

INSIDE THIS ISSUE: '69 SPORTS SPECIALS | '69 CONVERTIBLES | PLUS MUCH MORE!

ATSOTC

The Official Magazine of the Cougar Club of America

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FALL 2019



Reputation

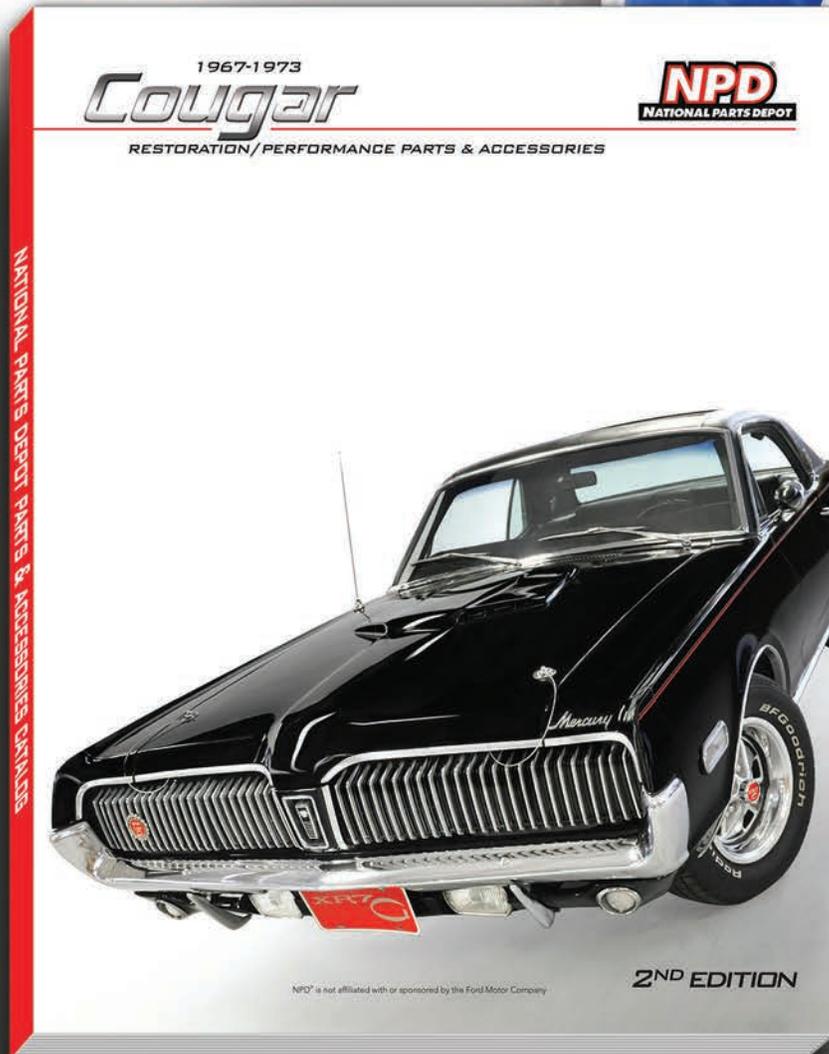
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FRONT COVER:

Top: Bill Thompson's 1969 Sports Special

Bottom: Don Ward's 1969 Sports Special

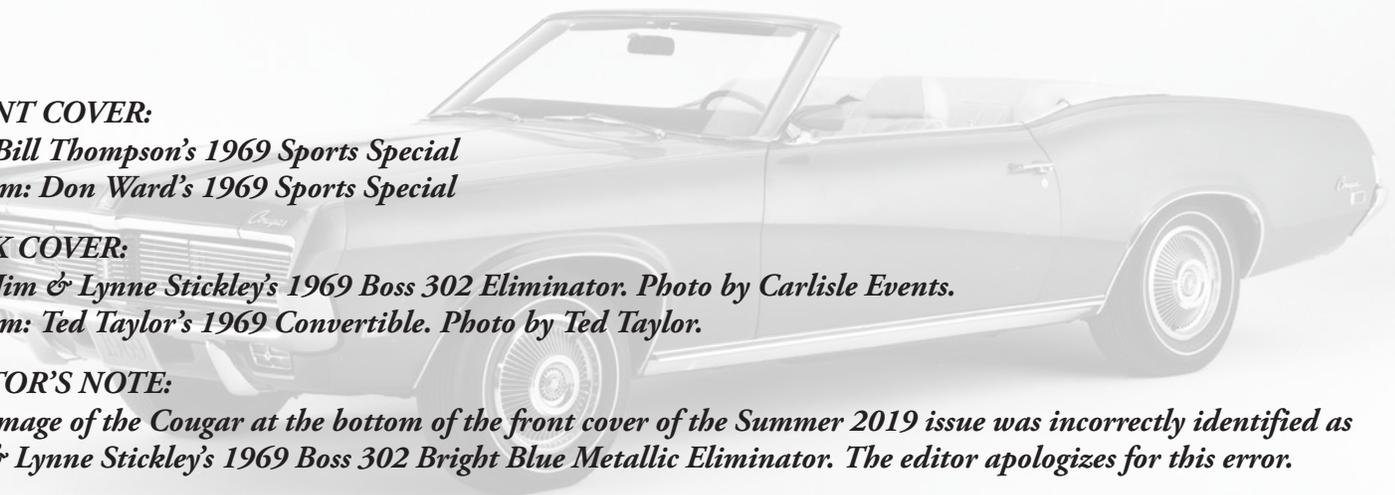
BACK COVER:

Top: Jim & Lynne Stickley's 1969 Boss 302 Eliminator. Photo by Carlisle Events.

Bottom: Ted Taylor's 1969 Convertible. Photo by Ted Taylor.

EDITOR'S NOTE:

The image of the Cougar at the bottom of the front cover of the Summer 2019 issue was incorrectly identified as Jim & Lynne Stickley's 1969 Boss 302 Bright Blue Metallic Eliminator. The editor apologizes for this error.





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

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

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

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- \$25 for members who receive the newsletter by email.
- \$35 for members who receive the newsletter by postal mail to a U.S. address.
- \$40 for members who receive the newsletter by postal mail to a non-U.S. address.

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

Disclaimer

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

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Contact Kamran Waheed for details at assistanteditor@cougarclub.org



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A VIEW FROM THE CHAIR

September already and the summer of 1969 is wrapping up. We are transitioning to looking forward to Labor Day and beyond. The 50th Anniversary of the 1969 model year Cougars has been successful, thanks to our amazing members and regional Cougar clubs.

With the 1969 model year, the Mercury Cougar grew larger and released the first convertible in its model's history. It kept its muscle car status with the launch of so many option groups to help customize an already unique automobile. In this issue of ATSOTC, we have a lot of great contributors helping to educate and showcase how amazing the 1969 Mercury Cougar was, and still is today.



Pam Lindsay, Editor of ATSOTC Magazine, has done a wonderful job bringing the 1969 Cougar models to life.

The Spring issue featuring Robert Nowland and his Rocky Mountain Life Cougar was an exceptional magazine. Robert was kind enough to share his many years of research to help bring to life a detailed story of such a unique automobile. Also in the Spring issue was an amazing article featuring Ted Cragulets, and with help from Rob May and a few vintage photos, Ted's article really turned out fantastic!

The Summer issue kicked it into low gear with the help of Dave Wyrwas, Eliminator Registrar, Michael Banks, Eliminator Archaeologist and several owners' stories. It was fantastic to see the deep dive into the facts about the Eliminator model and some of the details as to color and powertrain options.

In the Fall issue Bruce Wallace, the Sports Special Registrar, will share his knowledge of this unique model that has four different levels of options. Reading the article Bruce submitted and a few of the owner's stories really help to illustrate why the Sports Special is such a desirable option group offered on the 1969 Mercury Cougar.

I hope you enjoy reading the 1969 Anniversary magazines as much as I do!



Send all of your favorite Cat photos from events attended, or cruising around town, to editor@CougarClub.org and one of your photos may just be selected to appear in an issue of 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
CCOA LLC

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

Look for us on Facebook:

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

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





SAVE THE DATE!

The Cougar Club of NJ and PA, Delmarva Cougar Club, Mercury Cougar Club of New England and NY Classic Cougar Club are excited to announce their plans for a 2020 Cougar National Convention

September 17th - September 20th, 2020 • Allentown, PA

This CCOA-sanctioned event will occur on the beautiful Penn State Lehigh Valley campus, just southeast of downtown Allentown. The official show hotel, the brand-new Homewood Suites by Hilton in Center Valley, PA, is just a few minutes from the showfield and will feature discounted show rates.

The show schedule so far includes these activities leading up to the main show day:

- Thursday night, September 17th - Welcome barbecue at the hotel
- Friday morning, September 18th - Cruise to the Lehigh Valley Zoo (lvzoo.org)
- Friday night, September 18th - Caravan to America on Wheels Car Museum (americaonwheels.org) for dinner and a scavenger hunt

Our CCOA national show will be Saturday, September 19th at Penn State Lehigh Valley and include CCOA-sanctioned classes and judging. We'll wrap up Saturday night with an awards dinner. A portion of show proceeds will go to the Lehigh Valley Pediatric Cancer Foundation.

Mark your calendars and stay tuned for more details!



Meet the President of the High Desert Cougar Club

“Celebrating 1967-1973 Mercury Cougars”

A Brief History of the Club

After purchasing his third classic Mercury Cougar in the last 35 years, Conan Tigard realized that the closest Cougar club was a six-hour drive up to Tacoma, Washington. Wanting to hang out with other classic Cougar enthusiasts, Conan decided to start a new Cougar club in the heart of Oregon. The club website and Facebook pages were created in November of 2017 and soon after the club began to grow. Almost two years later, the club currently boasts over 50 members. In August of 2019, the club will be having their first official club gatherings in two local cars shows, one in the Willamette Valley and one in Central Oregon. Currently, Conan is the President and there are not any other officers yet. There is not a Board of Directors either.



Conan Tigard, HDCC #1, CCOA #9870
President of High Desert Cougar Club

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

A: Back in 1982, in the summer before my senior year of high school, my mother took me around to look at a few cars for me. There was a 1963 Ranchero. Nope. Then there was my grandfather's 1976 Dodge Dart. No way! One day, after looking through the Santa Barbara News Press classifieds, my mom asked me if I want to go see a 1969 Mercury Cougar that was for sale. "What's a Cougar?" I asked. When I first saw it, I knew that this was the one true car for me. I was a standard coupe, white exterior, black vinyl top, and white interior. I fell in love right then and there. I kept it for five years. After I sold it in 1987, something I still regret to this day, I didn't have another Cougar for almost 30 years. Being a single parent and raising my daughter on my own for 11 years definitely took precedent. For two years now, I have had a car that I absolutely love... a 1970 Houndstooth Cougar in Deep Gold Metallic. I love the look of the car, the beauty of her form, and the way she rides down the road. I have always thought that the hidden headlights and sequential taillights made this car stand out from all others. I am proud to say that I am a classic Cougar owner and in my mind, nothing else compares.

Q: How long have you been a member of High Desert Cougar Club of Oregon? The CCOA?

A: I joined the CCOA in 2017. And, I founded the HDCC in 2017.

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

A: I love so many of the Cougars, but I would have to stick with the second generation Cougar as my favorite. If I could, I would order a 1970 Competition Orange Eliminator with a 428 Cobra Jet.

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

A: That is a tough question to answer. I am going to have to roll with Television and Movies. I watched many shows with cool cars in it and loved all of them. Some of these shows were Herbie the Love Bug movies, The Dukes of Hazzard, Starsky and Hutch, Knight Rider, Speed Buggy, Wacky Racers, The Munsters, Batman, Speed Racer, Smokey and the Bandit, all James Bond movies, The Saint, Grease, The Road Warrior, The Italian Job, Harold & Maude, and so many more. All of the cars in these movies and television shows kept me glued to the screen and played a major influence on me as I grew up. 🐾

– Conan Tigard (CCOA #9870)

M60 Cougars

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

All kinds of Cougar plans were made during the run up to the annual Stars and Stripes show at Tatton Park, Cheshire. We initially had just a couple of cars saying they would be attending. That number increased and increased to the point that seven cars said they would be there, not including my '67 and Steve's '68. However, for all kinds of reasons the numbers began to drop down. By the weekend of the show we just were not sure who would be there driving what.

It turned out that two or three of those with entry passes had to cancel the week before because their cars had either died or weren't quite ready for driving just yet. In addition, Stuart Christie had said he would drive his all the way from Scotland (300+ miles away), but he had to change his plans as resto completion wasn't quite done; he came along anyway for the weekend. Did I tell you how Stuart and I met? We were both at the Carlisle Nats in 2017. Every time I bumped into someone I knew they asked "Did you meet Stuart? He's looking for you," but we never met. The following month, at the Stars and Stripes show, I saw a guy in an event t-shirt in the bar tent. I just had to walk over and say "You must be Stuart. I believe you've been looking for me!" It was great to see you that day, Stuart. And Elaine, Ann and Graeme. We also met up at S & S last year, so Stuart can confirm that my car does in fact exist; it's not some kind of a myth!

I took my '67 for a test run a couple of days before in hopes that the fuel delivery issues had been solved, after what seemed like months of trial and error. I got about a mile down the street and I came to a stop; a five minute wait and it started back up and ran for another half mile! After another 5-minute wait it started again and ran long enough for me to get the car back into my garage. It sat there all weekend!

Did that stop me going to the show? Not a chance! I went as Steve's "plus 1"!! Not before we had gotten together Saturday evening with Stuart, Elaine and their good friends from Scotland, plus Trudy Hamer and her daughter Steph for a beer or two at a local bar. OK, so Steph only had a soda...she's 12! Trudy and Steph had driven their '67 Cougar 150 miles north for the show. Thanks ladies, we appreciate you driving your car up here. After checking into their hotel, Trudy and Steph drove over to my house so that I could exercise a little surgery on her trunk lock. The key wouldn't open the trunk. It turned out the extension shaft had snapped, so I had to go in via the back seat to release the lock, retrieve their suitcase and close the lid!

On the morning of the Sunday show, Steve and I met up with Trudy and Steph and drove to the show ground together. It was probably the most crowded show field I had seen in years and we were lucky to get to park even close together, never mind in the same part of the field. As he and his wife had driven over on Saturday, Chris and Kay Watkins were already on the field just a couple of cars away from where we ended up. With a little bit of a shuffle, Trudy got to park up next to Chris's black '68 for the six hours we were all there.

As the day progressed, we all got to make friends with each other and meet with owners who had to cancel because their cars weren't ready/had died/whatever, but came along to the show anyway. Thanks Peter, Anne-Marie and Andy. Most, being first timers at this show, vowed they would be there in 2020. FYI, that will probably be the Independence Day weekend, I'm thinking July 4th and 5th, but that's yet to be confirmed. Either way, I'll be there on the Sunday, but if you're planning on being there and staying over, then a beer on Saturday evening? I'll confirm where closer to the time. Oh, come on! It's a year away yet! And will I keep my promises and be in my car next year? Oh, yeah. 🐾





The CATS Classic Cougar Club's 69th Anniversary Show

Thanks to all the CATS members that attended the 69th anniversary show in Auburn, Indiana. We had a very successful show with 74 Cougars attending from around the country. The weather leading up to the show wasn't good. Most Cougars coming in on Thursday experienced rain. We had a light mist in the air Thursday evening, and people were wearing their jackets for the Thursday evening Auburn cruise-in. A big change occurred overnight; Friday morning we awoke to blue skies and perfect weather for cruising in a Cougar. Yes, the convertibles had their tops down. We left the hotel parking lot around 10:00am Friday morning with approximately 35 Cougars, cruising to our first destination at the Windmill Museum. Most of the people on the cruise took in the museum and found it very interesting. We departed the museum after about an hour and headed to Shipshewana. Arriving at the visitor welcome center and parking on a grass lawn, it was a short walking distance into town to enjoy a lunch and browse the many shops. The cruise was just the right distance down the back roads of Indiana. Friday evening ushered in our "Summer of 69" party at the host hotel. We had great participation as many guests were dressed to represent the happenings that took place in 1969. Snacks and drinks were provided by the CATS Club. We had a trivia contests and gave away door prizes. At the end we voted on best dressed. Amy Kulwik won best dressed female, I believe it was Kevin Klemesrud for best dressed male and Mat and Jill Shuman for best dressed couple. We gave a long distance award to Mark Piechowski for driving all night; the longest distance from Massachusetts. Cougar owners were hanging out in the parking lot all night, having a good time. The weatherman was calling for some rain Saturday morning. That changed as a warm front moved down from Michigan and moved the rain south. We had another very nice day for our Cougar show in downtown Auburn. The day started out great with a reliable truck showing up first to unload Super Cat. Right behind was Ed Meyer with Dyno Don's Boss 429 Cougar. We made history as this is the first time they have been together since 1969. As the afternoon wrapped up, a lot of the participants went right to the Auburn Cord Duesenberg Museum to view all the great cars and history before attending the banquet. The meal was excellent and a great bio was presented by Randy Hernandez on his father, Fran. The award presentation followed and some more socializing as Cougar owners gathered in the hotel parking lot. Everyone parted ways on a nice, sunny Sunday morning and I haven't heard of anyone having troubles on the way home. Thanks to the CATS BOD in planning and executing the event and also thanks to CATS members for stepping in where needed during the event to help with merchandise sales, show car parking and getting supplies. Whenever we needed help the Cougar family came together and got it done. Thanks to all our sponsors for supporting the show.



Cougar voting results are on our web page:

<https://www.catsccc.com/voting-results-1>

Event photos on the CATS web page:

<https://www.catsccc.com/auburn-indiana>

We now have an online store setup to sell 1969 Cougar anniversary merchandise. Some items are in short supply and won't be reordered so get them while they last.
<https://www.catsccc.com/event-gear>

Mark your calendar for next year's show. We are in the investigation stage of having the show in Dublin, Ohio. This would be at the Arthritis Foundation Car Show on June 25th-June 27th, 2020. More information will follow later this summer as we work out the details. 🐾

Best regards,

– **Brian Carpenter (CCOA #8301)**
President CATS Classic Cougar Club

74 COUGARS ATTENDED THE AUBURN, INDIANA 69TH ANNIVERSARY SHOW

1967-7 • 1968-9 • 1969-34 • 1970-7 • 1971-73-10 • Fox body-1 • New Edge-6

BEST OF SHOW

Andrew Boares

BEST OF SHOW FOR 69

Dan Karcsak

CLASS A 67 ALL

Frank Oyster
Delton Mehlhuff
Paul Hayes

CLASS B 68 ALL

Mark Kulwik
Melissa Shereda
Ed Marks

CLASS C1 69 STD COUPE

Guy Franklin
Dan Karcsak
Dan Marshall

CLASS C2 69 XR7 COUPE

Scott Zeller
Chris Carney
Gary Hill

CLASS D1 69 STD CONV

Al Manteuffel
Brad Dale
Kevin Klemesrud

CLASS D2 69 XR7 CONV

Steve Hendricks
Greg Jones
Ted Cragulets

CLASS E 69 ELIMINATOR

Rick VanEck
Rod Labahn
Allan Murray

CLASS F 70 ALL

Bill Bauer
Randy Feuillerat
David Wyrwas

CLASS G 71-73 ALL

Todd Miller
Tom Wilkins
Bruce Varmule

CLASS H 74 - 97 ALL

Lynn Mahncke

CLASS I 99 - 02 ALL

Frank Koszak
Andy Bennett
Tim Sutton





Central California Mercury Club Summer Activities 2019

The Central California Mercury Club (CCMC) had fun with all of the 2019 summer activities. Car shows, car rebuilding, article writing and museum curator activities were all on the to-do list.

Pioneer Park in Santa Maria was the place to be in June. August events included a 1st Annual festival at San Luis Obispo's Madonna Inn. Solvang's Wheels and Windmills was at the end of August. CCMC supported these events in 2019 with the hope they will add a Cougar or at least a Mercury class for 2020. Saturday,

September 14th, Orcutt, CA - All Ford Show with a Mercury Cougar class sponsored by Georgina Garcia May Photography was our next huge event for 2019.

Rob May added a 1967 Cougar project to his Cat family. His XR-7 has four different layers of '67 colors on it – originally Lime Frost, Cinnamon Frost, and currently Jamaican Yellow. Body patches including a door and rear quarter panel are Cardinal Red. Someday a fifth 1967 color – Burgundy will be added. Rick Miller is actively working on his 1969 Eliminator. We look forward to seeing his Cat back on the road! Rick graciously helped Rob clean up parts. Johnny Foust's 1967 Cougar has been receiving attention. He plans on making his Mercury his senior project. His car has recently been featured in Motorhead Magazine and IMOAs Quicksilver.

CCMC is very active in promoting Mercury car classes as well as writing about Mercury cars and collectibles in various publications. www.GetMotorhead.com is the online version of the RI/NJ based all color in print monthly magazine featuring articles submitted by Rob May. www.mercuryclub.com is the website for International Mercury Owners Association IMOAs. Their all color in print Quicksilver magazine is produced quarterly.

Two very famous International Cougar fans visited the museum in Southern Central CA. We were honored to host private showings for former CCOA editor Thierry Frisch and Stuart Christie of the Classic Mercury Cougar Club of Great Britain.

Bring your Ford-powered rear drive Mercury cars/trucks out to your local California events (straws included)! We would love to see more participation from all 1967 to 1997 Mercury owners. 🐾

– Rob May (CCOA #9623)



*Rob May's 1969 Mercury Cougar (left)
Tim Baal's 1967 Mercury Cougar (right)*



*Rob May and Stuart Christie
of the Classic Mercury
Cougar Club of Great Britain*



*Joel Cebn's 1971 Mercury
Cougar Convertible*



*Georgina Garcia May
and Rob May*



*Thierry Frisch
and Rob May*

PLAN NOW

for the **Arthritis Foundation Classic Auto Show & Cruise-In**

June 25th to June 27th, 2020 • Dublin (Columbus), Ohio

The 2019 Arthritis Foundation Classic Auto Show was fantastic. Ben shows us a look at Class 43, exclusively for 1967-1997 Mercury Cougars, from this year's show. This historic, jam-packed event included a Cougar Show within a Show. The event started 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 was the "Movie Under the Stars" pool party and cook-out. Friday was the cruise-in, complete with DJ, live bands, lots of food vendors, and from 5:00pm until 10:00pm, the Motor Vice 80s and 90s Era.

The 2019 37th Annual Show was very special, raising funds toward their mission to pursue a cure for America's #1 cause of disability. For 2020, June 25th to June 27th, let's fill the Arthritis Foundation Event with as many 1967 to 1997 Mercury Cougars as possible! Join us for a chance to win one of the 6-foot tall trophies!

Two guests from 2018 plan to return in 2020 – Rob and Georgina Garcia May Photography (CCOA #9623) will be back to help promote the show and view all the Cats!

For more information or if you any questions, please call or e-mail Ben Brace, the original owner of his Wellington Blue 1968 – 614-795-6627 or benbrace@benbrace.com

– Ben Brace (CCOA #2796) and Rob May (CCOA #9623)





Mid America Classic Cougars

In Memory of Cecil Jones, Founding MACC Member

Our club update for this issue is dedicated to long time CCOA member and founding MACC member Cecil Jones, who passed away on July 3, 2019. Cecil loved his Cougars and Studebakers and he had many over the years. Cecil and his lovely wife of 65 years, Doris, were a walking history (including lots of photos) of all the past CCOA regional and national Cougar shows they attended since the early 1980s. He was always there to help anyone in the Cougar community with whatever was needed. Cecil and Doris opened up their home for Cougar and Studebaker club functions and they always had a story to tell or a really cool picture to show everyone. When we started MACC in 2014, Cecil and Doris were happy that there was finally a Cougar club back in their neck of the woods. Cecil will be missed by all the MACC members and we ask that everyone keep Doris and the family in their thoughts and prayers.

– Randy Christian (CCOA #9216)





By Bruce Wallace, Sports Special Registrar (CCOA #6794)

When I purchased my first Cougar in August of 1997, the original owner's manual and the lower three quarters of the window sticker came with the car. Enough of the sticker was missing to keep me from knowing I had anything out of the ordinary. When I took it to my first Cougar club event, several people commented on the nice curb moldings (one kept badgering me to sell them).

Later, as I read the Classic Motorbooks Photofacts book Mercury Cougar 1967-1973 by Chris Halla, the paragraph about the Sports Specials jumped out at me. Nearly all the things that were listed there also appeared on my sticker! However, the original stripe and wheel covers were long gone. The previous owner had repainted the car black and put an XR-7 interior and wiring in it, along with styled steel wheels.

To verify my suspicions, I ordered a Deluxe report from Kevin Marti in the fall of 1999. Sure enough, my Cat's first life was as a Sports Special. It was originally Medium Gold Metallic with a Light Nugget Gold vinyl with Light Nugget Gold cloth (code KY) décor interior, which I later learned made a "B" package car. I also found out later what the Light Nugget cloth interior had looked like. I could see



why the previous owner changed it! Most people think it's ugly now, but I'm sure it was groovy in 1969.

I had registered my car with Phil Parcels in the CCOA database, and let him know the new information. I saw that there were separate registries for specific models and trim packages, but none for the Sports Special. I had begun to learn more about Sports Specials, and received valuable information from Jim Pinkerton. I discovered that Chris Halla's information was not completely correct. I wanted to find other owners of Sports Specials and make the correct information about them more known, so I asked the CCOA if I could start a separate registry and be the registrar. In January of 2000, the Sports Special Registry was launched. Phil provided me with what records he had, and I began to collect entries for the database.

After that, I got the bug to have a Sports Special of my own that was a good example of the model. The car I already owned was too nice as it was to try to take it back to original. My son Rob was getting old enough to want a Cougar of his own and had saved up money to buy one. He was more interested in having a restomod instead of an original car, so we made



Rob Wallace's 1969 Sport Special

a deal. He would buy a Sports Special project for me to restore and he would take over the car we had.

We shared "his" Cougar for a while - I had used it as a daily driver and Rob drove it

to high school after that. We drove it to several Nationals, taking a 1st in Daily Driver at Atlanta in 2002 and 2nd at Louisville, KY in 2004. Together we've probably put 100,000 miles on the car. He still has it today and says he will never sell it.

I did find a Sports Special project car in early 2001. The body was rough, but the interior was perfect, and everything was still there. It was a nicely optioned car – décor interior, power steering, power brakes, air conditioning, and a console. The only complication as that it was up in Long Island, NY and we were in Orlando, FL. Rob's and my budget didn't have room for shipping or renting a trailer, so I got a cheap flight up and drove it home!

I drove my Sports Special around Orlando for a while and took it to a several local Cougar club events. After a

year, I took it off the road and began to take it apart for restoration. I knew there was some rust to repair, but it ended up being more than I expected (I know that's never happened to anyone else!). We got it stripped to a rolling shell, and the project stalled after that. Now that Rob is out on his own, he has built himself a shop that many would envy with a lift, a couple welders, machine tools, and most of the other equipment needed to do the job. I hope soon to haul the car to his shop to begin the cutting and welding needed to get the project going again.

Over the years, life has gotten in the way, both of working on my Sports Special and maintaining the registry. As I prepared for these articles, I discovered some places where I dropped the ball. My apologies to those who contacted me and didn't receive a timely response. I hope to give the registry more attention going forward.

In that regard, I've taken note of the Eliminator Owners and Enthusiasts Facebook page that Michael Banks maintains. I'd like to see something like that for Sports Specials, but I know that I don't have the time to do it. If someone has the time and skills to do a Facebook page, that would be great! 🐾

– *Bruce Wallace (CCOA #6794)*



Rob and Bruce Wallace's 1969 Sport Specials

1969 SPORTS SPECIAL REGISTRY STATISTICS AS OF 7/10/2019

Production numbers (from Cougar By The Numbers by Kevin Marti)

Package 'A' – 10,409

Package 'B' – 5,413

Package 'C' – 116

Package 'D' – 204

TOTAL PRODUCTION – 16,142

IN THE REGISTRY:

Total Sports Specials reported – 170

Total Sports Specials verified – 101

Package 'A' – 70 reported, 41 verified

Package 'B' – 67 reported, 44 verified

Package 'C' – 3 reported, 3 verified

Package 'D' – 5 reported, 5 verified

OF THE TOTAL REPORTED SPORTS SPECIALS:

– 9 have bench seats (one is a 'D' package)

– 7 have cloth check seats (4 KY Gold and 3 KD Red)

– 13 are Tutones (steel roof painted in a different color from the body)

– 149 have a 351W-2V (H) engine

– 16 have a 351W-4V (M) engine

– 3 have a 390-4V (S) engine

– 1 has a 428-4V (Q) engine

– 1 has a 428-4V (R) engine

– 15 are reported as parted and scrapped

– 9 are reported from documentation only (unknown if the car exists)

Sports Special Registry

The goal of the Sports Special Registry is to find and track the Sports Specials that still exist, gather and disseminate information on them, and make them better known to the Cougar community.

The Sports Special was a series of four option packages that were offered on standard coupes in the 1969 model year. They came with the following basic features:

Turbine wheel covers (like the '67-'68 Dan Gurney Specials);

E78 x 14 WSW tires;

A single pinstripe that followed the "sweep" on the middle of the body and continued on over rear wheel opening (instead of dual stripes following the upper body line);

Unique curb moldings with black and bright ribbing, and rear-facing chrome scoops at the front;

A remote control left-side racing mirror.

They could be ordered in four different "Value Packages":

A – As listed above (\$95.90),

B – As above with the Décor Group (\$150.30),

C – As above with a Performance Handling Package (\$123.10),*

D – As above with both the Décor Group and the Handling Package (\$177.60).*

*The Handling Package consisted of F70 X 14 WSW belted tires, higher rate front and rear springs, heavy duty front and rear shock absorbers, large stabilizer bar and wide rim (6") wheels.

Other options could be ordered along with the Sports Special packages. The 351W 2V and 4V engines were available, as were the 390 4V and the CJ 428, along with all the other options available to the standard Cougar hardtop.

The Sports Special option was a mid-year promotion. The earliest confirmed Sports Special in the registry was built in January, although some old entries from Phil Parcells' database have one reported as built in October 1968 and another in November. Those two early cars were also built in San Jose. All of the confirmed Sports Specials were built in Dearborn.

The Sports Special promotion was not Cougar specific, as there were also Sports Special packages advertised for Comet, Cyclone, Montego, Monterey and Marauder models.

There are no special codes in the VIN or on the door tag to indicate that a car is a Sports Special. The unique curb moldings or the racing mirror could be dealer-added to a car, so the only ways to verify a car is a Sports Special are the window sticker, invoice, or build sheet. If they are not available, an "Eminger" invoice copy or a "Marti Report", both available from Marti Auto Works, can also verify authenticity.

Since the Sports Special is not well known and does not appear to be anything special, they are treated like any standard coupe. The mid-body stripe usually disappears during a repaint, and the turbine wheel covers usually get replaced by aftermarket wheels. A few Sports

Lincoln-Mercury leads the way with a...

**COUGAR
"SPORTS
SPECIAL"
SALE**



**specially equipped
specially priced**

The Cougar "Sports Specials" are here—on display and in stock, ready for immediate delivery. Each one is **specially equipped** with E78 x 14 WSW tires, turbine wheel covers, remote-control racing mirror, unique rocker panel molding, and mid-body paint stripe. Plus a host of standard equipment — 351 V-8 engine, concealed headlamps, sequential rear turn signals, bucket seats, all-vinyl interior, and more. Along with all those impressive features goes a **special price**. This is your big chance to lead the way with a winning deal. See us soon!

ADDED BONUS! Bring this card with you and enter the "Sports Special" Sweepstakes. Three "Sports Specials", a Cougar, Montego, and Marauder are being given free to three lucky winners! We'll be looking for you.



Photo above and left: Bill Thompson's 1969 Sports Special, 2015 Eastern Nationals

Specials have turned up with the cleaner-looking XR-7 wheel covers on them. If a Sports Special survives with at least three of the original four features, it can be safely assumed to be authentic.

We frequently spot Sports Specials as they are being sold. We try to get the information about the new owners, but it is rare that we do. If you think you might have a Sports Special, or if you have any questions, suggestions, information, or literature regarding Sports Specials, please contact me or Phil Parcels. Our contact information is given on the list of Registrars. 🐾

Thanks for the opportunity to serve you.

– *Bruce Wallace (CCOA #6794)*

Robert and Christine Piso's 1969 Sports Special

“Charlie the Lonesome Cougar”



By Don Ward (CCOA #9976)

Charlie is a 1969 Mercury Cougar Sports Special. My grandparents purchased him new on September 19, 1969 in Sioux City, Iowa and right away my grandmother named him after the real cougar in the Disney movie, “Charlie The Lonesome Cougar.” Charlie is a Light Aqua 2 door hardtop Cougar with the Sports Special Value Package A. He was equipped with the 351 Windsor engine, Autolite 2-barrel carburetor, FMX Select Shift automatic transmission with 3.00 gears, black vinyl roof, power steering, Whisper-Aire air conditioning, AM radio, black vinyl standard bucket seats, and complete tinted glass. The Sports Special package was a 1969 only package and it came in four different versions, but all had the same basics that were in Package A. That included turbine wheel covers (like the 1967 and 1968 Dan Gurney Specials), a mid-body paint stripe, unique curb moldings, a remote-control racing mirror, and E78x14 white sidewall tires.

My grandmother was 54 at the time she got Charlie. This was her car for commuting to work as a nurse, going to play golf, or getting together with the ladies. In 1976 my grandparents retired to

Arkansas, but grandma continued with her nursing work by starting the volunteer ambulance service and training the EMTs and CPR to the community. I remember, on occasion while visiting, hearing her burn rubber out of the garage when she got an emergency call in the middle of the night. Although my grandfather would drive Charlie as well, the regular family car was the Ford Country Squire station wagon.

My Grandmother was very classy and energetic lady. She loved life. The light aqua Mercury Cougar with the black vinyl top fit her style perfectly.

In the '70s, my two older sisters and younger brother would visit my grandparents for the holidays and in the summers. We always wanted to go for a ride in Charlie and would scream “go faster, go faster” when we did. I also vividly recall the black vinyl seats on hot summer days. Because of those, we wanted to sit between the bucket seats so we could sit on the cooler carpet and get the full blast of the air conditioner. That was always fun!

I grew up in Ames, Iowa about three hours from Sioux





Don Ward (right) and brother

City, so I didn't get to see my grandparents as much as I wanted to. Once I started high school, I saw them even less. In high school, my first car was the family hand-me-down car, a 1972 Pontiac Grand Safari Station Wagon. I loved that car because it had a powerful 455 engine, could burn rubber, and more importantly, could fit eight of my friends for road trips. That was a great road trip vehicle. My girlfriend in high school had a 1979 Trans Am which cemented my love of Pontiacs and muscle cars. Just after I graduated, I bought a 1968 Pontiac LeMans convertible which I had through college, but it was a little rough. The LeMans made it a few more years, but I had to get rid of it due to its engine issues, rust, water leaking through the top when it rained and snow blowing in when it snowed. Next was my mom's Honda Accord until I got a new job in Connecticut, when I bought my first new vehicle, a Toyota 4x4 pickup.

While I was in Connecticut in 1989, my grandfather passed. My grandmother was now driving a Buick; she couldn't drive Charlie anymore because of the manual drum brakes. A few more years passed while Charlie sat in the garage in Arkansas until she finally decided it was time to sell Charlie in 1992. I quickly called my grandmother and asked if I could buy him and she said yes. My girlfriend (at the time) and I flew to Arkansas to drive Charlie back home. He still looked great even with the typical aging and door dings. With only 67,230 miles and being garaged, there was no rust at all. In getting Charlie ready to sell, my grandmother had just replaced the fluids, belts, brake lines, hoses, and brake wheel cylinders.

After a great long visit with my grandmother, we left Arkansas late in the afternoon to avoid as much traffic as possible. (And being the summer, it was cooler too.) The

plan was to drive straight back home with just the routine stops. Four hours later that plan changed as I noticed the oil light flickering. I stopped for gas and checked the oil. The dipstick was dry. Since he was driving fairly well otherwise, I bought a case of oil and continued driving. I did, however, have to stop more often to add oil. The only other issue was the roaming ride due to the bias ply tires, loose steering, and the tugging to the left and right whenever I touched the brakes. Overall it was a great ride home.

Unfortunately, the drama didn't end when I got home. The second week back I drove my Toyota to Rhode Island to visit my girlfriend for the weekend while Charlie stayed at my apartment complex. When I came back Sunday night, I noticed my motorcycle was moved and then I saw broken glass on the ground near Charlie. When I looked closer, I saw that the driver's side was charred. Apparently, a car parked next to him started on fire and I wasn't home to move him. Fortunately, it wasn't completely engulfed, but now keeping him original was now impossible.



Since I was still relatively young and saving money, I didn't even consider a full restoration. The damage was pretty minor as it only damaged the driver's side paint and window and the vinyl roof, so I just had those few things repaired, but painted the whole car so it would match.

Initially I only made a few minor improvements such as changing the electronics of the sequential taillights, replacing the headliner, a few trim pieces, and decals. But then after a few years of just driving him to local cars shows because of the oil issues, I finally decided to get the engine rebuilt in 2008 with 78,138 miles on the odometer. It was bored 0.030 over, the heads were resurfaced, a valve job was done, and a Holley 4160 4-barrel carburetor and an Edelbrock Performer intake



were added. (Originals are safely stored away.) A new camshaft brings it to life with 204/214 degree duration @50%, 270/280 duration advertised, and .448”/1.472” intake/exhaust lift. I also added dual exhaust, Magnum 500 wheels with BF Goodrich radials and had the bumpers rechromed.

With that done I started going to shows in the nearby states such as the Cougar Club of America’s 2015 Eastern Nationals in Massachusetts, Hemmings Muscledalooza shows in New York, and the Carlisle Ford Nationals in Pennsylvania. Being a member of the Mercury Cougar Club of New England and the Cougar Club of America, meeting people from other clubs such as the Cougar clubs of PA/NJ and Delmarva makes these shows even more enjoyable. This year the 1969 Cougar and the Sports Special package are 50 years old, so to celebrate, I decided to get Charlie looking like he did when he was new. With 87,047 miles on the odometer, on went new whitewalls and the turbine wheel covers and an Autolite battery. I already had the original owner’s manual, original Ford invoice, and a Deluxe Marti Report, but I got the Elite Marti Report which includes a reproduction

of the window sticker to display at shows too. With a good cleaning, I proudly drove to the recent Carlisle Ford Nationals and took home third place in my class!

I’ve always favored cars, sports teams, etc. that aren’t loved or followed by the masses. Mercury Cougars are right up my alley. They aren’t mainstream and they run under the radar. But when you have the only Cougar, or one of the few, at a car show, you draw a lot of attention and love. People always stop and ask about him or I hear them say, “I knew someone who had one”, and they always say, “I LOVE THAT COLOR!”

My grandmother had a lot of fun driving Charlie. He was not just a mode of transportation for her, he was a part of the family. That’s why she kept him all that time. Having him myself makes me feel like she is still with me every day and I hope to pass him onto my girls when they’re ready so they can continue that family connection. Oh, and be unique and have fun!

Similar to the movie, Charlie had a lot of fun and was taken care of when he was young. Then as he got a little older, he was troublesome and was pushed away for his



own good, but still loved. Then when he left to another place, he had more trouble, but shortly was nurtured back to health. Now he's back in his natural environment and regularly on the open road again. (In good weather that is.)

I want to thank my wife for being understanding while Charlie spent a lot of time in the garage and while I'm away at car shows. I also want to thank my girls for not getting too embarrassed when I pick them up from school or from their sports.

I'm very thankful to be a part of this great magazine and thanks for letting me tell my story.

In memory of my Grandma Myrtis – Be Happy, Loving, and Strong in your Faith. 🐾

– Don Ward (CCOA #9976)

– *The subtitle to the Disney movie was “The Exciting Adventures of a Teen-Age Mountain Lion!”*

– *The Marti Report indicates that only 2,610 Cougar hardtops that year were painted Light Aqua*

– *The Marti Report indicates that only 10,409 Cougars had the factory installed Sports Special Package A*





By Robert and Christine Piso

Chronicle of the Cat "Mr. Money Puss" The Owner's Story

In 1978 I was a newly-licensed 16-year-old in search of the perfect muscle car. A whopping budget of \$400 couldn't buy much of anything even back then. I heard about a cash-strapped kid in a nearby town with a Cougar for sale. Cash is king, and with lady luck at my side, I wound up driving home a lime green 1969 Mercury Cougar.

Equipped with a 351 Windsor, dual exhaust, 3-speed stick and Cragar SS wheels, the car's sequential turn signals were quickly recognized by every cop in the area. A shiny black paint job with flame decals from J.C. Whitney soon replaced the "Kermit the Frog" green and really made the car stand out; the cops liked it too!

I left for the Army in 1980 and put the car in storage for three years. After my discharge, I drove it until 1986, at which point it began to succumb to the ravages of Wisconsin road salt. I sold the car to a friend who promptly wrecked it. I vowed to buy another 1969 Cougar at some point in my life.

Fast forward to 2016. I now had a wonderful wife, Chris, a mortgage, two kids and still no Cougar. Cruising Craigslist one afternoon, I spy a 1969 in Waukesha, Wisconsin. The car is pricey and partially disassembled, but according to the owner, is almost rust free. Knowing the kids need school clothes, the house payment is coming up and that everyone enjoys eating, Chris and I didn't think the time was right. After a week of continued discussion, I finally wore Chris down and she gave her permission. She, too, had always wanted a Cougar, as it was her dad's favorite muscle car and she had lost him to cancer eight years earlier. I scrambled for the computer, only to find the ad gone. Such are the dreams of the working-class dog.

Fast forward again two months. It's now early July and I'm cruising Craigslist again when karma finally deals me a winning hand. There it is! The same Cougar is listed again!!! Phone calls are made, schedules exchanged and a meeting set up. One look and that was it. The payment was made, the car put on the trailer and home we went! Karma is a strange thing. This all went down on July 17, 2016. As we're driving home, Chris asks if I remember what happened on this day back in 1994. I had no idea. (Chris has this thing for dates I will never understand.) She reminded me it was the anniversary of the day her dad introduced us. I guess that proves how some things are just meant to be.

We had no idea how unique this Cougar would turn out to be. When we got the Marti Report, it revealed some really mind-blowing facts. Out of 66,351 hardtop base Cougars produced in 1969, this is one of 121 equipped with the 351 Windsor 4V carburetor, one of 120 equipped with an automatic transmission and one of 174 equipped with the factory installed sunroof, BUT THIS IS THE ONLY HARDTOP BASE COUPE COUGAR THAT WAS FACTORY-PAINTED BLACK THAT YEAR!!!

This particular Cat also boasts the Sport Special Value "D" package. The present wheels are not original, but I do have the factory "Turbine" wheel covers. They are badly curb-scarred, yet I'm still going to keep them. The mid-body paint stripe was sanded off during a previous paint job. When the Cat is repainted, we're going with a red mid-body stripe. The distinctive curb moulding with bullet scoops, remote control drivers mirror and handling package were luckily intact. Lastly, the "Décor

Group Interior Package” has the custom seat upholstery, custom door and rear quarter panels, door-mounted courtesy lights, rear armrests, padded windshield pillar and roof panels and a three spoke rim-blow, wood-tone steering wheel. Other options include a black vinyl roof, “Whisper-Aire” air conditioning, power steering, front power disc brakes, tinted glass, chrome front bumper guards, “Brite Metal” wheel opening mouldings, console, power windows, electric clock, tilt-away steering wheel and an AM-FM radio.

Luckily, I grew up with a wrench in my hand. Not only did I cut my teeth at the family garage and repair shop during the muscle car years, but I was also a Ford technician for 11 years. As the money started pouring into the project, the car was dubbed “Mr. Money Puss,” since he paws up every dollar that comes near him.

And so the work begins! The intent of the restoration is not for it to be a numbers-matching trailer queen, but to bring the car back as fiscally possible to its original condition. Period-correct accessories like Cragar SS wheels will be installed, but since I’m keeping the steel wheels and turbine covers, I can swap them out whenever I want. At this stage of the “Mr. Money Puss” resurrection, a total of 11 mouse nests were found and, what seems like, six metric tons of mouse poop removed. From inside the heater plenum, to the inner cowl, subframe, engine compartment, console, dash panel and especially the headliner; they had chewed the stuffing out of everything! Funny, we always thought Cats chewed on mice and not the other way around. In addition to the rodent problem, there was cobbled wiring, the necessary removal of a poorly installed burglar alarm system, critical components missing from the AC system, damage to the sunroof and an unbelievable amount of mangling caused by unskilled backyard mechanics. All of this has caused the whole project to slow to a snail’s pace. The original factory Holley 4150-C carburetor was extremely oxidized and completely disassembled in a 5-gallon pail. It has since been completely restored with new bushings, cadmium plating, had an ethanol-friendly

kit installed and was tested and set with base settings on a test engine. The FMX transmission has been completely rebuilt and detailed as well as the 351 Windsor engine. The headliner kit ordered for a 1969 Cougar with a sunroof posed a particularly strange problem. Ordered from West Coast Classic Cougars (WCCC), the pre-cut headliner was laid out on the floor to relax before install. The replacement had only two seams sewn into it for the headliner bows between the rear of the sunroof and the rear windshield, the original had three. A call to WCCC prompted them to ask for the car’s production date and do some research. They surmised that this car must have been one of the last ones pulled off the assembly line for shipment elsewhere to have the power sunroof installed. Later, Ford purchased the sunroof company and had them installed on their factory assembly line; the installer must have reused the original headliner. WCCC was kind enough to exchange the headliner and send one without the pre-cut sunroof hole. This headliner install was the stuff nightmares are made of.

We anticipate one more year of frantic work before Mr. Money Puss hits the road. When completed, this Cougar will be a piece of rolling history and one of the most unusual, heavily-optioned base coupes you’ll ever find. Rolling off the Ford assembly line at the Dearborn, Michigan plant on May 1st, 1969, this Cat was shipped to Redwood Lincoln Mercury in San Francisco, California. Because the car was ordered with so many high-end options, we can only assume it was driven as a premier demonstrator vehicle by the dealership. Some lucky soul purchased it from them and drove it until it was sold again and moved to Massachusetts. In 2004, the car was brought to Waukesha, Wisconsin by the previous owner we purchased it from. Sadly, Redwood Lincoln Mercury is no longer in business so there are missing spaces in the car’s lifetime. Even so, what a survivor...the tales this Cat could tell if only it could talk. 🐾

– *Robert and Christine Piso*



GALEN COUPE'S 1969 SPORTS SPECIAL



By Galen Coupe (CCOA #9144)

I purchased my 1969 Sports Special Cougar in May of 2016, from Joe Valenti. At the time I bought the car, I wasn't looking for a 428 CJ car as much as I decided I wanted a '69 Cougar in Burnt Orange Metallic. I had seen several Mustangs in Indian Fire, which is the Ford name for the color, and really liked them, but I didn't want a Mustang. I already had an Eliminator and decided I like the Cougars better. I found the car online on the Classic Cougar Community Forum. It was my color, and semi-local; the fact it was a 428 car was a bonus. The car is one of four, 1969 R-code Sport Special Cougars; the only automatic and equipped with the D option package. It was originally sold in Dallas but has been through owners in Kansas, Virginia, and California before coming back to Texas.

Previously this car was owned by Ken Compher. Under Ken's ownership, the car was part of the logo



for the 2001 Cougar Nationals in Williamsburg. After Ken, the car passed through at least two other owners before Joe acquired it. Sometime between Ken and Joe, the car was modified with an Edelbrock aluminum intake, Pertronix ignition, rear disk brakes, Caltracs traction bars, upgraded stereo, aftermarket steering wheel, and glass packs. The car came with the original steering wheel and a correct CJ intake. The block is a post 71 service block with the extra ribbing. My plan is to gradually take the car back to original correct and date coded parts, but I am in no hurry. When talking with Joe on buying the car, he mentioned the car would have no issues on the trip between his place and mine. He suggested I should just fly up and drive it home. I just couldn't see driving the car through traffic in both Dallas and Houston. The car would have easily made the trip; it's a great driving car. My wife really enjoys driving the car to the point that she has probably driven it more than me, causing me to get her a convertible Cougar.

At times, I do wonder if the car is jinxed or just a temperamental Cat with its own ideas on things. When picking the car up at Joe's, he showed me the pictures of the car hanging over the front of the transport truck, the dents from which are still in the floor. On the way home from picking the car up on I-35E in Dallas, a tire



disintegrated on the trailer in traffic. Fortunately, I was able to get off the freeway to an old gas station and get the U-Haul folks to get a tire for the trailer. After that three hour delay, we made it home safely. In 2017, I rebuilt the carb, getting it done the weekend before the Mid America Cougar Nationals. After getting the car back together, I took it out for a test drive, only to have the steam start pouring out from under the hood and dash after I turned the corner out of my neighborhood and got on it. It was a huge relief to see coolant drip out onto the floor mats, meaning it was just a heater core failure and I didn't have to take things apart before the

show, where the car took first place in the voting for in the '69 -'70 base category. For now the heater core is still by passed. In southeast Texas, there really isn't much need for a heater on a car like this one. It's not like the car is going any place soon. 🐾

– *Galen Coupe (CCOA #9144)*



Fifty Years of Precious Memories



By Bill Thompson (CCOA #9555)

Our enjoyment of Cougars began in 1967, the first Cougar production year. At that time Brooks was out of college and living with three other girls in Indianapolis, IN. The other girls all bought 1967 Ford Mustangs. Since Brooks' father, Tom Baldwin, sold Mercurys, Brooks bought a 1967 Cougar. Tom not only sold cars, but he was also chairman of our northern Indiana county Selective Service Board and believed every young man should serve his country. Thus, following his college graduation in 1967, Bill lived with a friend's family in Indianapolis and worked road construction waiting for his military draft notice to arrive. It eventually did and Bill chose the U.S. Air Force (and served the next twenty years).

In early 1968 Bill's first Air Force duty assignment was a missile squadron in Duluth, MN. After Brooks and Bill got married in June 1968, they paid off the balance owed on the 1967 Cougar and bought a 1969 Cougar. The amount paid with trade-in allowance of \$2,310 was \$1,500. The 1969 Cougar was identical to the 1967, i.e., medium lime green, black vinyl top, black interior and no air conditioning (since they were living in Duluth, A/C was considered an unnecessary expense).

For many years their 1969 Cougar was the family car and driven daily. Their longer road trips were typically between Bill's duty assignments or visiting family and friends in Indiana. Today, they find it difficult to imagine their family of five driving across country without FM radio, CD / DVD players or air conditioning. After Duluth, their family and Cougar lived and travelled in the following locations:

1972 – 1976: Comox, Vancouver Island,
British Columbia, Canada

1976: Denver, CO (six weeks)

1976: Royersford, PA, near Valley Forge (10 months)

1977 – 1980: Beaver Creek, OH

1980 – 1983: Bayonne, NJ

1983 – present: Nashua, NH

In New Hampshire their car sat unused in the garage for several years. Finally time and resources allowed Bill to get the car in road worthy condition. A first priority was a new quality coat of paint. In the early 1970s, while visiting Bill's parents in Indiana, someone threw a wine bottle, which hit just behind the driver's door. Although



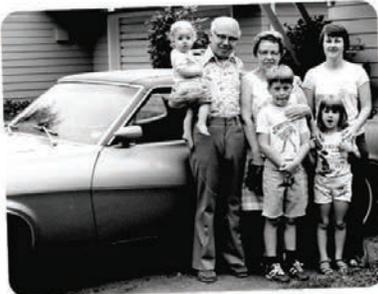
insurance paid to have that side repainted, the paint never had the sheen of the original paint and the body shop used tape for the pinstripe. When visiting a friend's farm in Canada, two pet geese apparently thought the loose pinstripe tape to be a worm and peeled off two feet of the pinstriping. Bill's nephew, Brent Thompson, has been in the automotive body shop business for years and Bill had seen the exceptional work done by Brent on

others cars. In 2005, Bill shipped the Cougar to Indiana and was very pleased when the car was transported back to New Hampshire with a new beautiful coat of paint in the original medium lime metallic color (and a painted pinstripe which geese would not be able to peel off).

The 351W engine, FMX transmission and 3.25 Traction-Lok rear end have provided reliable service over



Precious Memories



50 years and 100,000 miles of memories.

Top row: Bill and Brooks with '67 Cougar; the old and new Cougars; with new '69 Cougar.

Center row: 1970s - with friends in Duluth; with brother and family; camping on Vancouver Island; help with washing.

Bottom row: 1981 - with parents and children; 2007 - nephew, Brent, prepping for painting; 2011 - Bill at car show.



the years. Bill has all the maintenance documentation and has done as much of the maintenance and repair work that he could including tune-ups, carburetor rebuilding, replacing brake drums and cylinders, heater core, water pump (some of these more than once during the past 50 years), and repairing the pesky '69 Cougar issue of door windows jumping out of the track. The vinyl top and interior are all original and appear new despite vehicle age, mileage and use as a daily driver. Since new, Bill has applied a black vinyl paste wax to the top and is disappointed that the product is no longer available, but has one remaining can that he uses sparingly.

Nephew Brent now lives in Florida. Bill wishes they lived closer to one another, although Brooks might have concerns if they did. Bill knows Brent could put together

a great "rat rod" for his uncle or maybe they could work together on a '67 Cat. They have also talked about someday entering "The Great Race." Although that may never happen, Brent has plans when he retires in a few years to build a hot rod Lincoln and travel Route 66 from Chicago to Santa Monica. Bill offered, if still around, to ride shotgun with Brent on that trip. Time will tell...

For now, Bill and Brooks enjoy taking their Cougar to local car shows and short trips in the southern New Hampshire area. Their Cougar now has over 100,000 miles and has afforded them priceless memories of all the places they have travelled and all the good times they have enjoyed visiting family and friends. 🐾

– *Bill Thompson (CCOA #9555)*



My '69 Sports Special

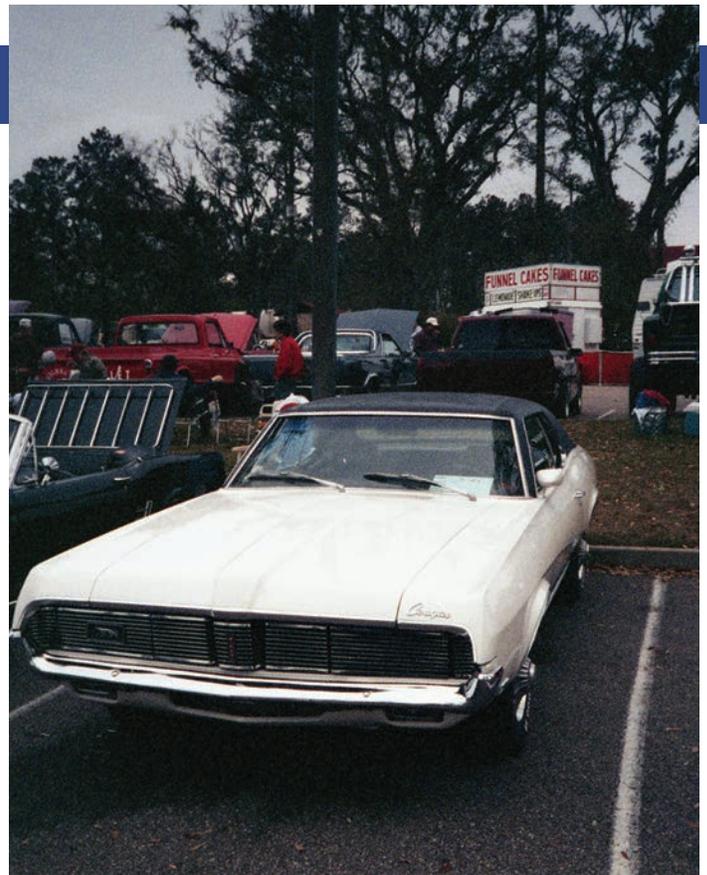
By Michael Link

My 1969 Sports Special Package A started its journey in Fort Pierce Florida when an older couple purchased it for \$2,967, with a suggested retail of \$3,650. It is white with a black vinyl roof, with the new owners paying \$1.33 for the four gallons of gas their friends at Mercury provided. Beyond the Sports Special package, the new owners made some difficult to understand decisions regarding options. It has power steering, yet no power brakes. It was purchased with the base two barrel 351W engine, but spent over \$200 to get the close ratio four speed transmission. I'd like to go back in time and give the original buyer a couple of hundred dollars to purchase a big block along with a few other options!

It was driven for a couple of years before the husband passed. She didn't know what to do with the car, so it remained parked for over ten years. When she passed, it (very) briefly went to her nephew. My family owned an appliance store in Daytona Beach, and the Cougar moved into my hands in Daytona as a trade for a washer/dryer and a stove. I paid my folks back at our cost, so I ended up with the car for just over \$1,000 in 1985. The Cougar and its very proud owner on the first day home is seen in the picture below.



As the second owner, I quickly assessed the car, noting it truly was all original, with the original Sports Special equipment and having only 22,000 miles on it. It wasn't until much later did I find out that a Sports Special package even existed and that everything was there. At the time, it was only a low mileage, 16 year old used car.



The car was driven daily throughout college and into graduate school. At some point I realized there were not many Cougars around and it was soon to be over 20 years old. It was taken to a few car shows (see the picture above) where I listened to all these "really, really old guys" in their 30s and 40s, talking about the cars they had when they were younger and how they wished they still had it. The light bulb went off for me and I decided to just keep the Cougar for good. It was paid for and didn't cost much to insure. Speeding tickets cost less then as well.

At some point though, it was put on the back burner as new cars came and went in my own family. It has stayed with me wherever I go, but has not had much road time. In turn, all the little things that happen with a car not driven regularly occurred, including the vinyl roof cracking, a seat getting torn, falling out of tune, wheel cylinders failing, etc. The car has had some inertia over the years.

That said, when the time comes to restore it back into being a solid driver, I know exactly what is and is not wrong with the car. I will be inheriting my own, older problems; not buying a Cougar with a mysterious history. There is no rust under the car at all, so I'm a few thousand dollars away from having a fantastic car I will be proud to turn over to my daughter one day. 🐆

– Michael Link



1969 Sports Special at Mecum Auction • May 2019

My '69 Sports Special was sold new at Grice Motors in Marion, Indiana. It was purchased from the original owner with 38,000 miles by my grandmother for my mother in 1974 for \$1,400. This was my mother's daily driver from 1974 to 1988 and only added another 40,000 miles to the clock. I briefly drove this car in high school. Unable to sell for her asking price, my mother put the car in storage in 1989. I had a 1971 Dodge Charger Super Bee in storage also. In 2000, I retrieved the Super Bee from storage and looked at the sad condition 11 years of storage had done to the Cougar. Mom was tired of paying storage costs, so I asked her to let me have the car or junk it. Happily, she got out the title and it was mine. Since reproduction Charger parts were scarce at the time, I sold the Super Bee and focused my efforts on the Cougar. I spent several hours doing research and going to car shows to find detailed photos to restore the car to showroom condition. Confident I was ready, I began the restoration in 2003. With the help of good friends Gary Miller and Sean Mattingly I finished the restoration in 2008. It was a trailer queen as I had restored the bottom

of the car also and it saw very limited driving. I doubt if I put 20 miles on it after it was finished. I took it to several car shows in 2008 and 2009 and even had it photographed for the Cougars and Kittens calendar. The Light Ivy Yellow washed out in the sunlight and never made it into the calendar. I would get it out every few years and take it to our local car show, The Ducktail Run in Gas City, Indiana. It was only a mile or so drive and that was the extent of my driving. It was hard having the car and not being able to drive it. I decided it was time to sell it this year and entered it in the Mecum Auction in Indianapolis in May of 2019 (<https://www.mecum.com/lots/SC0519-369031/1969-mercury-cougar/>). I couldn't let it set in my garage under a cover any longer. This Cougar stayed in the same county it was sold new in for 50 years. In one minute and 11 seconds the car was gone and I had no idea it would bring what it did. The car is now in Ohio and I'm glad it went to someone who will enjoy it as much as I did. 🐱

– *Scott Landers*





Tim Norris' 1969 XR-7 Coupe

By Tim Norris (CCOA #10040)

Tim Norris of Marion County, Alabama is the fourth owner of this numbers matching '69 XR-7 coupe. Tim found this XR-7 on Craigslist in Jefferson County, AL where it had spent all of its life until Tim bought it in March of 2014. When Tim bought this Cat, it only had 80k original miles, but now has 84k miles on its 351w 4v/FMX. Two weeks after buying the car, Tim decided to put it in the body shop and have a semi-restoration done. As many parts as possible were taken off without doing a complete disassembly of the car. Tim didn't like the original color (white) of the car, so he had it painted an original '69 color (medium lime), to go with the dark green interior. Since the exterior color was changed, the door jams and trunk lid were painted green. A new black vinyl top was put on and the bumpers rechromed; the seats were redone in the original dark green to look original. It took about ten weeks for all the work to be completed. This Cat retains all of its original body panels and chrome parts.

This XR-7 coupe came with many factory options including power steering, front power disc brakes, cruise control, AC, leather bucket seats with console. Tim replaced the original XR-7 hubcaps with a set of Magnum 500s with Cougar emblems on the center caps.

Tim was honored to have his '69 XR-7 coupe in this issue of ATSOTC to help celebrate the 50th anniversary of the 1969 Cougar!!! Tim would also like to thank Kamran for asking him to write about his Cat. 🐾

– Tim Norris (CCOA #10040)





A Pair of 1969 Convertibles Den in Virginia

*By Jeff Anglin (CCOA #10042) and Tim Spencer (CCOA #10043)
 Edited by Rob May (CCOA #9623)*

CCOA's Volunteer Coordinator, Rob May brings us a story with two 1969 Mercury Cougar Convertibles as the lead characters along with their owners, Jeff Anglin and Tim Spencer, both new CCOA members! The two Cats shares a showroom at one time!

Jeff Anglin, 56 years old, has his home in Fieldale, VA with his wife, Lisa Anglin, and two kids, Tiffany and James. Jeff is part owner of B & A Heating and Cooling. "My father helped me purchase my first car, a 1959 Ford Galaxy. The Ford needed a paint job and a little interior work. After that car was completed, it was sold, and I next purchased a 1969 Ford Torino, which had a 390hp and 4 speed. However, I always had my eye on my father's 1969 Cougar."

Jeff's father purchased a 1969 Cougar new in '69 at Bridge Street Motors in Martinsville, VA. "My father had told me when I turned 25 years old, I could have the Cougar; but that didn't happen. I think he just had such a love for the car he just couldn't give it up. Unfortunately, my father passed away in July of 2017, and I inherited the 1969 Cougar convertible."

Having been garage kept since around 1980, the Cougar was in pretty good shape. It had a few torn places

in the top, thus Rudy's Upholstery installed a new one. A new set of Magnum 500 wheels with BF Goodrich tires were added.

The original seats had a few seams splitting, so new seat covers from West Coast Classic Cougars were installed. Finally, the Cat was repainted about 20 years ago, and this Mercury still looks pretty good. 224 were built with this paint code, Light Ivy Yellow, and 61 with these paint/trim codes. Jeff's 1969 Cougar convertible retains its original driveline - 351-4V with FMX transmission and 3.00 conventional rear axle. The odometer currently reads 89,450 miles.

"I drive my Cougar one or two times a month during the summer. It's a pleasure to drive, very smooth and it rides great." Jeff's Cat has been in the same family since it was new. The hideaway lights and convertible top are the greatest things he likes about his Cougar. "My car sat in the showroom alongside an Ivy Green Cougar convertible, which was also sold here in town. My friend, Tim Spencer, owns that car now and we park them side by side at the cruise-in!"

Tim Spencer of Oak Level, VA with his wife, Tomara, and son, Dillon, complete the rest of this story. Bridge St Motors Inc. of Martinsville, VA was the initial home of his Cat, alongside Jeff's Cougar. Tim says the color of his car, Dark Ivy Green exterior with a Light Ivy Gold



interior, is one of its unique feature. Built in Dearborn, the Cat retains its original drivetrain - 351 W 4V FMX (both rebuilt), along with the original exhaust. CCOA is Tim's first club membership. As the second owner, Tim was told by the original owner that the Mercury made a trip along Blue Ridge Parkway every year. Tim has kept that tradition. He drives the car two to three times a week in summer and a couple times a month in the colder seasons. Tim enjoys the car with its power steering. "I drive the car with one finger, and it has plenty of power." This Mercury was painted by Dillard's Body Shop and

the seats were recovered with factory seat covers by Montgomery's Upholstery. "Many people had tried to buy this car. I was working at the original owner's house, and I saw the Cougar in his garage. I told him how nice it was, and he asked if I was interested in buying it – Yes. It was very clean, with 131K miles on it." Factory options include black top, clock, F70-14 wide oval tires, console, power disc brakes, power steering, am radio, deluxe belts with warning light, remote mirror, and heavy duty suspension. 🐆

– *Jeff Anglin and Tim Spencer*





A Rare Canadian 1969 XR-7 GT Convertible



Rob's '69 XR-7 convertible is special enough, having the rare GT package, but what makes this Cat even more special is the fact that it is one of the first 16 XR-7 convertibles built and was used on the show circuit for Mercury to introduce the convertible in 1969. This Cat had been sitting in a shed for over 30 years until Rob's dad discovered it and bought it in July of 2015. Ron then bought it from his dad in 2016. Rob and his parents are big car buffs and they have a real love for Fords and Mercurys. Rob and his dad would talk on a daily basis, mostly about cars.

One day in July of 2015 Rob's dad called him. They were talking about cars as usual and Rob's dad told him about a '56 Ford two door hardtop that was in a farmer's garage. He had been wanting to it buy for many years, but the farmer was not interested in selling it at the time and would let Rob's dad know if he ever wanted to sell it. On that same day in July, Rob's mother was coming home from work and noticed the '56 Ford on a car hauler going down the highway; she notified Rob's father about the car. His father could not believe it would be the same car because the farmer told Rob's dad he would let him know if he ever decided to sell it. Rob's dad called the farmer and found out that it was the same car that his mother had just seen. The farmer apologized as he forgot that Rob's dad was interested. The farmer told him about another car that his friend had that might be for sale; it

By Rob Turner (CCOA #10060)

was a '69 Cougar convertible. Rob's dad called him to asked Rob if he still liked those cars. Rob replied, "Yes, I do." Rob thought it was probably a rust bucket, but told his dad to check it out anyway. Rob is not big on convertibles, but '69s are his favorite year.

A week later Rob's dad called him to say that he had looked at the Cougar and that was in nice condition for a car that had been sitting for so long. Apparently, the previous owner had plans to restore the it, but soon lost interest in the car and tucked it away in a shed on his farm back in '84. He went on to tell him about some of the Cougar's options, then proceeded to tell him it was serial number 00016, but could not remember if it was 500016 or 600016. After hearing this Rob got super excited and told his dad he should look at the car again. The next day Rob's dad called the owner and told him that he would like to take another look at the car and was very interested in purchasing it. Rob's father went to look at the Cat again and verified that it was indeed serial number 500016, bought the car and loaded it on his trailer.

Rob's dad sent him some pictures and phoned with the great news. To say that Rob was excited and a bit jealous would be an understatement. Rob's dad emailed back and forth with Phil Parcels, Kevin Marti, and a few

other people to see exactly what he had just bought. It was good news all around. This number 16 Cougar was a first day production introductory show car. Rob's parents spent countless hours cleaning the car, as it had been sitting in that shed for 31 years. A couple weeks later Rob went to visit his parents to see the rare Cat that had been on his mind every day since that first phone call. The XR-7 convertible looked way better in person than in the pictures. Rob could not wait to help work on this Cat.

After the car was cleaned, more of the car's numbers were recorded and confirmed. Rob and his dad made sure the engine was lubricated and free, then the car was put in Rob's dad's storage building for safe keeping. More research began on this Cougar. Could this be the car in the ads, commercials or maybe even the first convertible? As it turned out, it was not the car in the ads, commercials nor was it the first convertible, but it was one of the first sixteen convertibles built. A Marti report, a personalized report and the invoices were ordered on this XR-7.

Looking a little more into first day production cars and the significance of the 04G date code and while going through the paperwork, it was discovered that the car did not arrive in Canada until October of '69. The car was sent to Winnipeg, MB to be the stage reveal car for Mid Western Canada. Rob found this very neat as he lives in the Canadian prairies and Winnipeg is his hometown. In the spring of 2016, Rob was dropping off a truckload of parts at the farm and picking up some parts for his '69 Cyclone CJ. After Rob rummaged through his dad's parts cars, he and his dad decide to pull the Cougar into the garage and play around with it. They cleaned the points, checked a few things over and hooked a fuel can up to the pump with some fresh gas to see if they could "wake up" the sleeping Cat. The engine started quite easily, but they shut it down right away because it had been sitting such a long time and didn't want to run it too long without

going into the engine a little further. This was good news though!! Both Rob and his father have built quite a few cars themselves, so they knew this was going to be a good starting point.

They went through the car, recording more casting numbers and date codes, the engine date codes of July '68 and Ford performance parts with C9 casting numbers. This was very exciting. The Cat was put back into the storage building and Rob began researching some of these numbers. In the winter of 2016/17, Rob's dad decided he was going to work on the Cougar. He put the car into his shop, put the car on stands and started to work on it. He pulled the engine and transmission out so he could clean it up and gain access to the front-end components more easily. When cleaning the engine, he found the serial number 500016 stamped in the block and a date code of July '68 on the transmission as well. Rob's dad has always been a mechanical first guy, so a complete brake job, including hoses, proportioning valve, calipers, wheel cylinders, pads and shoes were replaced or rebuilt. He also rebuilt the fuel system using a new tank, lines, pump, and a rebuilt carburetor. He also did some suspension work and bought new tie rod ends, but didn't get them finished before growing tired of working on the Cougar.

Rob's dad is passionate about Ford, Mercury, and Meteor vehicles, but has always gravitated towards the larger cars like his '64 Marauder, '69 Cyclone CJ, his many '56 Meteors and F100s. He said he wanted to sell the Cougar and Rob really wanted this Cat, but also knew that his dad had a great opportunity to make some money, so Rob didn't ask. Rob mentioned to his dad that there may be a few people that might be interested in owning this low serial number car. About a week later Rob asked his dad if he talked to anyone about the car. His dad said "No". Rob's dad knew that Rob's wife liked the car and suggested that Rob buy the Cat. This was



all that Rob needed to hear!! Rob talked to his wife and purchased the car from his father for how much he had into it, minus all his parents' hard work. Rob didn't think he slept for a week because he was so excited.

Rob's dad cleaned up the engine, changed valve stem seals, spark plugs, new oil and got it ready to re-install. He also installed some correct '69 351w exhaust manifolds because the headers that were on the car were rotten and paper thin. The car was running well enough that it could be driven on and off the trailer. After the car was loaded onto the trailer, Rob's dad commented "There you go. Getting it running well and on the road is now your responsibility", he chuckled. Rob feels that he's one lucky car guy to have parents who love cars. The '69 Cyclone CJ he owns used to be his mother's car. Rob also owns a '64 Mercury and is quite passionate about Mercury cars too, so to add this rare Cougar to the mix was a dream come true.

When Rob got the Cougar home and started to work on it, he continued to add to the list of part numbers and date codes that his dad had started. Rob rebuilt the Holley carburetor that was on the car when his dad bought it and started looking at options for the distributor. A gentleman on Facebook sent him the part numbers and where to buy the points for the Shelby/Mallory dual point distributor. This was great because Rob was able to use this rare piece. He also had to make some repairs to the distributor, but they were minor. New plug wires were intalled and a couple of coolant leaks repaired. He drilled out a few broken bolts in the heads and installed Heli-coils, set the valves and tuned the engine to get it running better. Rob drove the car to the local muffler shop and had an exhaust made and installed. This was the first time this car was driven on the roads in almost 33 years.

As the summer went on, Rob and wife would end up putting 50 miles on the car while continuing to repair things like the signal lights, power windows, power top, heater fan, interior lights, etc. The winters in the Canadian prairies can be cold and long, so not much was done on the car until the spring of 2018. Rob and his wife did some more cleaning and some detailing work. The original wheels and tires were changed. Rob decided to go with a torque thrust wheel because with all the other performance parts on the car, he believed that they would have been running a similar wheel in the early '70s. As summer was approaching, they were excited to put some miles on the Cougar and took it to a few local shows and cruise nights. They racked up another 130 miles on the car. Rob and his wife decided to showcase this XR-7

convertible in the summer of 2018 for what it is; an introductory show car barn find with a very low VIN and the stage reveal car for their area of Canada. The Turners have made signs and display boards and loved showing the public their "special" Cat. They have met a lot of great people so far and got to hear many great stories from other car enthusiasts. The information about this Cougar as well as many other Cougars and other 04G cars continues to unfold. The more information that is shared with one another, the greater this hobby and passion is going to be.

Rob's plan for this rare Cat is not to restore it to the way it left the factory, but rather to put the car back to the way it was in the early '70s when it was tearing up the streets of Winnipeg, MB. After talking to many of the experts in the Cougar world as well as Rob's own feelings, it's believed that the Ford performance parts on this car is part of its unique history and adds to its rarity. With regards to the car itself, this is what Rob has and knows at this time. This is a rare, well documented numbers matching Cougar. Only 347 XR-7 convertibles were produced with the GT option and only eight Cougars were built like this one. It was built in Dearborn, Michigan on the first day of the '69 model production, August 16th, 1968. As more is learned about this car, it may have been built before that date as a pre-production car, but it can't be confirmed.

As previously mentioned, this 04G Cougar is serial number 500016 and was built as an Introductory Show Unit and stage reveal car for Mid-West Canada. Special attention was given to these cars regarding the detail and quality of the fit and finish. This factory-built show car was highly optioned to showcase the options that were available to the customer in '69. Not only was it an all new body style for the Cougar in 1969 and the first year for the convertible, it was also the introduction of the 351W. This particular Cougar being #16 and one of the first convertibles produced, it has a very early date coded 351W 4V. These engines were quite a powerful small block in stock form with 290hp, 385 ft/lbs of torque, 10.7:1 CR and a breathable set of heads. The engine in this Cougar has some unique '69 Ford performance parts that are still in working order and seem to be part of a package. As the story is passed down from previous owners, these parts were installed back at the dealership and rumoured to have a cam with Boss 302 specs. The confirmation on how these parts ended up on this engine is still being researched, but it appears that it was done after the car was sold and installed in '70/'71. The performance parts that are on this engine

are as follows: Shelby/Mallory dual point distributor and a Mallory Voltmaster II coil, high-rise aluminum intake manifold, Holley 4150 carburetor, a chrome 360-degree open air cleaner assembly, and pushrod guide plates. The rocker arms and valve springs have been upgraded from the stock 351W parts, the camshaft has been changed because the engine is now the same firing order as a 302, 390, etc. In two '69/'70 publications that Rob has it states that the camshaft used with these other upgrades was a 290-degree duration cam. It also goes on to state how the firing order needs to be changed to 15426378. There is a plate that has been riveted to the radiator support on this car with the new firing order and tune up specs supporting this. It's believed that this engine package was part of the Muscle Parts program that ran from '69-'71.

When reading through the information and comparing it to the parts, it looks to be very similar to the Stage 3 Controller 2 kit. The other book Rob has is a 1970 publication from Ford of Canada, on how to "hop-up" your 351W that also lists these same modifications. The performance parts that were added to this Cat's engine all have '69 casting numbers. Other changes also included upgraded plug wires, assuming the plugs as well, Cal custom valve covers and long tube Hedman headers. This car was also fitted with a pair of Lakewood traction bars and air shocks. For a car that just turned over 100k miles, it still has quite a bit of power. Depending on which article you read, they claimed between 351 and 373 horsepower with these upgrades. The difference was in the exhaust and air cleaner assemblies used. In '69 the GT Equipment Group, also known as the 351 or GT Performance Group, included the 351W 4V engine. This option also included a competition handling package that consisted of high rate front and rear springs, larger ball joints, larger diameter stabilizer bar and wider wheels.

GT optioned cars also came with dual exhaust and dual hood stripes with the Cougar insignia similar to the CJ cars. Aside from all the luxury and comfort options that come with the XR-7 package, such as the leather seats, tachometer, rim-blow wheel, etc., this car has many more factory options. This Cougar is also equipped with power windows and locks, power top with a glass window, power front disc brakes, power steering, AM/8 track stereo, tilt column with tilt-a-way steering wheel, deluxe seat belts, sports console, wide 70 series tires, and the rare power ventilation option.

Eventually this XR-7 convertible will be restored, but for right now the Turners are having a great time showing it as the rare barn find that it is and researching its history even further. The more that's known about this car, the more comfortable Rob will be in the restoration process. With the knowledge and assistance of the CCOA community, the knowledgeable people at WCCC, KTL Restorations, Marti Auto Works and so many great individuals that Rob has been in touch with, Rob thinks this is going to be one fun and exciting process. Rob would like to thank the CCOA for reaching out and giving him the opportunity to tell the story on his rare XR-7 convertible. Rob has been contacted by a few enthusiasts who love to talk about Cougars and sharing their stories and finds it fascinating how many of us have similar interests in other Mercurys like Cyclones. Rob enjoys sharing his story, listening to others and sharing knowledge. He has been involved with the car community his whole life and the people in it are some of the kindest and friendliest people he has ever known. Rob's wife is still amazed to this day, how we are from all different walks of life, yet somehow tightly connected like a family through our passion in the automotive world. 🐾

– Rob Turner (CCOA #10060)





1969 Convertible at Home in Utah

By Scott C. Smith (CCOA #9894)

Edited by Rob May (CCOA #9623)

Taylorsville, Utah is the home den for Scott Smith's 1969 Convertible Cat! He relayed his story to Rob May. Born in Salt Lake City, Scott has lived most of his life in the area. "My wife, Heather, and I are graduates of the University of Utah. She works in a small firm as a Corporate Accountant, and I am an Inventory Planner for Sundance Catalog. I have two boys, Kyle and Derrik, from a previous marriage"

Scott fell in love with Cougars when he was a child. "I loved cars, and my grandmother would take me to an overlook that looked down on a freeway on-ramp, where I would sit and tell her the makes of all the cars as they entered the freeway." He was especially drawn to Cougars, "Pretty much because of the sequential taillights, which I thought were extremely cool." In 1980, at 15 years old, he bought his first car, a white with black top 1967 Cougar XR-7 with a 289 under the hood. "The car was owned by my sister who lived in the San Francisco Bay area at the time. I paid her \$900 (over time, lol)." He flew to California with his father and drove the car home to Utah. "I think my sister still regrets selling me that car, but it started my true love affair with them." Scott worked on that car in the driveway of his parents' home until he turned 16 and was old enough to drive. "I owned it for around four years, selling it near the end of my freshman year in college before getting married, in

exchange for a more practical car. My second Cougar was a 1969 Eliminator that I bought in 1986." Sadly, that Mercury was wrecked, restored, and sold in the early 90s. "I deeply regret selling both cars to this day."

In 1994, Scott owned a power steam cleaning business with a friend of his from high school. "We went to clean a bank parking lot in Orem, Utah. Right by that bank was a small used car lot where I saw a red base 1969 Cougar convertible with a white top sitting there." The next day, Scott went to the car lot and bought the Cat for \$1,500. "At the time I purchased it, the odometer was at 66,000 miles, but I honestly don't know if that was 66,000 original or if it had rolled over." The paint looked okay, but the car was in pretty rough shape otherwise. It had been apparently sitting in a field for some time. "I had to repair the rusted out floorboards on both sides, swapped the old weathered white convertible top with a new black one, and replaced the exhaust with a glass pack exhaust system." This Cat was Scott's daily driver for about a year. "In early 1996, I went through a divorce and, due to the financial constraints of going through that process, the car pretty much sat in the garage of my house for the next 21 years. In 2017, after coming into a small inheritance following the death of my parents, I decided the time was right to restore the car to my best ability and get it running again."



In April of 2017, Scott's Cougar was turned over to the capable hands of Brent Reed at Mustang Ranch in Murray, Utah. "It is not a frame off restoration, but pretty much everything else has been addressed." The base 351 Windsor 2 barrel engine was rebuilt and upgraded to a 4 barrel. Old points and condenser were updated with an electronic ignition system. A modern dual fan system and radiator were installed. The old leaf springs were also replaced. Rust in the fenders and quarter panels was fixed. During the interior restoration, the incorrect high back seats were replaced with the period correct style seats. Repainted to the original red, the car stands out. Currently the car is just waiting for new door panels and the restored/refurbished center piece of the front grill.

"I am very excited to be able to take my Cougar convertible out for the first time in 20+ years on its 50th anniversary year! The Cougar has held an important place in my life for as long as I remember, so taking it out and letting everyone enjoy it with me is something I am really looking forward to!" 🐾

– *Scott C. Smith (CCOA #9894)*





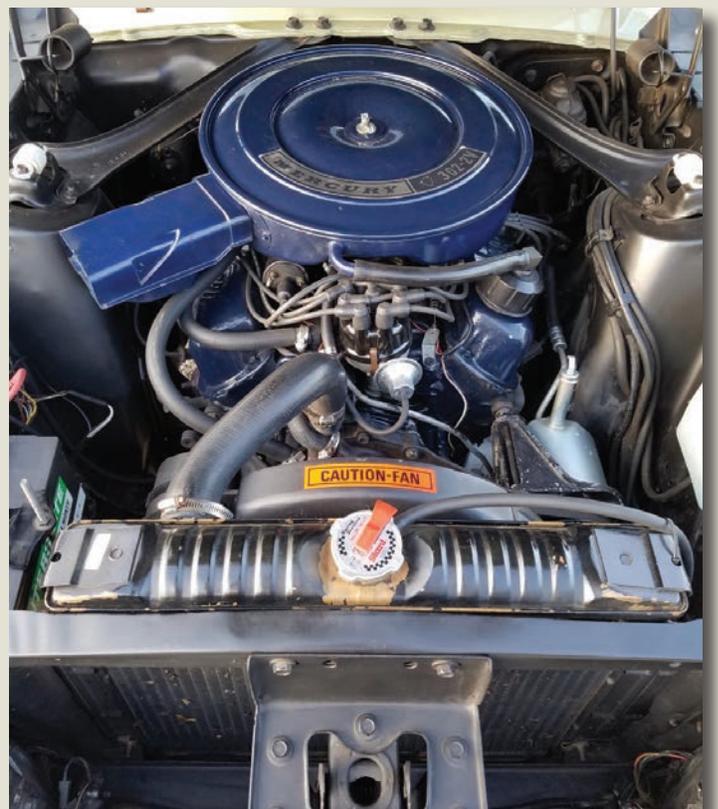
FOR SALE:

1968 STANDARD MERCURY COUGAR

Professionally restored from the ground up, has a 302 2v with a factory 3spd. The original color was light gray metallic, but was repainted a lime frost (an original color in '68) when restored. The interior was kept original and was restored in the original/correct ivy gold. Everything has been replaced with correct new/NOS parts. This Cat looks great both in and out and runs great. Originally sold/bought new in Florida, but now lives in West Virginia with its 4th owner who needs to find a good home for his beloved Cougar.

\$22,500/best offer

For more info and pictures call (304) 541-1099
or email: vjking@suddenlink.net
Vincent (CCOA #9704)



"Dwight's Deals"

MERCHANDISE HOT BUYS

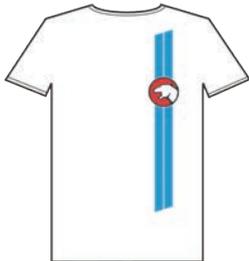


COUGAR CLUB T-SHIRT, WHITE

WAS \$19.95

NOW \$15.00 EACH
(while supplies last)

Small
Medium
Large



COUGAR CLUB KNIT POLO, GREY

WAS \$33.95

NOW \$25.00 EACH
(while supplies last)

SOLD OUT



COUGAR CLUB 35TH ANNIVERSARY T-SHIRT, BLACK

WAS \$30.00

NOW \$15.00 EACH
(while supplies last)

Medium
Large
2 X-Large
3 X-Large



COUGAR CLUB 35TH ANNIVERSARY T-SHIRT, BLUE

WAS \$30.00

NOW \$15.00 EACH
(while supplies last)

Small
Medium
Large



COUGAR 50TH ANNIVERSARY T-SHIRT, MADRAS BLUE

WAS \$30.00

NOW \$15.00 EACH
(while supplies last)

Medium
Large



COUGAR 50TH ANNIVERSARY T-SHIRT, GARNET

WAS \$30.00

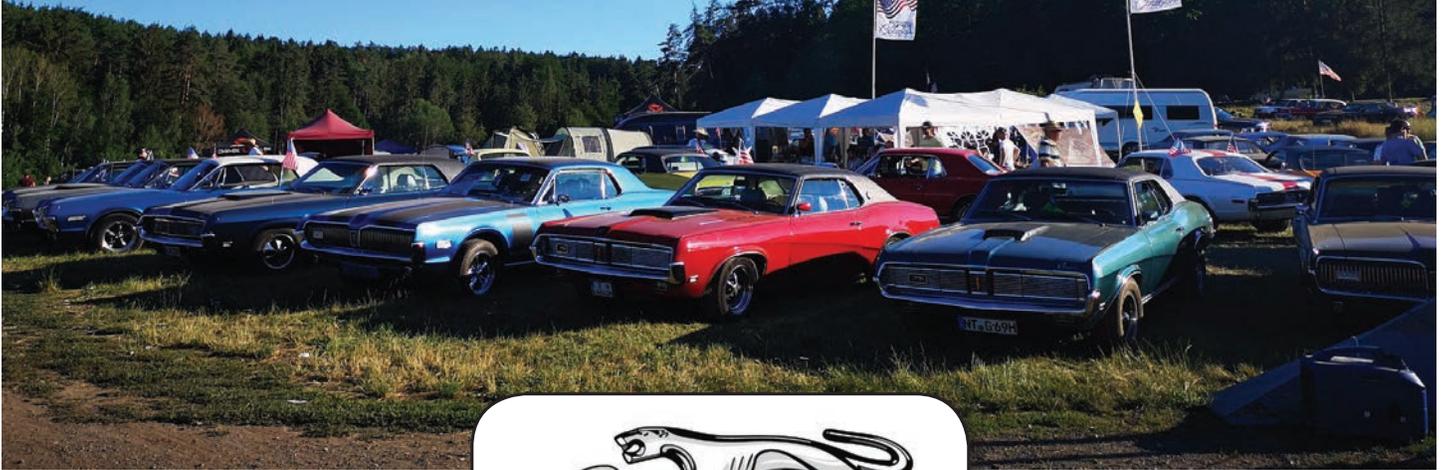
NOW \$15.00 EACH
(while supplies last)

X-Large



Use the coupon code "2For30" and get two t-shirts at the special price of \$15.00 each. Go to cougarclub.org and click on the Store tab to order now!

37 Cougars in Geiselwind, Germany



By Mike Hofer (CCOA #9580)

From June 28th to 30th, we celebrated our 5th Cougar Club of Germany meet in Geiselwind, Germany. Weather was perfect so this meet was record-breaking in every aspect. More than 60 Cougar Club members with family showed with 37 classic Cougars to celebrate the 1st and 2nd Generation Mercury Cougar during the Street Mag Show.

Sascha Dietz did a great job preparing everything we needed to have a great weekend, assisted by the logistics of Matthias Kahlert and Matze Dirlwanger. We had a fireplace, beer-benches, a power unit, a giant and a smaller fridge for cool beer and proper food. Matthias printed two new giant banners and a second club flag to make us even more visible for all US car fans. As it was pretty sunny during the weekend, we were glad to have a 64 square foot club home set up. As club members come from all over Germany, we had local specialties, both food and beer/shots.

Friday morning we started setting up the club home and by 3pm we were ready to party. Friday evening we had 30 Cougars on site and the party ended traditionally

at sunrise the next morning. On Saturday more club members arrived with their Cougars so Anna Kuczora (Street Mag MD and show

host) said on facebook, "It felt like we had 100 Cougars here." At the end, we had 37 Cougars (67-70) on site - a new all-time record for any Cougar meet outside of the Americas.

About four weeks before Geiselwind, Matthias came up the idea of posting "Warning - Cougars Around" signs all over the place. This was a great idea and worked out pretty well. Many club members and even show visitors took them back home as a "trophy," just as intended. Saturday at 2pm we started our traditional Cougar Cruise. You can find a video on youtube searching for "cougar+geiselwind+2019". In the late afternoon we did a Cougar family photoshoot. In the evening, Robby and Sascha fired up the grill once more to serve sausages and meat. Usually Saturday evening ends a bit earlier, so the last club members went to bed at 3:30 in the morning.

On Sunday we met at 10am for breakfast and to dismount the club/home. Thank you for all those helping



hands; we were pretty fast this time. Around noon most club members drove home; I stayed on site, waiting for the club trophy to be granted and crossing fingers we would take it home. At 4:30pm, it was my pleasure to receive Street Mag's club trophy for the third time in a row. It is a great honor for all of us to be awarded by Street Mag and I would like to thank Anna Kuczora and her team for this award and another great event.

We are a wild club; no board, no fees, no obligations, and whatever we do, it always works out just perfectly. I would like to thank everyone who participated in this great event. It was a blast and it is always a pleasure to see all of the Cougar club members contribute what ever they think is appreciated. See you in Geiselwind 2020.

For the first time I did live broadcasts during Street Mag's show using facebook – Cougar Club of Germany live broadcasts @ facebook. Cougar owners all over the world had fun watching us celebrating the Mercury Cougar. All Cougar fans and owners with a facebook account are invited to join our facebook group

(www.facebook.com/CCOGermany). I will grant access to everyone who is into Mercury Cougars. Language is no issue as facebook delivers realtime translation and we are fluent in English as well. Click on the Videos link, left side, and you can see all videos from Geiselwind, which are still available.

Upcoming event: Cougar Schraubertag

August 2nd to 4th is Schraubertag at Michi's Car Shop, Weberstrasse 7 in Graben am Lech. All Cougar owners are welcome to join this unique event where club members help each other to fix minor or major issues. Stefan Meister will hold another car electronics workshop, Daniel, an engine workshop, and Michi and Sabine Schaller will do wheel alignments. We have all kind of tools as well as five auto hoists available, all free for Cougar club members. As always, in the evening, we will fire up the grill and have fun at the pool. Food and drink contributions are welcome. 🐾

– Mike Hofer (CCOA #9580)





Lone Star Cougar Club

On June 8th, we had twelve Cougars turn out for the Cracker Barrel Cruise-In in Louisville, TX. A brief club meeting was held at the show, right before the awards were handed out. It was a gorgeous day and everyone had a nice time. Several members walked away with awards. Club President, Dan McKeithen, won a first place with his '68 std factory 4 speed. Matt Ticken ('68 XR-7G), Dwain Barker ('73 std convertible), and Gene Mullenberg ('69 std convertible) won Class awards. New members Curt and Jack Crawford brought their recently acquired '67 XR-7 and are restoring it as a father/son project. They quickly found out the challenges of working on a 52 year old classic, but are excited and looking forward to working on and completing their Cat.

A few members attended an ALL FORD show on Saturday, June 22nd, sponsored by Summit Racing in Arlington. It was a real cool bunch of Ford powered vehicles.

The 30th annual Yellow Rose Classic (all Ford show) was held at the Arlington Convention Center on July 13th and 14th. Nine LSCC members entered their Cats and all won awards. Barry Rowe won in the closed car class with his '67 GT bench seat and Tim Page's '68 std won in the concours class. Jeff Dryer won in the convertible class with his '73 XR-7. Dwain Barker ('73 std convertible), David Thompson ('70 std convertible), Gloria Farabaugh ('69 std convertible) and Gene Mullenberg ('69 std convertible, '72 XR-7 convertible, '73 XR-7 convertible) won class awards. It was a great show and we are looking forward next year's Yellow Rose and celebrating the 50th anniversary of the '70 Cougar!!

Our next annual event is the opening day of the State Fair of Texas on Friday, September 27th. We always have a great display of Cats in the car corral and it is also a great way to enjoy the fair.

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 Wabeed (CCOA #3679)







MESSAGE FROM THE CHAIR

Gavin Schlesinger (CCOA #5780)
CCOA Chairman

Nominations Are Open for the CCOA Board of Directors

Nominations are open for the Director positions that will expire at the end of the year (2019):

A) Vice-Chairperson, (B) Financial Director, (C) Club Services Director, and (D) Community Relations Director

Nominations will be accepted if received by October 31st, 2019. Nominations may be made by any CCOA member, and you can nominate yourself or any other CCOA member. Nominations must be submitted in writing (including electronic forms) to the Chairperson, whose contact information is listed on the inside front cover of this newsletter, and the bottom of this article.

Nominations must be made for a specific Director position. Nominees must be qualified to meet the specific responsibilities of the Director position for which he/she is nominated, which are described as follows:

All Directors are responsible for acting in compliance with the CCOA Articles of Organization, the CCOA Operating Agreement, and in the best interests of the CCOA. All Directors are required to sign a Conflict of Interest form.

The Vice-Chairperson of the Board of Directors is responsible for:

1. Conducting CCOA business in the event the Chairperson is temporarily unable to carry out his/her responsibilities.
2. Overseeing and directing activities of the CCOA Authenticity Standards Committee.
3. Overseeing the production of all CCOA sponsored events.
4. Developing new projects.
5. Assuming the office of the Chairperson under the circumstances described in Section Three, Part G of these Operating Agreement.
6. Conducting other administrative activities assigned by the Chairperson.
7. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).



The Financial Director is responsible for:

1. Maintaining the financial records of the CCOA according to acceptable standards of accounting.
2. Providing accurate and current CCOA financial information to the BOD as requested by the Chairperson.
3. Receiving and distributing CCOA funds as directed by the Chairperson and in accordance with these Operating Agreement.
4. Maintaining a current working knowledge of Federal and State of Wisconsin non-profit corporation laws as they pertain to the CCOA's accounting procedures.
5. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
6. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).
7. Produce an annual operating budget by October 31. The budget will be presented to the BOD for approval.
8. Preparing and insuring compliance with, in consultation with the Legal Advisor, any required tax reporting or other filing with governmental entities.

The Club Services Director is responsible for:

1. Establishing and maintaining mutually beneficial relationships between the CCOA and local Cougar clubs.
2. Overseeing and supporting the efforts of CCOA International Managers.
3. Supporting the production of CCOA sponsored events hosted by local Cougar clubs.
4. Developing and overseeing CCOA club support services as requested by the BOD.
5. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
6. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).
7. Maintaining a social media presence (Facebook) and representing the CCOA in a positive way on any other media associated with the purposes of the Club.
8. Developing New Projects and assisting with CCOA merchandise development to further market the Club.



The Community Relations Director is responsible for:

1. Establishing and maintaining beneficial relationships with individuals and organizations outside the CCOA, including, but not limited to:
 - a. Other marque clubs;
 - b. Individuals, companies and organizations involved in the automotive hobby;
 - c. Manufacturers and vendors of Cougar parts;
 - d. Other individuals and organizations as requested by the Chairperson.
2. Encouraging and enabling the development of new products and services beneficial to the Cougar hobby.
3. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
4. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).
5. Assisting in maintaining a social media presence (Facebook) and representing the CCOA in a positive way on any other media associate with (example would be a cougar forum).
6. Developing New Projects and assisting with CCOA merchandise development to further market the Club.

Upon nomination, the nominee will be contacted by the Chairperson and asked to submit a written Application Statement which includes the following:

- An expression of the nominee's desire to serve as a CCOA Director.
- A summary of the nominee's qualifications to meet the responsibilities of the Director position for which he/she has been nominated.
- Any additional comments the nominee believes have bearing on his/her selection as a Director.
- A signed CCOA Conflict of Interest Form.

The candidates that are elected will take office on January 1, 2020.

PLEASE SEND NOMINATIONS BY OCTOBER 31ST, 2019 TO:

cougarvote@gmail.com or Gavin Schlesinger chair@cougarclub.org

Mailing Address:

416 Avenue E

Redondo Beach, CA 90277

MEMBERSHIP REPORT

By Charlie Brown (CCOA #8693)
Member Services Director

CCOA hopes that everyone has had a great summer so far and had a chance to show off your Cougars. We are all ready for some nice cool days to get our cars out to a fall car show. Summer 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 since the last ATSOTC (through August 23rd) are the following new members:

BILL FAULKNER	MANTECA, CA
CAROLYN CARLYLE	MINATARE, NE
DOUG YOUNG	OMAHA, NE
KEVIN WARD	PERTH, WESTERN AUSTRALIA
EVERETT BRADEN	ROANOKE, VA
ROD CREACH	SUNSET, SC
CRYSTAL LAWGRANCE	DANVILLE, VA
BRIAN MILES	ST. CATHARINES, ONTARIO
CLIFFORD A. CATHERS	VAIL, AZ
JOHN QUIRUS	PLYMOUTH MEETING, PA
BRIAN LEAVOLD	PORT COQUITLAM, BC
CARL (C.H.) BALTUS	LELYSTAD, FLEVOLAND
DEAN & SHANNON SNEPP	TOPEKA, KS
WALTER BRUEGGER	PINELLAS PARK, FL
STEVE NATKIN	WARRINGTON, PA
STEVEN HUSTAK	PAINESVILLE, OH
JAMES K. BENSON	VOLO, IL
AMANDA MORGAN	NAVARRE, FL
PATRICK BOHNET	RED DEER, AL
JEFF SOYRING	COVINGTON, LA
SCOTT LAUER	PELZER, SC

– SPECIAL NOTICE –

Effective January 1st, 2020, CCOA membership dues will increase. We have not changed the price of the membership for many years. Due to the updates in graphic design and layout, better quality paper, and more full color pages, the costs to produce the magazine have increased. Our goal is to provide you with a magazine that you will want to collect for years to come.

- *The digital, full color version sent via email will increase from \$25 to \$30 annually*
- *The mailed version (US) will increase from \$35 to \$45 annually*
- *The mailed version (non-US) will increase from \$40 to \$50 annually*

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: 1967 XR-7GT

VIN: 7F93S5XXXXX

Miles: 7,510

Condition: 3

Winning bid: \$7,700

Total # of Bids: 32

Comments: This XR-7 came with the GT package, the original 390, 4 bbl carb and auto trans have been rebuilt. This Cat runs/drives excellent. Has many new parts including front sway bar, front bushing, gas tank, power steering pump/hoses, aluminum radiator/hoses, water pump, distributor (converted to electronic), tires and dual exhaust. Has power disc front brakes, console and factory AC (missing components

under hood). Interior is in fair shape and the rear seat only has a crack at the top, the front buckets are perfect. Needs new dash pad and carpet, comes with new headliner material. Body is in great shape with only one small rust area at drain plug in trunk and NO rust in floor pans or frame rails. All the trim is included. Car is primed and ready for wet sand and paint. Also a new windshield gasket and headlight vacuum lines are included with car.



Year/Model: 1970 XR-7 convertible

VIN: 0F94H5XXXX

Miles: 28,500

Condition: 3

Winning bid: \$2,900

Total # of Bids: 18

Comments: Unmolested number matching XR-7 convertible in need of a cosmetic restoration, last ran seven years ago. Showing only 28k miles, but could be 128k miles. The paint and interior are original. The driver's floor is rusted through, have a new driver side floor pan. Comes with many new parts including a rear bumper. Only minor repairs needed to make this Cat fantastic!!



Year/Model: 1971 STD convertible

VIN: 1F92H5XXXXX

Miles: 74,828

Condition: 2

Winning bid: \$3,750

Total # of Bids: 27

Comments: This std convertible is all original and has been in the same family since 1980. It was parked in a shed over 30 years ago by owner's grandfather and will need some TLC to make it roadworthy again. Paint is all original with minor chips and dings,

right rear 1/4 panel has minor damage and undercarriage has surface rust. The top has holes. Interior needs to be restored, the radio is missing.



Year/Model: 1974 XR7

VIN: 4A93H5XXXX

Miles: 12,474

Condition: 3

Winning bid: \$1,525

Total # of Bids: 16

Comments: This XR7 is 100% original with only 12k miles. The body is in great shape with no rust or dents. The driver's seat has one tear. Has AC, floor shift and front bucket seats. All chrome and windows are in good shape. This Cat was sold new in Montana and has not left the state. An easy restoration and a fun car to own and drive!!



Year/Model: 1979 XR7
VIN: 9A93H5XXXX
Miles: 90,000
Condition: 3
Winning bid: \$1,225
Total # of Bids: 12

Comments: This XR-7 has only traveled 90k miles in 40 years and has had only three owners since new. This Cat has no power options, but does have auto trans with floor shifter and full gauge package. Has new brakes in front and rear, tires have less than 10k miles. Currently not running due to sitting and undriven, cleaning the carb should get running again.



Year/Model: 1969 XR-7 coupe
VIN: 9F93H5XXXX
Miles: 23,500
Condition: 1
Winning bid: \$16,300
Total # of Bids: 8

Comments: This XR-7 was special-ordered and is one of only 142 made with the 351/4spd combination. It was delivered on December 30, 1968 in Washington. The 3rd owner acquired it in '01 and did a multi-year restoration beginning in '02. It was stripped to bare metal and galvanized steel used to repair any questionable panels, a color change was made from the original burnt orange to the same shade of purple

that was used on a limited run of 98 Cats in '69 as a promotion for the Rocky Mountain Insurance Company in Calgary, Canada. The engine/trans were rebuilt and many new parts were installed including the power steering pump, alternator, brake master cylinder and an engine dressup kit with chromed air cleaner/valve covers were added. The front end was rebuilt using poly-graphite bushings, coil springs, control arms and tie rod ends. New KYB shocks were fitted all around and new rear leaf springs and shackles were installed, a competition brace was added between the front shock towers. The radiator and heater core were rebuilt, a new Flowmaster dual exhaust was installed along with a new gas tank. The gearbox was completely rebuilt with a new clutch and the differential was rebuilt. Has new bumpers (front/rear), grille, wheel trim rings with caps and 4 new radial tires. Has new black vinyl top and the interior is new with a few upgrades including an 8,000 rpm Eliminator tach, new speedometer, correct-appearing modern AM/FM stereo, new clock and a polished alloy Cougar sport steering wheel. The body is very straight and the paint still looks great, all glass is very good. This Cat runs, drives, shifts and stops well. Comes with extensive records of the work done over the years and a full set (five) of original repair manuals, owner's manual and original assembly line tag. Also comes with a selected original advertising brochures, magazine articles and a Marti Report. 🐾

PERSONAL ADS

- By Kamran Waheed (CCOA #3679)

PARTS FOR SALE

428 Cobra Jet motor: block date 0G13; heads cast # C8OE-6090-N, dates 8M28 & 9A8; intake C8OE-9425-C, date 9A15; crankshaft cast # 1UB; rods cast # C7AE-B; harmonic balancer cast # C8AE-6316-A2; triple crankshaft pulley cast # C8AE-6312-D; water pump pulley; water pump cast # C9AE-8505-A; timing chain cover cast # C8AE-6059-B; oil pump cast # C2AE-6604-A; fan cast # C9ZE-E; engine lift hooks cast # C8OE-17K004-B; alt. bracket cast # C8AE-10145-B; exhaust manifolds etc. \$7,500.00 1968 390 with C6, A/C, P/S, P/DB etc. etc. all still in a 1968 Ranchero you get the whole front clip \$3,500.00 1973 C6 460 Police Interceptor cast iron tailshaft transmission : Tag # PJC H5 FA 013051 \$1,000. 460 PI short block: block cast # D1VE-A2B , date 3E4; crank cast # 2YAB ; water pump cast # D2VE B-A ; Dist cast # D3ME-12127-CA , date 3D25; alt. cast # D3VF 10300 AB 15V 90A NEG; flex plate; Harmonic balancer; brackets; pulley, etc. \$2000.00 429 Police Interceptor heads: cast # D2OE-AB, dates 2C29, \$1,200.00 429 CJ carb: cast # 7040288 , date 1182; AUTOLITE tag # D0OF B , date D227, \$750.00 429 CJ / SCJ valve covers, \$650.00 pr 429CJ/SCJ short block: 4 bolt main block cast # D1VE-6015-A, date 1A19 or cast # D0VE A, date 1F15; \$4,000 each. 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 1971

351C 4V closed chamber heads: cast # D1AE; dates 0K24, \$800.00 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 



Greg Taylor Enterprises
PERFORMANCE and
RESTORATION SPECIALIST
850-728-3953
GregTenterprises@yahoo.com

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

