by removing the chrome and other items that needed polished. I sent that out for re-chrome and polish. Ray installed a new headliner and carpet. We then installed all new parts in the engine compartment. We did debate taking the engine apart but I had heard the man that had built the engine was an excellent mechanic. We took a gamble on the engine and am sure glad we did. Then I took it to the shop for painting, and as you can see, Mr. Brown from Whitwell, TN did an excellent job. As we say the rest is history and the engine ran perfectly. 🐾





In memory of Debra Kay (Frank) Buye and her 1969 Mercury Cougar

By David Buye (CCOA #9774)

In 1974, Debra Buye purchased her Cougar in Mauston, WI. The cost was \$1,595 before fees, of which she paid \$1,242.80, after receiving a \$400 trade-in allowance for a 1965 Chevrolet Impala. At the time of purchase, the Cougar had 72,547 miles on the odometer. She drove the car more than 57,000 miles over the next six years. Considering our mom had purchased a 1972 Chevrolet Impala in August of 1980, it is estimated that in the fall of that year she parked the Cougar behind her parent's house in Mauston.



Mom's Cougar and her parent's dog, Puppy, 1970s

At that time, she was nearly 26 years old, my brother Michael was three years old and I, David, was only a few

months old. The stories vary, although it is thought that the Cougar had a mechanical issue causing our mom to park it. It is also believed that her dad did not want her driving the car with two young children. Family members and friends have said how she drove her Cougar wildly in her younger years. Since our mom did not want to part with the Cougar, she



Mom working on her Cougar with my Aunt Sandy and Puppy on the motorcycle, 1970s

parked it rather than sell it. As the decades passed, the Cougar sat next to a corn field, with large trees growing up around it. Over the years our mom spoke about how she loved her Cougar, which was evident by the model car she assembled which sat in our china cabinet as long as can be remembered.

Our mom passed away in 2011, yet she still cared about the Cougar and saw potential in it, so she signed over the title to me. A few years later, as we helped our grandparents prepare to move out of their residence of 60

Top of page: My daughter, Audra Kay, and me, June 2nd, 2017, proudly holding the plates in honor of my mom



Top: In the woods, April 10th, 2010

Middle: The day we cut the trees down, November 2nd, 2014

Bottom: My brother, Michael (left), and me (right), the day we unearthed the Cougar, October 25th, 2015

years, we could not accept taking the Cougar to the junk yard or leave it sit for someone else to deal with. As I was considering doing a restoration, we cut the trees down in 2014 and eventually made the decision to proceed with the project, as it was the last item to be removed from the property. After 35 years of sitting, in October of 2015, we lifted mom's Cougar from the ground and had it trailered to Unique Specialty and Classics in Mankato, MN to begin the restoration process.

Note: Although Pat at Unique Specialty and Classics did the Cougar restoration for me, much of the upfront



Top: Engine after being pulled, Unique Specialty and Classics, December 2015

Bottom: Engine, mid-rebuild, June 2016

work (body work, welding, painting) was done by Jenkins Auto out of Mapleton MN. It was a very extensive full tear down project also using a parts-car, portions purchased, body work and finally painted the original blue. The majority of the car is comprised of actual 1969 parts, yet we did selective upgrades to increase safety and reliability. I plan to have this car my entire life and pass it down to my children. We converted to all 4 disc brakes, arched the leaf springs and added air shocks to give it a stronger stance, installed an aluminum intake, modern carburetor



Left: No engine, November 30th, 2016

Right: Undercarriage, March 13th, 2017



Finished interior, May 2017

and electric distributor, larger cam, new radiator and air conditioning, headers, electric headlamp kit, power locks, car

a l a r m
and a
r e t r o

looking stereo system. One and a half years later, in May of 2017, we picked up the completed 351 Windsor, manual 3-speed Cougar in excellent condition,



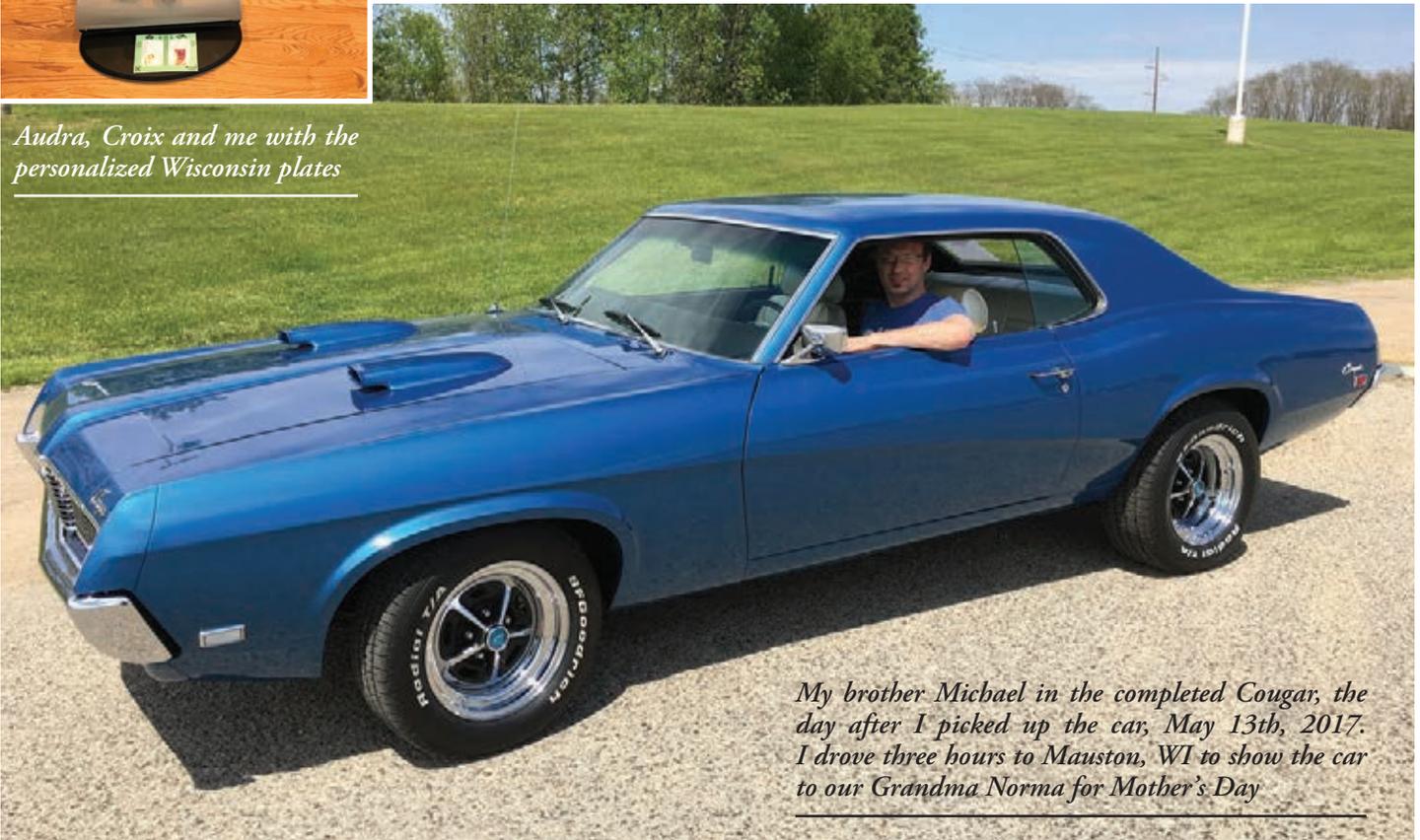
Audra, Croix and me with the personalized Wisconsin plates



Audra, wife Erin and me at our first car show at the O'Reilly Auto Parts Street Machine Nationals in St. Paul, MN, July 15th, 2017

along with the strong legacy. In honor of our mom, we decided to get personalized collector plates reading “4 MOM”, which were switched to “FOR MOM” when I moved back to WI. It is fortunate to have both a great classic car and one with such sentimental value for our family to bring back to the road and enjoy. 🐾

– David and Michael Buye, Debra's sons



My brother Michael in the completed Cougar, the day after I picked up the car, May 13th, 2017. I drove three hours to Mauston, WI to show the car to our Grandma Norma for Mother's Day

Tony Sheakley's 1969 Eliminator

By Denise and Tony Sheakley (CCOA #9360)

My father bought the car for my mother in 1970 and it was her daily driver for 30 years. After that, the car went into storage until they gave it to me in 1999. I slowly restored it and my wife and I have been enjoying

the car for the last 15 years. We take it on occasional road trips. It's an original 1969 Eliminator in yellow, 390 ci., C6 auto, with parchment interior. 🐱



My parents with the car after the restoration.



Lynne and Jim Stickley's 1969 BOSS 302 ELIMINATOR

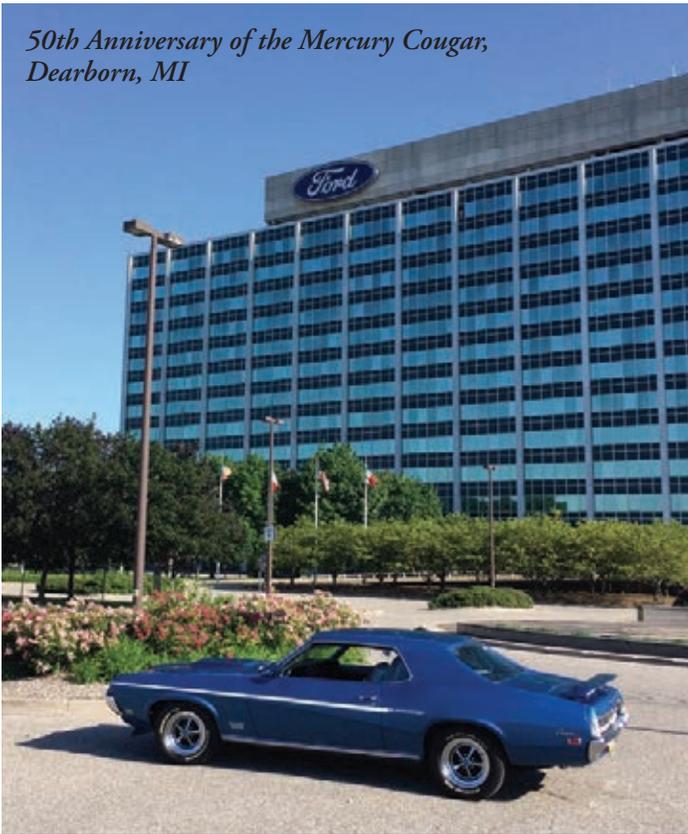
By Lynne and Jim Stickley (CCOA #9458)

Lynne and Jim Stickley have owned this rare Cougar since 2005. This car was built on May 29, 1969 in Dearborn, Michigan, 27 days behind schedule. The car was ordered on April 22, 1969 for dealer stock and was sold on July 8th, 1969, at Huffman Motors in Aberdeen, Washington. The original owner put \$1,700.00 down and had payments of \$102.04 for three years. The Stickleys are still in touch with him, since the car came with a lot of documentation. They bought the car sight unseen from the second owner also located in Washington state. The car is unrestored with 45,000 original miles and they have the original spare tire and trunk mat. It was featured in the January 2010 issue of Hemming's Muscle Machines magazine. 🐾



*In 1969, only 2,250 Cougar Eliminators were produced and only 169 were Boss 302s
Only 54 1969 Boss 302s have been located worldwide, as of December 2011*

*50th Anniversary of the Mercury Cougar,
Dearborn, MI*



Jim and Lynne Stickle, 2019 Ford Nationals, Carlisle, PA



2019 Ford Nationals, Carlisle, PA

Natalie and Craig Rayburn's 1969 ELIMINATOR

By Natalie and Craig Rayburn

This is my first car that I purchased in the spring of 1979, when I was just 14 years old. I have had it just under 40 years. It is a true two owner car from Glendale, CA. Right now it has a 420 Dyno'd 357 cubic inch Cleveland with Australian cast iron heads and a solid lifter cam (I have the Windsor that came in it also). It also has Traction Lock 3.55-1 rear with Top Loader 4-Speed. The car has been painted once in 1980 and, at the time, repo stripe kits were not available so we painted on stripes and bought Eliminator decals from an art store. 🐈





“I don’t need no stinking spoiler!”

By Jeff Westeren (CCOA #8832)

I had been saving money for my first car by working at the local Mexican restaurant. I had just gotten my license and was splitting time sharing the folks '72 Galaxy 500 and the bike. I had spotted a car at the local used car lot and got my dad to go take a look. It was a beauty, a 1969 GTO Judge, bright orange, but he said no! Once again he humored me as we went to see another car, which was a 1970 Torino Cobra, bright yellow with a shaker hood. That too was a no! I found myself riding my bike home after work and saw a 1970 Cougar in the driveway and I wondered, “Who’s here?” I went inside and looked around. I didn’t see anyone but my dad in the recliner, watching the ballgame. He threw me the keys and said, “There’s your car and this is how much you owe.” He had bought it from a lawyer friend. It was a base H code, FMX, with a blue interior console car and white exterior paint. The things I did to that car, from Keystone classics wheels, air shocks, traction bars, '70 Mach 1 stripes, a Harwood fiberglass hood scoop, Doug Thorley side pipes, CB radio with PA; you get the picture. Well, on one of the many trips down to the body shop for enhancements,

they told me that they had a MACH 1 rear spoiler. They had just repaired it and asked me if I wanted to put it on my car. Can you believe after everything I had done to that poor car I told them I don’t need a rear spoiler. The owner said that in 1969 and 1970, they had a model called an ELIMINATOR that had one, so naturally I was in and the rear spoiler was put on. From this point on I was out to find an Eliminator, having never seen one. Then in the fall of 1979, in the Popular Hotrod magazine, there was a 1969 Comp Orange with 390 supercharger. Now that I had seen one, I had to have one! I found one at the local wrecking yards, a Comp Orange 351, FMX car that had front end damage and a blown motor. I purchased it for \$750 and got it home, without asking my Dad’s permission. Now this time when he got home and saw it sitting in the driveway, well, we had a talk. Since I had not killed myself or anyone else since having my licence for two years, he was ok with it. So off I went to work on it, installing a '71 429 4v motor and C6 trans, Ram Air unit, a chromed 9” rear end (could not be out done by those GM boys with their chromed diff

covers), traction bars and Centerline wheels, Firestone SS tires and fresh paint. She looked, as we would say back in the day, "Bitchin". Not bad for a 19 year old.

So, as time passed, I sold the car and it went to Northern California. I moved to Arizona, got married and had three kids. Fast forward. I moved back to Southern Oregon and was talking to my bride about how I sure missed that car. She said "So get another" (she's the BEST), so I started looking. The only thing it had to be was a '69 Comp Orange car. In March of 2006, I found one just outside of Monterey, California. After negotiating for about a month, we drove down and brought her home. It is the same car but with AC as I had previous owned. It was in fair shape but I was

going to go through everything. It was completed in September of 2012. The car has the original drive train but has 1970 heads. I added the Ram Air system because it's just wrong to not use that fabulous hood scoop. I installed a new posi unit when going through the rear end and have updated the AC system completely. It had the steel style wheels on it but I decided to go with the American torque thrust M wheels with an orange accent stripe and BF comp T/A radials, 1" lowering springs and KYB shocks. The car gets lots of attention and has won many awards. It's nice having something different from the rest of the crowd. Since completion, I have done a father-son project, a 1968 J code base Cougar, and am working on a 1967 GT 86K mile car now. 🐱



Two pictures of the '69 Eliminator I bought for \$750.00 out of a wrecking yard in southern Oregon in the summer of 1979





My Cougar Eliminator Story *By Jay Williams (CCOA #2323)*

Early summer, 1983. I'd just finished my freshman year at Oklahoma State University in Stillwater. I was driving a hand-me-down long-bed Ford pickup with a straight six and longing for something more cool and fun to drive. My only requirements were two doors, Ford V8 powered, and a manual transmission. My meager budget dictated that it would be an older project vehicle of some kind. Shelbys and Bosses, even rough ones, were beyond my reach. I looked at a handful of Fairlanes, Comets, Galaxies and whatnot, but they were all too expensive, needed too much work or were otherwise unsuitable for one reason or another.

One day in late May, a classified ad in *The Daily Oklahoman* caught my attention. It was for a 1969 Cougar Eliminator. Yellow. 351 4 Bbl. Standard transmission. Runs and drives. Needs paint and TLC. \$2400.00.

That was still too much money, there was no picture, and I wasn't quite sure what a Cougar Eliminator was, but it sure sounded cool. It was located about an hour away, in Edmond, a suburb of Oklahoma City. I knew my Dad was planning a trip to OKC later in the week for farm supplies, so I casually asked if I could tag along "and maybe stop to look at an old car" on the way back. To my surprise, Dad, who has zero interest in hot rods and old cars himself, agreed.

I called the seller, verified the car was still available, got directions and set a time to meet. The day finally came, and I'll never forget my first glimpse of 9F91M563733. She was sitting in a double carport, elevated a couple of feet from the road, parked next to a '70 4-4-2. All I could see from the street was bright yellow paint, taillights stretching clear across the rear of the car, and a big wing-

style spoiler anchored purposefully to the trunk lid. That was enough. I was smitten.

On closer inspection, she was a mess. The seller had literally pulled her from a barn, where she'd sat long enough for mud daubers to build nests in every nook and cranny. There was straw and dirt everywhere, and the passenger side quarter panel had a prominent dent from being backed into by a tractor. The entire engine compartment was a uniform oily brown. The shock towers had been torched for access to lube the A-arms. A spreading brown puddle under the car indicated a rear main seal leak. Someone had used a coarse brush to apply black paint to the styled steel wheels, about half of which had flaked off. The hub caps and trim rings were in a pile in the back seat. A rusty trailer hitch was bolted to the rear. Some previous owner had obviously lived on a dirt road, as great quantities of dust had settled in the lower rear quarters, trapping moisture and causing them to rust from the inside out.

On the plus side, the car was otherwise solid, and despite having done nothing cosmetically, the seller had done enough mechanical work that it actually drove pretty well. The front suspension had been rebuilt, it sported four new shock absorbers, a new dual exhaust system, new points, plugs, wires, distributor cap and rotor, new fan belt, all the fluids had been serviced, and there were four new raised white letter radial tires. A test drive revealed the clutch worked acceptably, the three-speed manual transmission didn't exhibit any bad behavior, and the 3.25:1 open rear axle assembly was quiet and smooth. The headlight covers and sequential taillights worked as they should, which excited me no end.



Tulsa International Raceway, 1992

There wasn't much else to go wrong. Besides the manual transmission, it had manual steering, manual drum brakes, and no air-conditioning. About as plain-Jane as an Eliminator could be, but also perfect for a kid just learning to work on cars.

Although filthy, the interior was complete and in pretty good shape. Only the block off plate for the AC vent in the center of the dash was missing. All the camera case pieces were present, although I didn't recognize the significance at the time.

The seller's story was that he'd found the 4-4-2 after buying and beginning work on the Cougar. He decided he liked the Oldsmobile better (to each his own!) and was selling the Cougar to help fund its restoration.

I was ready to buy then and there, but there was one problem: I didn't have enough money. The seller was willing to come down from his asking price some, but not enough. Dad was sympathetic, but no, he wasn't interested in putting any of his money towards "a worn-out hot rod car that'll never be worth anything," even as a loan.

I reluctantly parted company with what I'd somehow already started to think of as "my" Cougar, even though I had no clear idea how I was going to make that happen.

A couple of weeks later the Mid-America Shelby Meet was being held in Tulsa. I'd never been, as it always seemed to conflict with wheat harvest, a very busy time on our family farm. But rain on Saturday night meant I was able to take off Sunday as soon as church let out. This turned out to be very fortuitous, because while at the meet I spotted a yellow and black '69 Cougar Eliminator. The owner was a gentleman named Randy Marble, who coincidentally was from Edmond, the same town as the car I was looking at. Turns out Randy was familiar with the car and was able to confirm that it was a real Eliminator, something the seller had no documentation to prove. He also tried to steer me away from it, pointing out that it needed a LOT of work, and a restoration

would cost more than the car was worth. I acknowledged I was aware of the car's condition, but that I was willing to do most of the work myself, and that I was unlikely to find anything better that I could afford. I don't think I convinced him that a teenager who had never owned, much less restored an old car, and with virtually no budget, had what it took to bring the car back to any semblance of its former glory. But he nonetheless offered to help out with restoration advice and finding parts if I did wind up buying it. Seeing Randy's beautiful car really gave me a vision of what "my" car could be, and I became even more convinced that it was the right car for me.

Over the next several weeks I called regularly to make sure the car hadn't sold, and, gradually, the price continued to come down. Although I was working every day on the farm, Mom and Dad didn't believe in paying their kids. To be fair, they were providing room and board and taking care of most of my school expenses that weren't covered by scholarships, so I really couldn't complain. But it didn't get me any closer to buying my car. Fortunately, Grandma and Grandpa had a slightly



Cougar 50th Anniversary Show, Tulsa, OK, 2017

different take on things, and at the end of the summer they rewarded my two brothers and I with a few hundred dollars each for the work we'd done for them. Officially it was "for school," but I obviously had other plans. With the cash in hand, I contacted the Eliminator's owner once more, and this time we made a deal. A couple of days later, for the rather princely sum of \$1,750.00, I was driving away in my very own Cougar Eliminator. Sitting in a slightly ratty comfortweave bucket seat, looking out over a long, long hood with a big, bold scoop, listening to a Ford V8 rumble through dual exhaust. I had my arm out the window, a smile on my face, and couldn't have been any happier.

A lot has happened since then. But all these years later, when I sit in that same seat, look out over the hood and listen to the V8 rumble, that feeling comes back. Every time. 🐱

HARRY BUEHRLE'S 1970 ELIMINATOR





Harry Unruh's 1969 Cougar Eliminator

By Harry Unruh (CCOA #9064)

Originally purchased August 1, 1969, and re-purchased August 15, 2009

This story actually begins in 1967 while I was still in college. I fell in love with the '67 Cougars and before my graduation that year, ordered a new 1967 Standard Cougar, 289-4V, Automatic, no A/C. It was a fun car and served me very well over the following two-plus years I owned it.

Then, when the 1969s came out, I was impressed with the new styling and had the urge to make a trade. But since my wife, Marlene, and I were then living in a remote northern community of BC, Canada, there was no Mercury dealer nearby, so I had to wait until we got back to Vancouver. In the meantime, I saw a picture in a magazine (which, by the way, I also now have—the January 1969 issue of Hot Rod) of the new Eliminator and then was determined to get one just like it.

We made the trip to Vancouver on July 30 for a family event and the next morning we went straight to the Mercury dealer, George Black Motors, not knowing what he had in stock. To my amazement, he had just the car I had been dreaming about, the 1969 Eliminator in the color, Competition Orange, and with most of the options I wanted—351W-4V, automatic, no A/C. I think it took all of fifteen minutes to complete the deal, and I took delivery the next morning, August 1, 1969.

It was a great car, and I owned it for the next five years but initially, I had a lot of carburetor problems; it just wouldn't accelerate right. It took the local dealer almost a year to get it working properly but the car was great fun to drive (and race) and ran extremely well over this period.

However, over these five years, a number of changes took place in my life. We relocated back to Vancouver, purchased a new house in the suburbs, started a family, and basically settled down to family life.

And, as you all know, the Cougar is not a practical family car, and we could not afford a second vehicle large enough to haul the family. Along with this, the car was attracting far too much attention from the local constabulary and I was accumulating too many tickets, so it was decided that we would need to replace the Cougar with a larger, more "docile" and less obtrusive car, which we did in the spring of 1974.

Almost as soon as I had sold the Eliminator, I regretted it, and it has been the one car of the more than twenty I have owned that I wished I had kept. It didn't help that shortly after I had sold it, I learned that the new owner had "totaled" it in a collision. This really ticked me off! My precious Eliminator was no more!

Over the years since, I had always been curious to see if any used '69 Eliminators would become available for sale. I would frequently do a cursory search for a 1969 Eliminator similar to the one I had owned. Of course, in the early years without internet, this was somewhat more difficult to do, so most of my searches would be in either the classic car sales catalogs or at car shows. Then with the introduction of the internet and easier searching, I often did a "surf" to see what, if anything, "was out there." Knowing that what I would find (if anything) would not be my car, since it had been totaled, I still had the desire to someday get another one if possible.

Fast forward to the summer of 2009. My wife and I had gone to several collector/antique car shows that summer and the urge to get into a project car really hit both of us. We had some discretionary cash from an inheritance, and I was semi-retired, so had a lot of spare time that needed filling. One evening I started surfing the net for "1969 Cougar Eliminator" and came up with several hits that looked interesting; two in particular. One was white with black interior that had been restored and priced quite high, the other an orange



one just like the one we had owned forty years earlier. But of course it wasn't ours; it had been totaled!! This one had a "For Sale" website, but the site was already more than a year and a half old so would likely not be available any longer, but what the heck, I'd send the seller an email and see where it led. I explained my background, that I had owned one just like his, that it had been totaled, and was interested in his car since it was very similar (actually identical) to what I had owned. This was Saturday, August 8, 2009.

The seller responded soon after I'd sent the email, saying the car was still available, and, yes, this car had also at one time been totaled and repaired, and that this was very likely my original Eliminator. We compared some more details such as original dealership, purchase date, etc. and it was determined that this was in fact my original Cougar.

After several days of email communication, we agreed on a price and I re-purchased my original 1969 Cougar Eliminator. I felt like a kid at Christmas. A week later I brought the car home and we soon decided that we needed to get the car back to its original condition.

Since then I have received a copy of the original Motor Vehicle Registration for the car, proving this to be my original car. Before this I was still somewhat apprehensive or unsure that this truly was the car I had once owned, but now it was confirmed.

I had never done any restoration work, so I hired a local restoration shop to perform a complete ground-up

restoration. Many body panels were replaced because of severe rust. We felt it was better (and likely cheaper) to replace than to try and repair them. Also, the entire passenger side front of the car had to be replaced, frame and all, because the original collision damage had never been properly repaired. The frame was still bent!!



The 351W engine is still an original, untouched 1969 unit, but not original to the car (likely got destroyed in the collision), and runs perfectly. All suspension parts were either replaced with new repro parts or rebuilt.

The rebuilt car was then taken to a "perfectionist" body shop for painting. Over the next four months, it was primed and hand-sanded three times before the finish paint was applied. He used BASF Urethane base/clear which now after eight years, still looks like new. The restoration took almost two years to complete, nearly all the work done by professionals.

It has now been almost ten years since this was started; the work required far exceeded my expectations and budget!! But from what I have learned, this is quite normal when restoring an old car, especially one that has had some rather serious damage done to it.

I have shown the car at numerous shows over the past eight years and have won numerous first place awards. Sunday afternoon cruising also brings back a flood of memories. It sure makes an old guy feel young again!! 🐆





JOHNSON COUGARS

By David Johnson (CCOA #3498)

It all started somewhere around Thanksgiving '82 when Sherry was rear-ended in her Torino GT by a Peterbilt. Over Thanksgiving my brother came to visit and he owned a '69 Cougar that he couldn't stop talking about. He had several pictures that he showed Sherry during the visit and she decided that was what she wanted to replace the Torino. After he left on Sunday we drove around and looked at all the fly-by-night car lot. We actually found a '69 Cougar on one of the lots. The next morning we were there when he opened up and Sherry drove the car home.

Sherry started researching the car and discovered it was a one owner car from Columbia, South Carolina and the owner was a woman. How fitting was that? The car had several issues that had to be sorted out like brakes, motor mounts, and cleaning. In the early spring, she heard about a Mustang and Ford car show at Charlestowne Landing State Park. After cleaning the car, she went to the show and entered in the Cougar class. There were three Cougars and she took first place. She was hooked and that started the process to make the car better.

At the car show, she joined the Coastal Carolina Mustang club since there wasn't anything for Cougars. There she found lots of support and some mentoring on

the proper way to prepare her car for the show circuit. Very soon she had the engine rebuilt and changed to a 4 barrel 351 Windsor in the process. After a couple of years, the car was given to Robbie at Robbie's Classic Cars for a new coat of paint and minor body work. At the same time she located five factory styled steel wheels and had them restored and installed. While in South Carolina, Sherry attended car shows or cruise-in events and amassed quite a few trophies. In '89, David received orders to Virginia Beach, so along with that came the dreaded move.

We said goodbye to Charleston with great distress and hello to Virginia Beach. Sherry set out to find the closest MCA affiliated Mustang club. She joined the Southeastern Virginia Mustang Club where she soon became the vice president—without a Mustang. There she met several friends that we communicate with to this day. Ron and Sally Crouch, Gavin Schlesinger, Gary Cox, and Donald Walsh—more about these guys later. We went to the Cougar Nationals in St Louis in '91 and she got really motivated to make her car the best it could be. Several Mustang shows under her belt, she met Eddie Tyrell at a local charity show and she was recruited to the Tidewater Streeters club. Active in the Streeters, she was a



driver in the charity shows that they hosted several times a year. At one of those events, she met Ralph Driscoll, a district manager for Twin B Auto Parts, a sponsor of many of the Streeters events. Within a few weeks, she was a Twin B employee working for Ralph to support her "habit" (her Cougar). While she was working at Twin B, the decision to get a Cougar for David was hatched and soon a '68 was purchased. Since David was still assigned to the ship, Sherry drove it to work on occasion. Then one day there was this little old lady in a big Crown Vic that decided to not see her and smashed the quarter panel on the '68. Sherry was ok; the car was hurt but driveable.

David went on deployment and a few days later, enter the gang previously mentioned. Sherry and Gary decided to fix the car while David was on deployment. Turns out the restoration was much bigger than originally thought. All of the gang spent countless hours trying to get the car ready before David's return. Finally the '68 was completed and David went to shows with Sherry; he was known as Sherry's husband. In January of '95, David retired from the Navy and took a job with Circuit City. During this time Sherry changed jobs and started working at the local Lincoln Mercury dealer body shop as the parts person. While there, the '69 had begun to deteriorate from being parked out in the Virginia weather. Their the body shop technicians gave her some pointers on trying to get her

car back in shape. In May of '98, David was offered a position at the Atlanta North service center and accepted. Just prior to the move, David and Sherry were part of the original forming group of the Delmarva Cougar Club so the move was met with mixed emotions. They were looking forward to being part of a real Cougar club, not to mention the loss of the great friends who were a major part of their support system, almost like family.

Arriving in GA, Sherry immediately started seeking out car people in the Mustang or Cougar communities to become involved. Eventually, they became members of the Georgia Cougar Club and the Northeast Georgia Mustang Club. During 2000, the '69 made its way back to South Carolina for Robbie to restore once again. After a year, it was completed and was returned to GA. Sherry got busy showing it again at several Mustang and charity shows. In 2002, the '68 left and was replaced with a '70 Boss Eliminator. When at a car show in Cherokee, NC, Sherry saw a new Mach 1 and told the dealer that if it came in Competition Orange, she would buy one. Turns out the 2004 model could be had in orange so one was delivered in December 2003 to Carey Paul Ford for her. Since 2004, the Cougar has become a fall and spring car. Sherry's Cougar has been relegated to an occasional driver and show car and gets its own garage space with a dust cover. 🐾





Celebrating 30 Years of the Mercury Cougar

By *Virgil Klein (CCOA #9937)*

After 30 years of production, 1997 sadly meant the end of rear wheel drive cats (along with the demise of the V8s). Fortunately, one last effort was made to produce a special limited edition 30th Anniversary with exclusive features. Virgil Klein (CCOA #9937) provides an insightful look at his Mercury history, including a preview of the 1997 Mercury Cougar 30th Anniversary special edition in his den. “I live with my wife, Sue, in Hastings, NE and have for the past 13 years, after moving from Southern California for family reasons. We have no kids but did move 11 cats with us to Nebraska.” That would include their two Cougars and nine of the four-legged variety.

“My interest in cars started at an early age with my father owning ’49, ’50, & ’51 Mercurys. Included in the long history of Mercurys in our family are the following: 2 ’53s, ’55, ’69, ’72, ’74, ’81, ’83, ’87, ’89, ’97, ’02, and a 2011.” One of the ’53 Montereys is still owned by Virgil’s nephew (grandpa’s car). “The first cat that the we owned was not a Cougar. It was an ’81 Lynx (Remember those? Probably not!). Our first Cougar was an ’83 LS which was sold, followed by an ’87 XR7 which we still

have, and the subject of this story the ’97 XR7 30th Anniversary Edition.”

Let’s back up a bit: “When I ordered the ’87 XR7, I had no idea that Mercury was offering a 20th Anniversary Edition. I, at first, was disappointed that I missed out on that special edition. However when I discovered that the 20th Anniversary Edition had the LS interior my disappointment disappeared. Bucket seats, floor shift, and a console are a must.”

Onto the 30th Anniversary Edition. “I first saw the ’97 Cougars at the LA Auto Show. Frankly, I was not thrilled by the front end of the car. However, when I discovered that there was a 30th Anniversary Edition, I knew I had to have one. Off to Alvarez Lincoln-Mercury in Riverside, CA to place my order. MSRP was \$21,380. I paid \$19,904. This was in December of 1996. I took delivery of the car on February 3rd, 1997.” It only had 6 miles on it.

The car remains completely 100% stock after 22 years. It sports a 4.6L SOHC engine with an electronic





overdrive transmission. Rear gear is 2.73 Traction-Lox (Posi-traction). Independent rear suspension is also part of the package. "There have been some issues along the way: the Cougar is on its third intake manifold (hopefully the new and improved one will last forever); the oil pan gasket was replaced as well. The entire front suspension has been replaced to the tune of about two grand. If you own one of these, you will soon be spending that if you haven't already. It seems that the suspension is just too lightweight for the car. Permit me one comment: whoever designed the car around the oil filter should return to engineering school. Enough said."

Dark Toreador Red in color with a Prairie Tan interior were the only color options on the early 30th Anniversary Editions. According to the Marti Report there were 5,328 Cougar with this paint code, all 30th Anniversary Editions. Marti also shows a total of 7,813 30th Anniversary Editions. Later in the model year, a Pearlescent White and a Tan color were available for the special edition. Both of these are quite rare.

"Originally the Cougar was Sue's daily driver until 2002 when we bought her a Mustang GT. I used the Cougar after that. After 167,000 miles, it still runs strong

and is a fun car to drive. We drove it to California for the Fabulous Fords Forever show in April 2019."

Showing a car of this vintage generally brings some kind of award as there are few cars in its class. "When I was at the Platte Valley Mustangs All Ford Show in Columbus, NE in 2018 I was awarded "Best in Class". This was a class that included cars newer than 1978 that were not Mustangs. I think there were about seven cars in the class. Also, in 2018, the Cougar won "Best Original Unrestored" in the "Art in the Park" show in Manhattan, KS. The car doesn't garner much attention at shows for two reasons: 1) Most people don't know what it is; 2) It isn't a Mustang, Camaro, Vette, etc, ad nauseum."

The Cougar is not driven at all during the winter. "As a member of International Mercury Owner's Association, we have shown it at IMO's annual show several times. Deadwood, SD and Sheboygan, WI come to mind. In my opinion the MN12 Cougars are some of the most underappreciated cars on the road today. I have very much enjoyed Eric Dess's (CCOA #6366) articles in ATSOCTC over the past several issues. Thanks, Eric." 🐆

Dave Klemenz's 1969 SCJ Eliminator





The Cougar Club of America
is looking for a new

Graphic Designer / Editor



The newsletter graphic designer/editor position will require a major investment of time when issue deadlines approach. The graphic designer/editor is responsible for expenditure of the largest single expense to members from their dues. In-depth familiarity with the publication process and desktop publishing is deemed essential. Specific duties include, but are not limited to:

- A. Must have unrestricted access and expertise with Adobe InDesign, Adobe Photoshop and Adobe Illustrator
- B. Responsible for compiling submissions arriving via email (text documents and images) from members and club reports from elected officers; write and/or edit articles and images, proofread all content and make revisions as necessary; arrange composition and page makeup of four issues each year of the club newsletter, AT THE SIGN OF THE CAT.
- C. Communicate with the printer on the specifications of each issue, such as 4/C pages versus black and white and total page count. Provide print ready PDF files to the printer when the issue has been completed.
- D. Provide low resolution PDF file to the appropriate person to upload to the club's website for electronic subscribers.

If you have any questions or if you want to apply, please send an email to: chair@ccoa.org





Mid America Classic Cougar Club

MACC has had a fantastic year so far, with the highlight of strong club participation in the annual Darrell Starbird Rod & Custom Show in Tulsa. It was decided that in the interest of putting up our biggest showing, we would open our club display area to all types of cars belonging to club members. We also invited KTL Restorations as special guests, and they brought Charles Donaldson's Lethal Cat (see

the Winter 2018 ATSOC article), as well as two more of their restorations. These three cars, as well as three more from the club members, won a total of seven awards:

KTL WINNERS:

Lethal Cat Awards:

1st place Muscle Car
1st place Original Restored
10th place show overall – “Fine Nine” Honorable Mention and 1st stock car in history to make the “Fine Nine”

'68 Black Mod XR-7 / 347 Stroker
1st Place in Class – Light Modified

'67 Polar White Standard “Polar Cat” / 390 GT 6.5 liter
3rd Place in Class – Original Restored



The Lethal Cat display at our Darrell Starbird Rod & Custom Show last winter

MACC WINNERS:

'67 *Cougar XR-7 / 289 4V*
Charlie Brown – Owner
3rd Place in Class – Light Modified

'65 *Thunderbird Convertible / 390 4V*
Philip Childers – Owner
1st Place in Class – Original Restored Cars

'69 *Ford F150 Ranger Explorer (Spring Pkg – 1 of 10 per Marti) / 360 2V*
Philip Childers – Owner
2nd Place in Class – Original Restored Trucks

The Lethal Cat arrived on stock rims, versus the trick oversized tribute “GT” wheels it wore at its SEMA debut, which allowed it to compete in Original Restored. Starbird actually opened the “Fine Nine” competition to the “Fine Ten” just to honor the Lethal Cat’s attendance. Charlie’s Cougar placed for the second year in a row. Phil’s T-Bird and the Ranger Explorer both wear ten year-old restorations, performed by Huber Restorations in Tulsa. Phil’s “G” car (the former “Presidential Limo”) was unavailable because it was stripped in preparation for a trip to the same shop, so we substituted two of the Fine Fords in his fleet. The truck was Phil’s dad’s work truck and has been in the family since 1970. Its restoration was completed in 2010 in honor of Roy’s 80th birthday. Phil has owned the T-Bird since 1992, so he is not one to let go of a car too easily!

Darren and Dallis came down from Critter Creek Cougar Restorations in Alberta to join us for the show, towing a trailer-load of parts for Charlie and Floyd Brown’s ’68 Standard 390 GT restoration project and Phil’s G. While they



MACC Club members plus KTL and Charles Donaldson showing off their awards



Phil's NOS "G" trunklock emblem as installed by Critter Creek Cougar Restorations on concours-restored lockset assembly



MACC meeting at Kendall Spears' Garage in Farmington, Arkansas

were visiting our fine city, Darren and Dallis had a great time helping Phil strip the G for the body shop. Many parts went back in that same trailer, to enjoy Critter Creek's splendid concours restoration processes.

Since MACC covers a four-state area, we try to rotate our club meetings to the various cities where our members live. For April, we drove to Farmington, Arkansas, where Kendall Spears and his lovely mother, Wanda, graciously hosted for lunch and shop talk. Kendall is working on his (1968 NASCAR season) #16 '67 Mercury Cougar Grand Touring tribute car, as driven by Tiny Lund and prepared by Bud Moore; boy this cat can roar!! It is going to be a great addition to our club selection of various cougar species.

MACC is also planning its second annual "Classics at the Drive-In" car show Saturday, September 22nd. Last year's show had a great turnout, and we are planning for even greater participation this year. We welcome any CCOA members to come join us!

In closing, we must note that our Sargent At Arms, Scott Nuessen, passed away in April after a valiant fight with cancer. Our prayers are with his family, and Scott's optimism and enthusiasm will be greatly missed. 🐾

By Philip Childers (CCOA #9867)



Meet the Members of the Fordnutz Cougar Club

Fordnutz Cougar Club History

I, together with a small group of Cougar enthusiasts, began the West Coast Cougar Club in 1985. Membership grew to around sixty but slowly declined, with the club becoming dormant in the early 1990s. In 1996, in anticipation of celebrating the 30th anniversary of the Cougar, interest was revived by a few former members. In 1997, the club was reinvented under the name Fordnutz Collector Club, morphing into the Fordnutz Cougar Club shortly thereafter. I joined the CCOA in the mid to late 90s.



Scott Ferguson, CCOA #6764
President, Membership Director and Webmaster

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

A: What first attracted me to the Cougar was that I couldn't afford a Mustang. Being a Ford family, my brother pointed out the similarities between the Mustang and the Cougar so I started looking at Cougars, fell in love with the sequential turn signals and have been a lifer ever since.

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

A: If I could order my "dream Cougar", as with most Cougar people asked this question, it would be an XR7-G or GT-E. As far as options go, I like my creature comforts so load it out. Power train options in the G would be a 428 CJ and four-speed with 3:25 or 3:50 posi. The GT-E would get the 427 side oiler and automatic (a manual transmission was not available with the side oiler).

Q: Who has made the biggest impact on your car hobby?

A: Those who have made the biggest impact to my interest in the car hobby have been Dan Gurney and Carroll Shelby, both of whom raced as 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 I was most heavily influenced by factory(ish) road course and drag racing. I really liked seeing cars that you could pretty much buy at the local dealer racing, which is one reason why I enjoyed the Trans Am series, celebrity/pro races and stock drag racing.



Heather Whitaker, CCOA #7477
Events Director, Secretary and Newsletter Editor

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

A: I became a fan of the Cougar with my first sighting in 1967 but ownership was out of the question for several years. It was the general body style that initially got my attention but, like most of us, those sequential rear signals and hideaway headlights sealed the deal. Brad and I finally purchased a 1969 XR-7 convertible in 1982, made several repairs, including

bodywork and paint, but after years of use, the time had come to make a choice to either refurbish or sell. At car shows over the years, we would often return to our Cougar to find Fordnutz application forms on the driver's seat, so in 1999 the decision was made to attend a meeting and have knowledgeable people check out the car to see if it was worth fixing up once again. With the original running gear (351 Windsor) confirmed and the body still in decent shape, a second

restoration began...and we joined the club. Brad made a few modifications to the Cougar over the next couple of years but, unfortunately, did not have much time to enjoy them. He succumbed to cancer in 2003 but I continue to drive that same Cougar to this day, having slowly returned it to mostly stock with the help of a few club members (and a retirement bonus from work).

Q: How long have you been a member of Fordnutz Cougar Club? The CCOA?

A: I joined Fordnutz with my late husband, Brad, in 1999 and have been an active member ever since. We also joined the CCOA shortly thereafter.

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

A: As for a "dream Cougar", I think I'm driving it.

Q: Who has made the biggest impact on your car hobby?

A: I have to say that Scott Ferguson (now my better half) has had the biggest influence on my interest in the car hobby. Although I've loved 60s muscle cars since my teens, his vast knowledge of all things Cougar has made me come to appreciate the car more. Through his connections within the Cougar community he's introduced me to many other Cougar gurus (some of whom have become good friends) in several countries, which makes the hobby even more interesting.



Kim & Cindy Friesen
Treasurers

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

A: When I was sixteen and working part-time at Woodward's warehouse (a now defunct department store), a co-worker had a 68 Lime Frost XR-7 with a 302 4V. We would go for lunch or coffee in his car because I had a Pinto. I really liked the lines of the car and the way it drove. Even back then you didn't see a ton of Cougars around which made it different, and

I liked that. Later he told me about a 70 he knew was for sale by the original owner (a lady) so we went to look at it and 2K later I was hooked.

Q: How long have you been a member of Fordnutz Cougar Club? The CCOA?

A: Cindy and I have been members of Fordnutz since 1998 but are not part of CCOA.

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

A: If I was able to order a "dream Cougar" from the dealer it would be a 1970, four-speed, no frills, drag pack – simple, right?

Q: Who has made the biggest impact on your car hobby?

A: As for my interest in the car hobby, well, I know it's not any family members on Cindy's side or mine because none of them is into cars. So I'll have to go with the friends I had when we came of driving age, and of course, Cindy who likes old cars and just cruising around the back roads (and she doesn't flinch when I do burnouts or acceleration tests). Other influences come from the clubs like Fordnutz and others and most car guys in general. There are lots of great people out there in the car hobby. 🐾



Lone Star Cougar Club

On January 5th the LSCC kicked off 2019 with an informal gathering of car enthusiasts at Rockfish Seafood Grill in McKenney. Club President Dan McKeithen rolled into the parking lot in his '68 Std. Among the 20 or so cars that were there a few other Cougars were in attendance, including former member Doug Bodensteiner's '73 and prospective members Doug and Jordan Sudberry's recently acquired '70 convertible.

February 14th-17th was the Darryl Starbird National Rod and Custom Car Show in Tulsa. The Mid America Classic Cougars rounded up more than 20 cars for the show. LSCC members Mike Hogge's '69 convertible and Chuck Donaldson, owner of the Lethal Cat, were both in attendance. The Lethal Cat won Best Muscle Car All Eras, 1st Place Outstanding Restore/Show Overall and a special "Fine Nine" Award; the first time a non-custom has been recognized. Also representing the Cougar community were KTL Restorations of Danville, VA, who restored the Lethal Cat. They also picked up a 1st place award in the Light Modified Class with a black '68 XR-7 with a 347 Stroker and a 3rd place award in the Original Restore '60-'69 class with their '67 Polar White Std GT with a 390, 6.5 liter. Darren Patras of Critter Creek Cougar Restorations made the trip all the way from Alberta, Canada. MACC picked up 10 new members and some awards, so the show was a real success.



Darryl Starbird National Rod and Custom Car Show in Tulsa

March 27th-31st was the DFW Auto Show at the KBH Convention Center in Dallas. The LSCC had nine cars in the Classic Car Corral. Joe Valenti's '69 XR-7 convertible 428CJ and Dan McKeithen's '68 STD 4spd won top 20 awards. Other LSCC members showing were Jim Witherow, Alicia & Sydney Slay, David Thompson, Richard Jordan, Dwain Barker, Cope and Pamela Crisson, and Barry Rowe. Gene Mullenberg and Dwain manned the display for most of the weekend. There was strong interest in the display and the club. It was a great start to the 2019 show season and look forward to the rest of the shows and events scheduled for this year! For more info on shows and events in the DFW area, please visit our website at: lonestarcougarclub.com

Until next time, keep those Cougars safe and running strong. 🐾

- By Kamran Waheed (CCOA #3679)



Above and right: DFW Auto Show in Dallas

Cougar Owners of Australia

By Kevin Ward

It was 1980. I was 14 years old and was following in my old man's footsteps as a petrol head. I had just fallen in love with my first car. It was a 1967 Cougar that I used to pass by on the way to school every day, and although penniless, it did not stop me from asking the owner if he wanted to sell it. He obviously said NO, but however, he died some months later, leaving it to his wife. She hung onto it for a few more years for sentimental value.

Thirteen years and about 150 cars later, I finally bought my first Cougar, a 1968 Dan Gurney Special.

I planned on that being my only and forever Cougar. As often happens, when you are a car nut, four years later another Cougar arrived in Perth. A friend tilted it to its new home, but he was told to keep it hush hush! As a good mate, he initially told me about the car. I told him "one is enough", but then he dropped the game changer! He told me it was a 1969 BOSS 302 Eliminator. Long story short, I talked the guy into selling it to me. The car was in need of a full restoration. Being a spraypainter/panelbeater for 38 years and working in a classic car restoration shop, working mainly on Mustang restorations, this was right up my alley.

Two years ago, I made the decision to stop doing weekend resprays on everybody else's cars, and to concentrate on me and MY cars. So that is where I am now, half-way through my Dan Gurney.

On the 29th of April, 2011, I decided to start up a Facebook page for Cougar Owners in Australia [https://](https://www.facebook.com/groups/mercurycougarsofaustralia/)

www.facebook.com/groups/mercurycougarsofaustralia/ in the hopes of being able to meet more fellow Cougar lovers. I wanted a place where we could all ask advice, show



Andrew Edwards' XR-7 351

off our pride and joys and just chat in general about anything Cougars! My page now has 277 dedicated members, not just from Australia but all corners of the globe.

There was a Cougar Owners Club started in 2000 with branches in most states, however this was short-lived and eventually folded.

It was very difficult to get a lot of Cougars together for a run in Australia or a state, as the size of Australia is huge. Texas fits into Australia 10.95 times. 🐨



Katrina Pitts' convertible, owned since 2011



Kevin Ward's 1969 Boss 302 Eliminator



Leon Bray's standard convertible. Imported into Australia in 1991. Purchased in Australia in 1999. Converted to right hand drive and running on LPG. Originally a Canadian delivery in light ivy yellow with a white top.



By Mike Hofer (CCOA #9580)

2019 Season Opening in Germany

For the first time we had a big Cougar Club event in the middle of Germany. On March 23rd, Fred (Jankowski) invited us to his beautiful estate for the 2019 season opening. Around 25 Cougar Club members with family had a great time in Mengelrode near Göttingen; half way between Cologne and Berlin. This little village formerly was part of the DDR (East Germany - Honecker Country) and, as it is geographically in the center of Germany, it attracted people from all over the country.

The first guests arrived at noon, with most arriving around 4pm. We started with coffee and beer. At 5pm, Freddy fired up his stone-grill while his wife, Steffi, prepared all of the great food. We had Thüringer bratwurst, which is a famous local delikatesse, as well as all kinds of meat, salads and a fantastic, giant garlic bread.





Maren, Jörg and Nils



Marc

Fred and Steffi are fantastic hosts and we had a variety of food during the whole evening, even after midnight. Cougar Club parties tend to be long and so was this season opening. My last iPhone picture shows Freddy, Michael (Brockel) and Jörg at 4:27am.

On Sunday morning Fred and Steffi surprised us with a fantastic breakfast. Around 2pm, most of the club members were on their way back home which, for many, took 4 - 5 hours. 🐾

Juke Box Heaven

US car fans and owners in Germany and Europe do appreciate the classic american way of life. It is quite obvious that some of our club members have other US-related hobbies. Michi Schaller had a defective jukebox. One of our club members is into jukebox restoration and lived near this year's season opening location. Luky, Michi and I met the day before to help unload Michi's heavy jukebox (most have a weight of over 300 pounds). Enjoy the pictures of the restorator's living room.

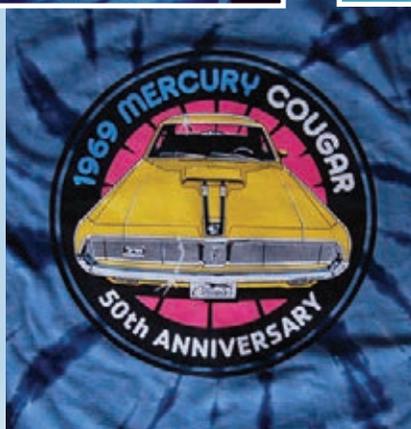


The 1969 50th Anniversary T-Shirts Are Available **NOW** at the



CCOA ONLINE STORE

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.

MEMBERSHIP REPORT

By Charlie Brown (CCOA #8693)
Member Services Director

It's time to get those Cougars out of hibernation. Cabin fever is setting in and the snow is melting. Time to take these beauties out and show them off. Winter was a busy season for CCOA memberships. Another great quarter of returning members and new members. We also had several that rejoined after a year away. Welcome to all!!

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 (as of June 10th) are the following new members:

STEPHEN PALMER	KEDDYVILLE, MD
MIKE GAETA	ST PETERSBURG, FL
JOSEPH JACOBS	FALLS CHURCH, VA
JOSE NAVA	FREMONT, CA
BRIAN REHDER	WAKE FOREST, NC
JAMES FLETCHER	TUCSON, AZ
BRYAN KAESER	OVIEDO, FL
WILLIAM HART	AUSTIN, MN
ROBERT KREICK	PALM DESERT, CA
PAUL FORD	HOUSTON, TX
TONY MANN	SOUTH SAINT PAUL, MN
CHARLES YOUNG	PHOENIX, AZ
DENNIS MIERZWA	WALNUT CREEK, CA
DAN THURBER	INTERNATIONAL FALLS, MN
WILLIAM KIMMELL JR	AUBURN, PA
LAURA RAUPP	SAINT CLAIR SHORES, MI
JOHN SUTHERLAND	HANFORD, CA
ARNAUD MENGUY	LOIRET, FRANCE
ROB TURNER	MOOSE JAW, SK
JASON SCHAITEL	RENTON, WA
GARY JACKSON	BROWNSTOWN, IN
ANDY CORUM	DICKSON, TN
MARK ORECHOVSKY	CROSS JUNCTION, VA
CHERYL ANDERSON	WINNEBAGO, MO

SAM & JADA HAUGHEY	WEST LAFAYETTE, IN
GREG MILLER	DANVILLE, AL
RODNEY KRAUSE	MIMOT, ND
JEFF HULSE	DENVER, CO
DONNA MARCHESSEAU	RENO, NV
MITCHELL MANLEY	GAHANNA, OH
MARK SAFIRE	HASTINGS-ON-HUDSON, NY
TYLER WHITE	ST MARYS, NL AOB 3B0
JAMES LESLIE	SAINT CLAIR SHORES, MI
MATTHEW WEAVER	REEDSVILLE, WV
TIMOTHY ALLAN SPENCER	BASSETT, VA
JEFFREY ANGLIN	FIELDALE, VA
LORI A MCCAIN	MCCORDSVILLE, IN
TIM NORRIS	GUIN, AL
JEREMY KRANZEL	MECHANICSBURG, PA

Is it time to renew your membership?

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

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 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*

Charlie Brown
Membership Director
19455 E 72nd ST N
Owasso, OK 74055

Tell us about your Cougar!

EBAY CATS

– By Kamran Waheed (CCOA #3679)



Year/Model: 1973 XR-7 convertible
VIN: 3F94Q5XXXX
Miles: 77,000
Condition: 3
Winning bid: \$4,700
Total # of Bids: 3

Comments: This XR-7 convertible is all original and has the optional 351CJ/auto with only 77k original miles. The paint is mostly original, has been touched up in a couple spots and is starting to chip off and some bubbling on rear quarter panel. Interior is in fair shape, the seats are starting to crack and the radio does not work and the tilt steering wiggles a little bit. Top is ok and works as it should, but is starting to crack. This Cat is always stored in a heated/air conditioned garage year around. Has been driven in local town parades and was driven 200 miles in a day with no issues. A new paint job would make this Cat pristine!!



Year/Model: 1971 STD coupe
VIN: 1F91H5XXXX
Miles: 29,500
Condition: 2
Winning bid: \$4,650
Total # of Bids: 37

Comments: Only 29k original miles on this STD coupe, runs and drives great. Body is very good and solid condition with only small rust on the top fenders where a leak in the garage resulted in water pooling and there is some rust on the rear wheel openings, but is an easy fix. Interior is all original and in very good shape, still has the original Philco radio. Just had all

its essential fluids and filters changed along with a major tune-up, also has a new alternator and battery. The wheels are not original, but the original wheels with tires and hubcaps comes with car. Not a show car, but very good quality driver.



Year/Model: 1967 STD
VIN: 7F91A5XXXX
Miles: 113,130
Condition: 2
Winning bid: \$11,301
Total # of Bids: 16

Comments: A beautiful example of the first year for the Cat. All original both in/out, has been stored indoors for over 25yrs. Although it has 113k original miles on its 289 and rare 4spd, it still runs great with no issues. The interior is in incredible condition and in near mint condition from the seats to door panels and headliner to carpet are virtually flawless. The dash pad has no cracks and all gauges are free of any damage or major sun fading. The original radio and speakers remain with the car, but an aftermarket 1980s unit is currently installed. All of the glass is in excellent condition and still has the original factory door edge guards. Has the original trunk mat and looks new, the original spare tire and jack are in the trunk. Body is remarkably straight without any major damage or panel issues, there are a few small door dings. The paint looks great with a very nice shine, but it does have some patina from its 52yrs of life. Paint is 100% original aside from the rear deck lid and passenger rear fender extension which appear to have been repainted many years ago. All of the trim including the bumpers, headlight covers and rear taillight housings are in great original condition without any major pitting. The undercarriage is very clean and rust free aside from two small areas in the front floor pan region where some factory rubber grommet plugs are located to access the seat bolts. The passenger side of the floor pan where it meets the inner rocker is also showing some scaling. The only other rust to be found on this car is at the bottom front corner of the driver's door, and one very small, almost unnoticeable area on the passenger side of the cowl. Overall, this car is very rust free. The original Autolite 4 barrel carburetor has just been rebuilt. Has a new fuel tank and sending unit as well as a brand new factory correct radiator. The original Dan Gurney sales brochure and a deluxe Marti report.

drum brakes have been serviced with new wheel cylinders and new front rubber brake lines along with a new master cylinder. The sequential rear taillight mechanism has been replaced with a more modern electronic unit, but the original unit will be included. The Cat is a true time capsule.



Year/Model: 1977 XR7
VIN: 7A93H5XXXX
Miles: 106,951
Condition: 3
Winning bid: \$3,000
Total # of Bids: 5

Comments: This XR7 has only prowled the streets for 106k miles its whole life and still runs great. There has been paint work and touch up over the years and there are a few very minor rust spots. The white landau top could use a good refreshing up with vinyl paint. Interior is very nice and clean with no cracks in dash or door panels, the carpet is very nice. This Cat has cruise control, power locks, power windows, tilt wheel, AM/FM stereo 8 track and AC. The factory wheels are very nice. Tires are like new with less than 1k miles, still has the original spare tire. The exhaust system is fairly new. Comes with original owner's manual and a complete set of shop manuals.



Year/Model: 1967 DGS
VIN: 7F91C6XXXX
Miles: 22,206
Condition: 1
Winning bid: \$18,100
Total # of Bids: 41

Comments: A very pampered Dan Gurney Special with only 22k original miles on its 289 4v/3spd. Only 15,166 DGS were built in '67 and not many are left. This DGS comes nicely equipped with power steering, power wipers rear defroster and original factory floor mats. All original under the hood including the aluminum manifold, chrome valve covers, chrome air cleaner,

etc. Interior is like new with no cracks or rips in the seats, door panels or carpet. The gauge clusters are very nice and clear, the original weatherstripping is soft and in good condition for being original. The body has no rust or damage, but there are some few small paint chips and imperfections that have been touched up; paint still looks good. All of the original chrome and stainless steel body trim and moldings are in great condition including the original badging, the original bumpers are very nice with good chrome. The trunk is solid and has the original trunk mat, also has the original full size spare tire and jack. All of the original lenses and reflectors are clear. Recently purchased from the previous Arizona owner who loved this Cat and it was his pride and joy. Still retains its factory driver's door mounted data/VIN tag as well as the factory trunk lid mounted jacking instruction sticker. Comes with a set of correct original stainless steel wheel covers and original Dan Gurney sales brochure and a deluxe Marti report.



Year/Model: 1970 STD convertible
VIN: 0F92H5XXXX
Miles: 82,000
Condition: 3
Winning bid: \$2,550
Total # of Bids: 9

Comments: A unique STD convertible in need of a complete restoration, ordered new in Hawaii and lived there its whole life until a year ago. It was ordered without a heater, meaning there is no heater core, ducting or vents in the lower dash. There is a factory plug in the firewall where the heater hoses would go. Only 5 convertibles were ordered with heat delete in 1970. The 351c was removed, disassembled (all bolts and nuts were put in little clear cases and labeled) and block was just hot tanked. NEVER BEEN REBUILT. All pieces including air cleaner are there. Transmission will probably need to be rebuilt too. Both front floors have rust, one spot is under back seat. In the corners of door jams. Lower left rear quarter panel area. Front door jams. Trunk is clean, but under the tail lights there are some rust areas. Both doors are bad, a good passenger door comes with it. Hood has rust at front, and has dents on top. Frame rails are solid and the tunnel is solid, Rear seat area and where top tucks is solid too. Engine bay is pretty solid, radiator area is great. Stainless around front window looks great. Most original parts seem to be there, but everything needs to be restored or replaced. Has its original steel wheels and all four hubcaps. Original color is red with a black interior. Top is originally white, top on it now is torn. Top frame is good and motors work, but hydraulics probably need to be re-sealed. 🐱

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 # PJCH5 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 9M15 and 0A19 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

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 🐾

– By *Kamran Waheed (CCOA #3679)*



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PERFORMANCE and
RESTORATION SPECIALIST
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GT·E

Technical Advisor, Cougar Club of America - www.cougarclub.org

Spoilers hold it down. Nothing holds it back.

The 1969 & 1970

MERCURY COUGAR

ELIMINATOR



By Don Skinner

This book is available through the CCOA at www.CougarClub.org,
WCCC and Don Skinner – email donsk@frontier.com

