

The Official Magazine of the Cougar Club of America

VOLUME 38 | ISSUE 4
WINTER 2019

ATSOTC

At the Sign of the Cat



CELEBRATING
50 YEARS OF
THE CJ 428



**428 CJ
THRIVES
IN 1969**

**YEAR IN
REVIEW
EDITION**

TNCC
REVIVAL
**TOM
ALLEN'S
351**

COBRA JET

THE HISTORY OF FORD'S GREATEST HIGH-PERFORMANCE
MUSCLE CARS SPECIAL EDITION

By Rob Kinnan & Diego Rosenberg

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Mustang Monthly editor Rob Kinnan and muscle car writer Diego Rosenberg bring this history back to life in an all-encompassing book that is the first to specifically feature all Cobra Jet cars, from the initial "135" Mustangs to 1968-74 Cougars plus the purpose-built drag cars of today. *Cobra Jet: The History of Ford's Greatest High-performance Cars* will hypnotize you as the first and complete history of Ford's most famous engines during the era's peak.

Features Include:

- 351, 428 & 429 Cobra Jets
- Cobra Jet Mercury Cougars
- *by CCOA Club Members!*
- Cobra Jet Mercury Montego
- Cobra Jet Mercury Cyclone
- & more!

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SPRING 2020 Issue - send your submissions no later than January 31st, 2020

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

- FREE online only membership for members who make regular contributions to ATSOTC Magazine. Members that make significant contributions to the magazine will receive a complimentary print version.
- \$30 for members who receive the magazine by email.
- \$45 for members who receive the magazine by postal mail to a U.S. address.
- \$50 for members who receive the magazine by postal mail to a non-U.S. address.

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

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.

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

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A View from the Chair



GAVIN SCHLESINGER
CCOA Chairperson
CCOA #5780

DASHBOARD

Looking back at 2019 and the 50th Anniversary of the 1969 Mercury Cougar, it feels like more material is out there that we need to look for and share in future ATSOTC magazines. ski packages, custom interiors, magazine ads and full-size vintage giveaway cars. Please continue to send your photos and articles to submissions@cougarclub.org and cc chair@cougarclub.org

As the CCOA Chairman, I reflect a lot about the Club, the cars and our hobby. It is often stated that the Cougar Club of America supports and is a resource for all year Mercury Cougars 1967 - 2002. The club consists of a network of people that gravitate to one year or another, and people that specialize in the year or models that the individuals enjoy, ultimately it is the car that brings us together and the model and year not as important, we like them all.

"Founded by Mercury Cougar Enthusiasts, made strong by our Membership and Volunteers"

For me, as I enter 2020, there is a realization that life is random, it is too short with a finite amount of sunrises and sunsets. How we leave our mark in history is by the relationships we foster, the lives we touch, and people whose memories we live on in. I, like so many others in our hobby balance work, family, commuting, my passion for the Cougar Community, and all the commitments that go along with each of them. Life experiences as well as fostering relationships are two very important things to focus on. In the auto enthusiast hobby, the vehicles are important, just not as important as the relationships we foster.

Being seen and interacting with others is more important than bringing home an award. The memories we create by shared experiences are truly invaluable.

Keeping all Cougar Enthusiasts informed for upcoming events and activities, we try to maintain information provided on www.cougarclub.org and our Facebook page. The more you can share about events, the more of our fellow CCOA members can plan to also attend events they may not have been aware of.

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

On behalf of the BOD, Volunteers and our membership, I want to thank Pam Lindsay for her role as Editor for the previous 2019 ATSOTC Magazine issues and welcome David Hyatt to the role of Editor. I look forward to working with David as he brings his own styling to ATSOTC Magazine and continues to elevate the magazine each issue. We have come a long way from the days that Rob Merritt was the "Temporary" Editor for ATSOTC. The role of Editor is a key position within the CCOA, please join me in welcoming David.

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

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



<http://www.cougarclub.org>



<https://ccoa.club/fb>



In loving memory of Matt Slay
12/21/71 - 4/8/2018



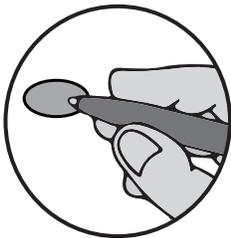
Official Ballot

2020 Election of Officers



Instructions:

Select your choice from the candidates for the CCOA Board of Directors positions indicated below. Vote Now! Your ballot must be received by **January 31, 2020**. Mail your ballot to the CCOA Chairman at:



Gavin Schlesinger
416 Avenue E
Redondo Beach, CA 90277

Or via email:
Chair@CougarClub.org



1. Vice-Chairperson

- Mark Kulwik
- _____

3. Club Services Director

- Randy Christian
- Conan Tigar
- _____

2. Financial Director

- Mark Smith
- _____

4. Community Relations Director

- Greg Taylor
- Randy Christian
- _____

Your Member Number or Name:

Note:

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

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



OWNED BY
CHRIS JONES
SHARPSBURG, GA
CCOA #02069



1969 428 CJ MERCURY COUGAR

MY LOVE for the Mercury Cougar started a long time ago in 1982 when my brother handed down to me his 1968 Dan Gurney Special that had been in our family since it was new. It did not take long for this love to turn to different years and models. By 1987, I had owned a 1968 XR7-G, a 1969 XR-7 convertible, and had looked at several GT-E Cougars so the “Big Block” sickness had started. I was thumbing through a Hemmings in early 1990 when I came across an ad for 1969 428 CJ Ram-Air 4-speed for sale that was listed in Pennsylvania. A quick trip to check the Cat out revealed it had been sitting on the side of an elderly gentleman’s house, and it was bought for a quick flip. I negotiated a deal and purchased the car. Once back in Oklahoma, I enjoyed short trips around the neighborhood – it was a running very original example – it even had the original bias ply tire in the trunk. I kept this Cougar until 1999 when divorce forced its sale. Note: the buyer still has that Cat.

Fast forward a few years, by 2009 the itch had started again – I really wanted a ‘69 example with a 4-speed just like the one I had. I researched and looked at several examples until finally locating a car on Craigslist in July 2011. This Cat was located outside Denver, CO. Again, a quick trip to check it out was in order. I was sold when the owner took me for a quick test drive – that immediate sensation of being pinned to the back of the seat left no doubt that this was the car for me. Once back in Georgia, I started to work on some minor running issues, while just driving the car around locally for short trips. The Cougar quickly earned the nickname “Black and Blue” since it was in black primer and the original color was Bright Blue Metallic. The search on this car’s history took an interesting turn in 2016, when I was able to locate and speak to the original owner. In turn, this led me to the Sales Manager that sold the car and the

2nd owner – all three people knew each other and still know each other to this day. Today, this car has started its much-needed restoration. The body has been sandblasted down to bare metal, some components restored, and any missing pieces sourced. (Distributors for ‘69 428 CJ cars are not cheap).

Well, who needs two 428 cars, right? My second search really did not start with looking for one – by chance I was at the 2017 Cougar Nationals in Tulsa Oklahoma when a black 1969 Standard 428 CJ Ram-Air 4 speed car showed up at the display. Curious to the story behind it, I exchanged information with the owner who said it was for sale and went on my way. I assumed the car found a new home and did not think about it anymore. In the fall of 2018, the owner called me, and he asked if I was still interested in the car. I told him I had purchased an entire collection and really did not have the funds to purchase his car. However, I did ask him if he was open to trades. After some soul searching and extensive negotiations, we struck a deal. In February 2019, I brought home my 3rd 1969 428 CJ car- this one a 1969 Standard convertible 428 CJ Ram-Air 4 speed – one of only 7 made in that trim. The car is now triple black, missing its original drivetrain, and it was originally red with a black interior and white top. After quickly locating a previous owner, who had the car in the late 1980’s, it was learned that even then the car was already missing its drivetrain.

I have also started my lifelong passion for spending more time in the Cougar world by buying a collection in 2018 of 9 Mercury Cougars and parts that were in a barn in Kentucky. This led to the creation of my company, CJ Cougars, and energized an effort to start a new regional group on Facebook called the Southeast Cougar Club. Today, I spend any spare time work-



ing on my own Cougars and getting some of these cars from this collection back on the road and into the hands of new Cougar owners. 



ROD CREACH
SUNSET, SC
CCOA #10093

A BARN LIKE NO OTHER

THE 1967-68 SCHOOL YEAR...a smiling red-headed kid met a lanky quiet kid in 2nd-grade class from the western suburbs of St. Louis and became friends for the next 50 years. Unknown to either of them, a thousand miles away, someone in New Jersey was ordering the mightiest of all Cougars to ever prowl the pavement. That lucky person was ordering a Madras Blue 427 cubic inch, “7 Litre” side oiler powered 1968 GT-E Cougar, with Standard interior. That was a mid-year option package putting 390Hp and 460 ft-lb of torque under the right foot of a very few happy drivers. There were only 101 Standard GT-E’s and 256 XR7 GT-E’s built that we are aware of, very rare cats built with this specific engine/transmission combination and the only car offered by Ford/Lincoln/Mercury with a 427 in 1968. This Cat was special ordered at John H. Holtz Mercury in Morristown, NJ on December 11th of 1967 and was slated to be built on February 29th of 1968 at Ford’s Dearborn plant.

According to the GT-E Registrar, Jim Pinkerton, today there are very few GT-Es surviving with their original drivetrain. Finding a date code correct surviving 427 Side-Oiler is extremely rare as many were raced and driven like they were designed.

Fast forward to the late 1980s...the lanky quiet kid is now grown and working in New Mexico where he finds a classified ad in the local newspaper for a “Cougar GT-E”. The car that had once prowled the east coast area was now in the desert southwest. It was now sporting a pair of Holley 600’s (which receipts show were bought for \$88 each!) on a dual quad manifold with headers and glass packs. However, it was complete with numbers matching factory aluminum intake and iron exhaust manifolds on a shelf, all the unique badging, trim, blacked out grill and taillights, and just a few dents and dings to mark the (undoubtedly many!) street-side skirmishes. The thirsty big block and expensive gas in the 70’s kept the miles on the odometer low with only 50k having been driven. The car changed owners to the lanky kid. He and the GT-E eventually moved up to the “frozen tundra” of Wisconsin.

In Wisconsin, the engine was rebuilt to assuage the ravages of time and youthful exuberance. The factory single 4V manifold was restored and everything inside balanced to a gram,

it indeed purred like a contented kitten. After a few years, with few miles driven, the big Cat started a restoration. It proved to be too big of a task and progress stalled. The big Cat languished in its heated cage of a barn, where it would sit for over 3 decades.

Fast forward again to 2019... The smiling red-headed kid is no longer a kid, his red hair now replaced with gray, but he’s

still smiling, now in retirement, and living in the foothills of the Blue Ridge Mountains of South Carolina. He decided to reconnect with his old friend, the lanky quiet kid. It was early June 2019. After failing with old phone numbers and email addresses, he spotted a public list of club membership list that included cell phone contact numbers. A single word text message was sent with a word that ONLY the lanky kid would know. Some 4 hours later, he responded...It was him. After a few more texts, a lengthy phone conversation followed where the two old friends giggled like teenage school-girls while they caught up with each others’ lives and reminisced about childhood memories. Many things have changed but it turns out,



FIND THE



even more things are exactly the same today...more than 50 years after 2nd grade.

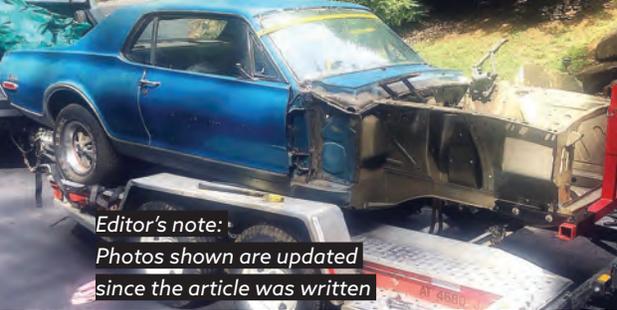
Over the next several days, text messages and emails centered on the topic of cars. A conversation about the 1968 Cougar continued with an offer by the red-headed kid to restore it for the cost of the parts alone. A difference in approach to this restoration emerged. The lanky kid wanted to upgrade and otherwise modify the car and do it with a limited budget plan. He wanted a Ford-powered beast that would "smoke the tires at the local burger doodle". He did not want a concourse princess that would terrify him to drive and then drive it abusively at times. The redheaded kid said this ultra-rare Cat deserved to be kept all original with numbers matching, getting a no expense spared, meticulous restoration to its original glory. The friendly dispute continued until the redheaded kid agreed to do it his way...saying, with a deep sigh...value doesn't matter

if you're never going to sell it. That was when Lanky kid said: "IF I were to ever sell it, it would ONLY be to you". The conversation then turned to redhead asking Lanky; "what would you expect to pay for this tire-burning monster of your dreams?". His answer became redhead kid's offer for the Cougar. The offer was accepted and so begins this muscular Cat's parole from its 30+ year sentence in a southwestern Wisconsin barn.

The next step for this lucky Cat is to travel from the frozen tundra of Wisconsin down to the warmer climate of western South Carolina with all original and restoration parts packaged up and ready for the journey. Instead of lounging on a heated cement floor, the cat will spend the next many months perched on a rotisserie. This will allow easy access to the undersides, so any of the brutal ravages of time and salt can be removed.

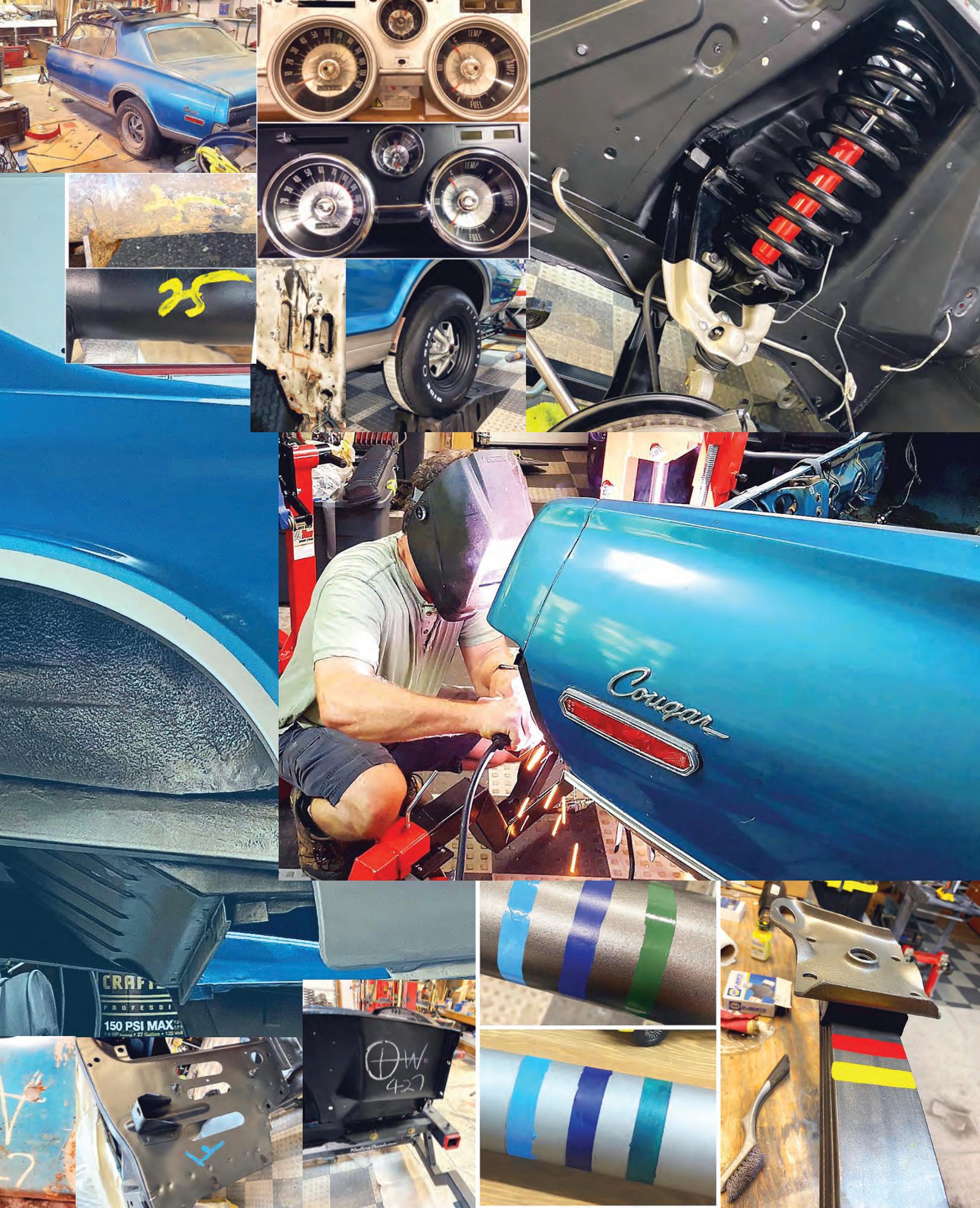
Look for more of the story as this very special GT-E is brought back to its former glory. 





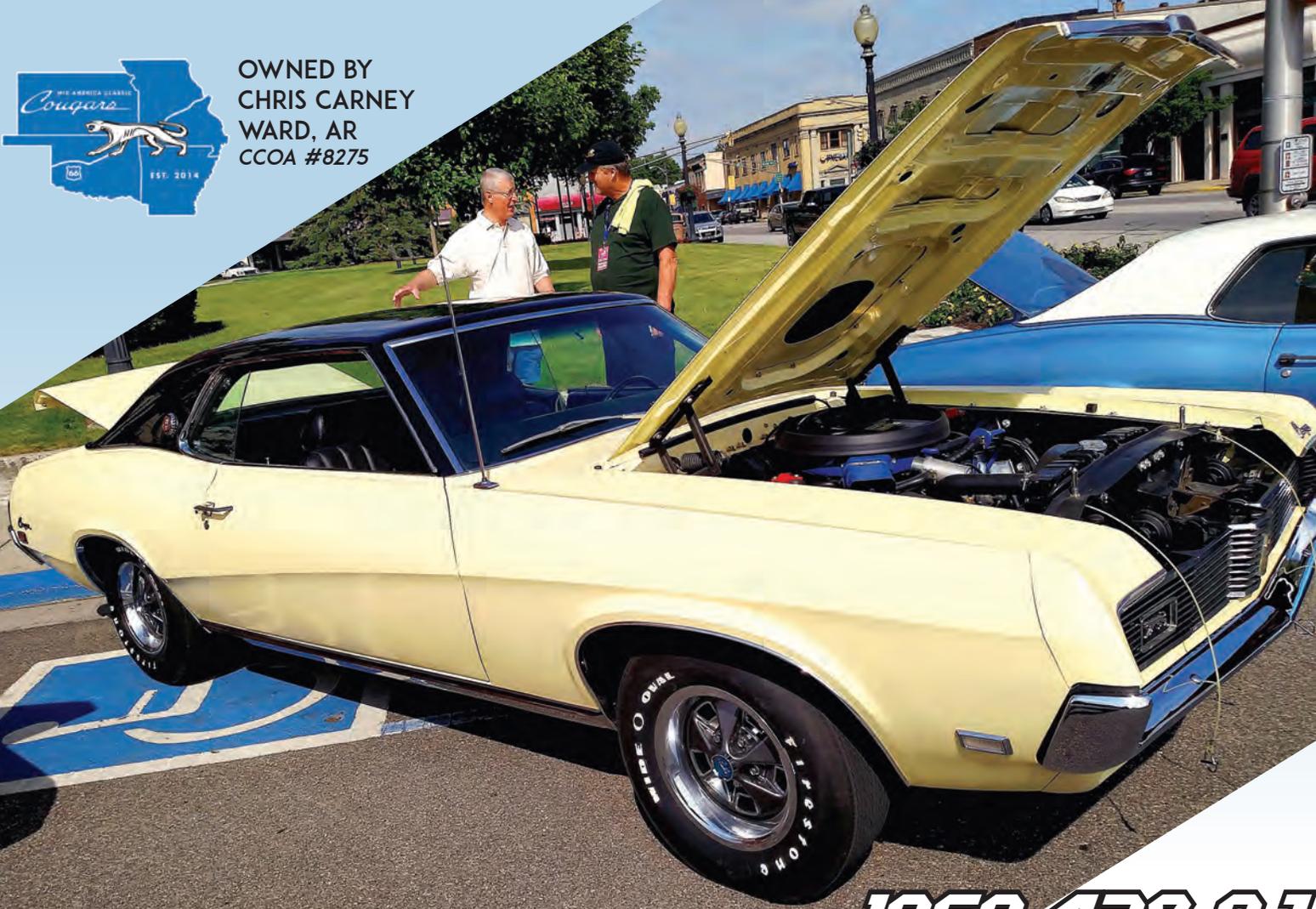
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Photos shown are updated
since the article was written



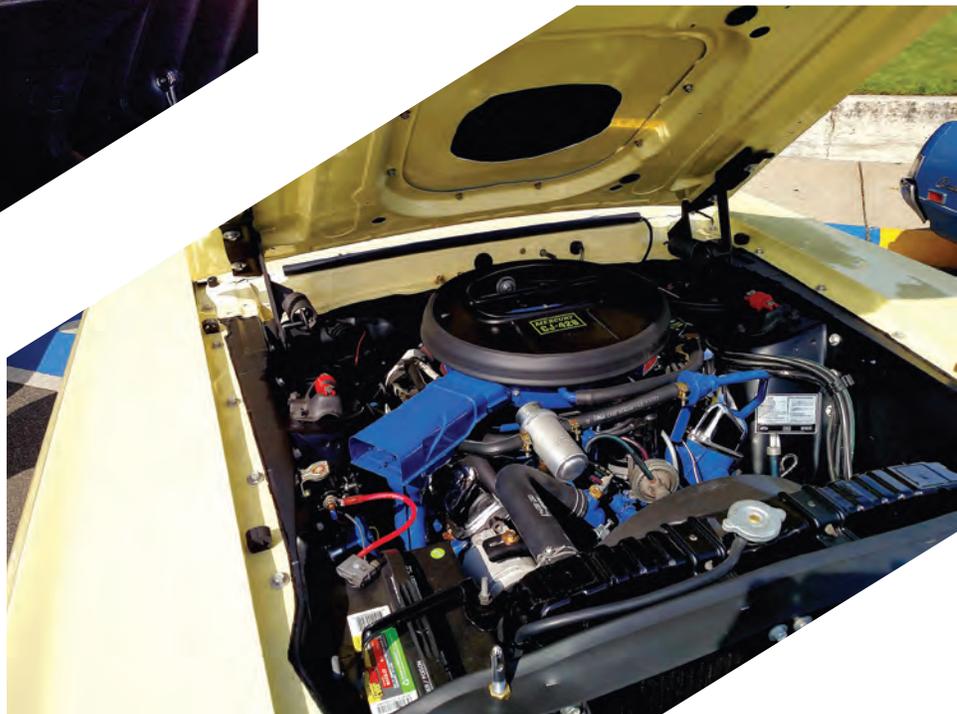




OWNED BY
CHRIS CARNEY
WARD, AR
CCOA #8275



1969 428 C-J MERCURY COUGAR



1968 XR7 MERCURY COUGAR

OWNED BY
KENDAL MERTENS
JEFFERSON CITY, MO
CCOA #10019



AT 19 YEARS OLD, Kendal Mertens bought this 1968 XR-7 in 1984 from Harold Fischer, the original owner. Then, it had 71,000 miles on it, and now the Mercury has 126,000 miles. This Cat retains its original numbers matching engine and transmission. The engine has never been rebuilt, and it still runs great.

The car was originally purchased on 4/11/1968 at Schanzmeyer Lincoln-Mercury (now Joe Machens Ford-Lincoln, but still at the same address) in Jefferson City Missouri.

TECHNICAL INFORMATION:

- 1968 COUGAR XR7
- AUGUSTA GREEN PAINT
- IVORY VINYL ROOF
- 302 2V C-4 TRANSMISSION
- DARK IVY GOLD LEATHER

The Cat was in decent shape when I bought it. It had some minor rust, but the Cougar ran and drove well. At that time, I restored the car to the best I could as a teenager who did not have a lot of money. Over the next two years, the car was repainted and a new vinyl top installed. I did not have to do very much mechanically to the car just a few minor things. I drove the car quite a bit back then, on weekends, to work sometimes, to pick my friends up at college, and so on. This Mercury Cougar has never left me stranded.

Unfortunately, without a garage, the car sat outside, and Missouri weather is not good to vehicles. At least after I bought my house the car was off the street and in a driveway. Plus, I did not drive it in the winter, so it was not eaten up with the salt and chemicals they put on the streets. In about 2004, I built a garage. Now the Cougar had a proper place to be. On June 10, 2016, Bandelier Mustang agreed to restore the car. It required about 7 months, but I think the results are amazing.

Even though the car is not rare, nor anything is special about it, the fact that I bought the car from someone who ordered it himself from the dealership makes it special to me. Unfortunately, Mr. Fischer passed away just a few years after I purchased the car from him.

I have to say the Cat gets a great amount of attention at car shows! While most people are sitting in chairs behind their vehicles as people walk by, I am almost always out front talking to people and answering their questions. At events people just seem to really like it.

As a side note, I am going to begin restoring a 1970 Mercury Cougar as well. 🐾





RANDY CHRISTIAN
BIXBY, OK
CCOA #9216

MID AMERICA CLASSIC COUGARS

MID AMERICA CLASSIC COUGARS have had a great 2019, and we look forward to an even better year in 2020. MACC has grown to 70+ members in four states. We have several things already planned for 2020, and we will continue to have our monthly club meetings in Oklahoma, Kansas, Missouri, and Arkansas.

August's club meeting was held at Craig Parrott's house in Norman, Oklahoma where we had some great BBQ and looked over Craig's beautiful 1968 Cougar. It is always a great time and meeting at Craig's. September's meeting was our annual Classics at the Drive Inn car show in Tulsa, OK. Mother nature really rained on our parade this year, but we had 40 brave classic car owners bring their Cats out for a shortened version of the car show. We are already planning Classics at the Drive Inn 3 on September 12, 2020. Put it on your calendar, and come hang out with us at the drive-in. We made our way north up I-35 to Andover, Kansas for our October club meeting at Kevin Smokoroski's home. Kevin always puts on a great spread, and this time was no different as the home-cooked fajitas with all the fixings and chocolate chip cookies won the day. We look forward to making another trip to Andover in 2020. November's meeting was at Charlie Brown's house in Owasso, OK, and our annual Christmas party was hosted by Randy Christian's in Bixby, OK.

MACC wants to invite any '67 to '97 Cougar owners to bring their Cats to attend the Daryl Starbird Custom car show in Tulsa, OK with us. This is the largest indoor car show in the middle part of the country. They had 1037 cars in the building in February 2019. We were honored to have Chuck Donaldson's Lethal Cat at the event in 2019. There were 28 Cats in the 2019 show, and we are hoping to get 40 cars in 2020. If you would like to attend, please reach out to us, and we will get you the show details. The 2020 show is February 14 -16, 2020 at the Expo Square Center.



CCOA Application

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 <https://ccoa.cornerstonereg.com> today. Annual dues are **\$30** for members who receive the newsletter by email. For members who want a printed newsletter by mail, the dues are **\$45 for U.S. addresses** or **\$50 for non-U.S. addresses** (payable in U.S. funds only) Become a member of the club that is *exclusively* dedicated to the preservation of the Mercury Cougar.

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Tell us about your Cougar!



ROB MAY
LOMPOC, CA
CCOA #9623

CCMC ACTIVITIES PREPARE FOR 2020

Central California Mercury Club (CCMC) had fun with 2019 activities and is looking forward to 2020. Thanks to Rick Miller for the All Ford Orcutt CA photos and Georgina Garcia May for additional pics of the Foust family's Cat! The car season ended Sunday, Nov 3rd at Nojoqui Falls, Orcutt, CA will be the place to be on March 14th for the St Patrick's Day show kicking off 2020.

Our main event for 2020 will be the Cabrillo High School car show in the Vandenberg Village (Lompoc, CA 93436) on May 2nd. Let's fill the Mercury Cougar class with '67 to '97 Cats in any and all conditions (except no LS swaps). We want to see your projects, survivors, daily drives, restored, and trailer queens! Trailer space is available. CCMC will provide special Mercury and Cougar only goodie bags and raffle prizes! What will Rob May (who attended Cabrillo in the Eighties) bring out of his museum?

Speaking of Cabrillo High School, our feature car (photos by Georgina Garcia May Photography and Rick Miller) for this report is the Foust family's 1967 Cat. John Foust (CCOA# 10110) of Lompoc, CA states "We purchased this Cat in June of 2018 to be a project car for our son, Johnny. (Note: Johnny's 16th birthday was celebrated in March of 2019). My wife, Tracy, was the one to locate the Cougar and is supportive of our project. Our son, Johnny, has been a 'car guy' since he was little. He wanted a project car that he could work on and put his own stamp on. We felt this Cougar was perfect for this dream." The Cougar currently has a 302 engine mated to a C4 automatic transmission. The interior has been partially redone. A little bodywork and new paint is on the future to-do list. "We drive the car daily, and with the work we have done so far, the car runs well." John drives to the high school to pick up Johnny, then Johnny drives the car home. "We love the color of both the exterior and interior. We





also just love the overall style of the car.” Johnny goes to Cabrillo High School in Lompoc, California. His school requires a Senior Project and Johnny plans on working on this Cougar for his project—a perfect father and son project!

Bring your 1967 to 1997 Mercury Cougar out to these Central California events. (We would love to see more participation from 1974 to 1997 Mercury Cougar owners). 

1969 428 CJ IN NORTHERN CALIFORNIA



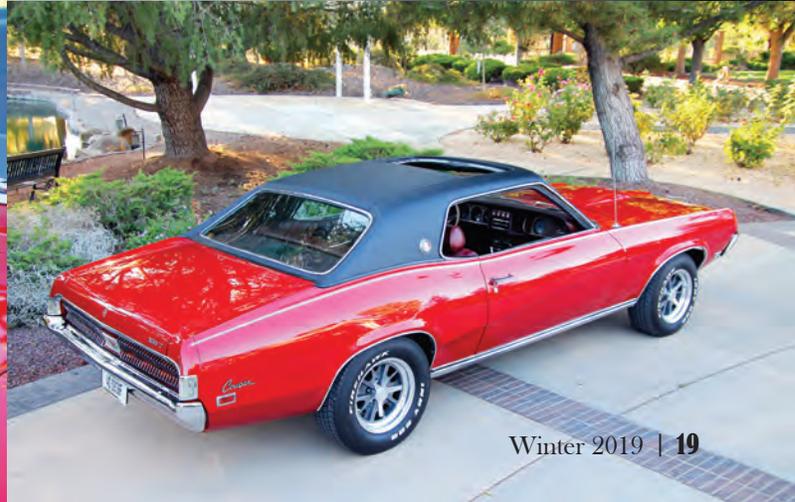
ROB CROWDER
OAKLEY, CA
CCOA #9222

MY BROTHER, Steve, and I from North California bought the Cat shown in October of 2008. We had been looking for a CJ Eliminator and happened upon this amazing Cougar on eBay. The auction description read “This is as low as She’s going! Loaded ‘69 Mercury Cougar XR-7 428 CJ RAM Air, Factory Sunroof“. Well, this got our attention! As it turned out, the Mercury had just gone through a 2-year ground-up restoration. We bought this CJ sight unseen which always adds a bit of risk, but even more so, excitement when you finally see the car for the first time. We were certainly not disappointed when this Cat arrived at our home in Oakley, CA. It was beautiful inside and out, and the color combination was stunning!

Equipped like grandma ordered it, this CJ Cougar has all the bells and whistles that you would expect in a luxury sports car (except she goes like hell!). The factory sunroof tops it off when you don’t feel like turning on the A/C. The car is numbers matching and has been restored to a high level with many NOS parts. The engine has been modified for performance; however, we have all the original parts including the Ram Air items. (Note: The Ram Air was left off the car because the new intake was too tall).

This Cat is fun to drive and other than the performance upgrades, drives like a brand new ‘69 Cougar. For the most part, the Mercury was left stock other than engine modifications that could be reversed. Both Steve and I feel it has way too much power for the handling ability of the car, but that certainly does not keep us from taking her out for a spin! 🐾







DANN ALLEN
MANHATTAN BEACH, CA
CCOA #9424

428 CJ IN SOUTHERN CALIFORNIA

BACK IN HIGH SCHOOL, Dann Allen had just gotten his license and wanted a muscle car like his friends. A Mustang was at the top of the list preferably with a V8, 4V, and dual exhaust. Unfortunately, his Dad said no muscle cars; so presumably, they'd look for a six-cylinder.

"I was full of anticipation as we went into the woman's garage who was selling her husband's car. He was in the service and wanted it gone. I fell in love at first sight with the 1969 Cougar XR-7 we found inside. My Dad liked it too as he did a smoky burn-out on the way home with a big smile on his face (I didn't drive a stick yet). The fact that it was not a six-cylinder and had a 351W, 4V, with 4-speed was quickly forgotten. Dad is gone now, and that is a warm memory for me. That first Cougar was Dark Ivy Green Poly, Saddle leather, and equipped with the elusive 4-speed trans. It cost me \$500.00.

I drove it through HS and College putting it away each winter to avoid the road salt in the Northeast. My love for the Cat grew as it was my trustworthy ride through HS, college, dates, proms, plus she beat many a Chevy at the quarter-mile. Unfortunately, I wrapped her around a tree racing a Porsche (bad idea). I've wanted another one like it ever since."

After moving to the West coast, Dann was on the lookout for another Cougar. Requirements included Dark Ivy Green color, 4-speed, and a convertible top would be nice too. He looked through classified for about 10 years until Dann saw an ad for a '69 Cougar Convertible with 4-speed. At the time it was Medium Green Poly, but after checking the Marti Report, it determined to be originally painted Dark Ivy Green. It also just happened to have the R-Code 428 CJ w/ Ram-Air! "Things happen for a reason as the Cat was in Chicago, and I just happened to have a work trip scheduled there. Again, it was love at first sight, and in short order, it was in my garage and couldn't be happier."

"I drove the Mercury for a couple of years, working out the mechanicals then ultimately sent it out for paint/ restoration. Interestingly, during teardown, we found a UAB union voting guide under the carpet. The election was scheduled for May 6-8, 1969, and my car was built on May 5th. Apparently, a worker on the line tossed it under the carpet. Pretty cool as it has



pictures of the Dearborn plant workers. How many people have pictures of workers at the plant the week their car was built?"

The previous owner kept all kinds of documentation including a stack of ATSOCT magazines. He also shared some stories about the car's history. The car was originally sold through Madsen Lincoln-Mercury in Sioux Falls SD. A previous owner liked to drive her fast. Too fast apparently, as he got so many tickets that he lost his license. As the story goes, the police officer that wrote many of the tickets ended up purchasing the car.

This Cougar turned out to be quite rare as only seven Standard Cougar Convertibles were fitted with the R-Code 428CJ and 4-speed per Kevin Marti. R-Code cars came with heavy-duty suspension and staggered rear shocks, so smoky burnouts are not a problem. The car is a blast to drive with the top down and the 4-barrel open! 





LARRY QUAY
RIVERSIDE, CA
CCOA #09460



*In
Tribute of Larry Quay*
**1969
CONVERTIBLE**







KEITH HYATT
ORANGE CITY, FL
CCOA #10018

THE CAT NOBODY WANTED

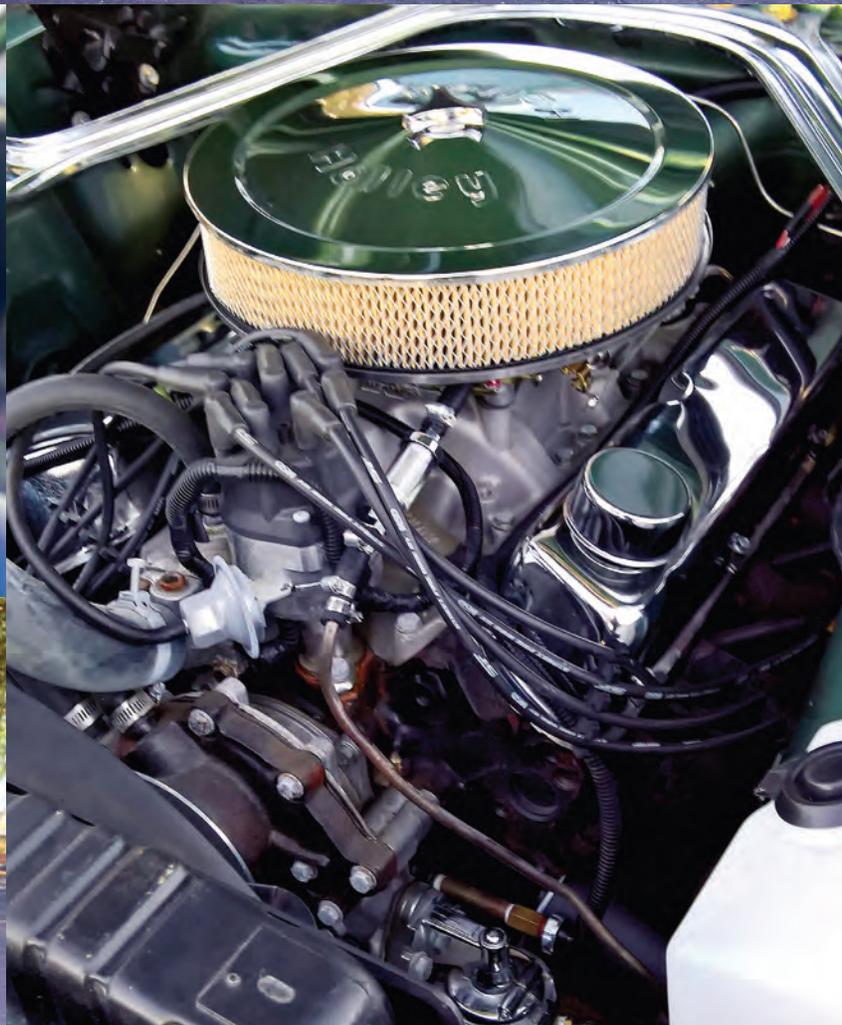
AS KEITH HYATT built model cars and bought Hot Rod magazines when he was 12 or 13 years old, he learned very quickly how to tell one car from another. Thus, when a Cat sat in a relative's driveway, he knew instantly it was a Cougar. He continued the Cougar owning tradition. "My 1st Cougar was a Gold '72 XR7 bought around 1976, It was perfect, not a thing wrong, and I wish I still had that Mercury." Fast forward to 2017 and his love for these classic Cats was still strong.

After a while looking at many ads, Keith found a '68 on Facebook that was advertised as mostly restored. Originally the Cougar was priced at \$16k, but it dropped to \$12.5k and it remained unsold. While he couldn't afford either price, Keith kept tabs on it. The car sat for sale for over a year. The owner said he showed it to someone, but they passed on it because of starter issues. "He said he fixed it, and I offered him \$8k (pending on-site inspection) which he accepted." Keith drove from central Florida to Atlanta to see it first-hand.

Front fender damage was instantly noticed upon arrival. Keith later noticed the bowing of the inner fender along with the dented vacuum tank. He opened the hood to see the engine. "At first glance, it looked very good, but I noticed a dried puddle of gas on the intake manifold below the fuel line. It smelled of varnish which told me the engine would not start." Giving the owner the benefit of the doubt that maybe there was some fresh gas, Keith tried to start the car. Alas, it would not fire. The owner said the battery was low, but it was cranking enough to start the car. Thus, the problem Keith knew was old fuel, not the battery. "Sadly, after the owner installed a new battery and tried to start the engine to no avail, he finally concluded maybe I was right."

Keith went back to the hotel to think about it. "After seeing the Cat, I realized it needed more work than I initially thought, especially to fix everything he did wrong. The guy started the restoration around 2010, but I don't know when he stopped working on it." Keith gave it serious thought as he felt the car had potential, and he realized it should be corrected and finished. "I didn't think it was worth the \$8k I had offered," Keith told the owner about seeing too many things wrong with the car. "It needed too much work, and that's why no one wanted it. I told him I was not going to buy it for my initial phone offer of \$8k." Instead, Keith gave him one last 'take it or leave





it to offer'. "Well he took my offer of \$6500, so I became the proud owner of a 1968 diamond in the rough." The project is progressing, and soon to be back on the road, after more much needed TLC. 🐾



CHRISTOPHER MIZZI
DEARBORN, MI
CCOA #10016

1967 GT CAT IN DEARBORN, MI

FIVE YEARS AGO, Chris Mizzi and his wife were on vacation in Denver, CO. While checking out a local ad on Craigslist, a '67 Cougar GT caught Chris's eye. The ad stated that the Cat was clean, original, and needed restoration. The Mercury was exactly as described. The right front fender had some minor collision damage, but there was minimal rust. The Cougar was still sporting its original faded Cinnamon Frost paint, saddle upholstery, and styled steel wheels. The Cat ran, but the owner had installed a 428. *"As much as I liked the car, I told him I'd only be interested if it had the original engine. To my surprise, he said he had the original engine/transmission in the garage. It was there, and after I checked the numbers to be sure it was the right engine, I made a deal on the car."* Chris had it shipped home with the original 390 bolted in just good enough to make the trip.

The GT Cat sat for about a year while Chris worked on a plan to restore the car. *"I stripped it down removing all the trim, bumpers, glass, interior, engine compartment wiring, and drivetrain. My father-in-law, Ray Gonzalez, rebuilt the 390 to original specs."* The original Holley Carburetor was also rebuilt. Bumpers were re-chromed, and the stainless trim was straightened and polished. *"The undercarriage and engine bay were sandblasted, and*

a friend of mine and I sealed and painted those areas." Once that was done, the rest of the car was sandblasted using a dustless blasting service. *"I was pleasantly surprised at how straight and clean the car was already."* Once that was done, the body was sealed with epoxy primer, and then it was off to the painter.

While the car was being painted, Chris worked on the rest of his Cat. He initially wanted to restore the car to its original condition, but after a lot of thought and debate, Chris decided to make some changes to the interior. *"A local upholstery shop designed and made leather seat covers and door panels. They wrapped the dash pad and console in leather as well. The final result is a two-tone leather interior that really compliments the exterior color of the car."*

Chris finished the GT Cat just in time for the 2019 Detroit Autorama where it received 1st place in the Altered Restored class. *"It was a lot of fun talking to the many people who stopped to comment on the car. It was hard to believe how many people said they had a Cougar or knew someone who had one. The most common question asked was whether the Cinnamon Frost color was original to the car."* 🐆







ERIC DESS
LOWELLVILLE, OH
CCOA #06366
WWW.COOLCATS.NET

THE 1983-88 MERCURY COUGAR

THIS ISSUE we'll finish the series on MN12 (1989-97) Mercury Cougars with a look at the final rear-drive models, the 1996-97 models.

North America was absolutely SUV crazy, with sales skyrocketing at the expense of passenger cars. Ford's overall lineup still featured only a handful of coupes (though all were rear-drive: Cougar, Thunderbird, Mark VIII, Mustang). It was crystal clear that coupes were falling out of favor very quickly, save for the Mustang which was always in the spotlight. But at this point, there was radio silence from Ford as to the future plans for the Cougar/T-Bird/Mark VIII coupes, which all shared the same relative platform. In essence, they were the last survivors of their kind, huddled together and awaiting the inevitable.

1996

That doesn't mean that the Cougar was totally neglected. The 1996 model

year brought another two-year styling cycle to the big Cat, mostly cosmetic but with some under-the-hood tuning. As before, there was one basic model, the Cougar XR7, with a standard V6 and optional V8 engine.

After a long drought, the 3.8L push-rod V6 got a little power bump, up 5hp to 145hp total. The SOHC 4.6L V8 gained a new upper intake manifold, and while there was no increase in horsepower, the peak power range was lowered a bit and torque saw a small boost. All other components of the drivetrain and chassis remained unchanged from the previous year.

On the exterior, the Cougar XR7 was slightly restyled with a new, rounder look overall. The front end saw a totally new design with new aero jewel-like headlamps, a new waterfall grille, and a smoother bumper cover with chrome accents. The hood was also reshaped and, along with the headlamps and side

markers, was shared with the Thunderbird for additional cost savings. However, the look was arguably smoother on the Cougar.

The sides now featured a thick lower cladding, which brought a heavier look to the lower portion, along with chrome accents. Out back, the reflector-style taillamps continued but the new curvy rear bumper brought a bit of sophistication to the rear view. And there was finally a new 15" aluminum wheel option for the Cougar XR7.

Color-wise, the overall offerings were greatly pared down from the previous few model years. It seems that a back-to-basics approach was now the norm, with very few flashy colors now. Silver Blue/Graphite Nite-Mist was about the most interesting; greens were down to just two shades.

The interior featured a new paisley-style seat pattern on cloth seats, and color options were pared down to four (charcoal, green, tan, and blue). Otherwise the inside remained unchanged from 1995.

Based upon the relative success of the Feature Edition cars from 1994-95, Mercury introduced a brand new replacement model for 1996 called the Cougar Sport which featured a luggage rack, 15" BBS wheels (same as the ones used on the 1992 25th Anniversary Cougar), and the Cougar logo embroidered on the seats and floor mats. At some point in late 1996, a factory spoiler replaced the luggage rack, and this is believed to be the first factory spoiler offered since the early 1970s models. The Sport model was intended for V8 cars





but could also be had with a V6.

As refined as the Cougar XR7 was becoming, sales showed only retrograde movement, as fewer than 39,000 units were sold for 1996. It was obvious that with no future replacement product being announced, the Cougar's days were very limited.

1997

In its final year of the Cougar's two-year design cycle, there were no changes to the engines, drivetrain, suspension, or chassis. All models received 4-wheel disc brakes as standard equipment. No exterior changes were made. Colors were still relatively the same as the previous year, with a few new ones added (Light Denim Blue Metallic and Arctic Green Metallic).

Inside, the Cougar's instrument cluster was revised, and the console gained a dual cupholder. Nothing else was changed on the interior.

The good news for 1997 was the expansion to offer more models. The Luxury Appearance Edition was essentially the 1996 Sport model, with the same luggage rack, 15" BBS wheels, and embroidered cat heads in the seats. The Sport model was visually different now, with a factory color-keyed spoiler and the old 16" 7-spoke rims (originally used on 1989-90 XR7 models), plus a retuned suspension to add to performance. Both the Sport and Luxury Appearance models could be equipped with either a V6 or a V8.

The year wouldn't have been complete without an anniversary model. Unlike anniversary editions of the past, the 1997 30th Anniversary Cougar was instead offered as a \$495 package on any Cougar, V6 or V8. It gained special gold 30th C-pillar emblems, embroidered 30th logo floor mats and seats, and unique 16" wheels that were modified from the Mark VIII. The interior was trimmed in Light Prairie Tan and could have either the cloth/leather or full leather seats. The initial run of 30th models was painted in Toreador Red Metallic; however, that initial run sold out quickly and dealers pushed Ford into making more cars to satisfy demand. The second run 30ths were only available in Performance White, Crystal White Tri-Coat, or Prairie Tan and featured a Toreador Red 30th C-pillar emblem. Interestingly, a 30th model could be "stacked" with other models. For example, a person could order the 30th with a Sport package to get the spoiler and upgraded suspension. And once again, the 30th Anniversary Cougar was available with either a V6 or V8.

As with previous anniversary models, owners received a plethora of additional goodies emblazoned with the 30th Cougar logo, such as ignition keys, a keychain, Maglite flashlight, Cross pen, dash plate, and umbrella. They also received a special letter from the Cougar brand manager at the time.

Unfortunately, the rear-drive Cougar's fate had already been sealed. In March of 1997 Ford announced that the Cougar and Thunderbird were canceled. There was simply no momentum to keep the program going, with the market all but gone for rear-drive coupes. This coupled with an abnormally long stretch of nine model years with no major platform revisions, meant that Ford could essentially shut down the entire market segment and concentrate on the

greater profits delivered by sport utility vehicles and trucks. Still, a 30-year run for any car model is quite an achievement, and Ford's commitment to keeping the Cougar alive throughout that period was commendable. I've always felt that it deserved a somewhat grander ending, especially compared to its incredible beginning, but such is the nature of the car business in the modern era. At the very least, the last rear-drive Cougars was at the top of its game and outlasted nearly all of its competition.

Collectability

While it's difficult to call the last Cougars the "pinnacle" of the MN12 chassis, there were some interesting models that were offered. First and foremost is the 30th Anniversary model, particularly with the V8. Technically the second-run models are less common, but it's nice to know that you have a total of four colors from which to choose. Finding all the extra goodies that went with the car is becoming difficult but occasionally the items show up on eBay. Also, of note are the 1997 Sport models, which looked fantastic and actually had something different to offer with the sport-tuned suspension. Otherwise, the Luxury Appearance and older Sport models are different enough. Again, the V8 models are more desirable. Due to the more streamlined color options, there aren't any dramatic special hues for these two model years, although the 1997 Arctic Green color was a late run and is probably very uncommon. 🐈





JAMES C. DEMMER
PLYMOUTH, MI
CCOA #9778

1969 COUGAR XR7 428 CJ

HAVING ALWAYS LOVED the styling of the 1969 Cougar, James jumped when he had a chance to purchase this Cat. *"The Mercury covered all the bases for me: it had the 428 Cobra Jet Ram Air engine, it was an XR7 with lots of options, and it looked great in red!"* Originally a white car, the Cougar was repainted in red at some time in its life. It was a very attractive driver quality car. *"I decided to get the maintenance done, repair the accessories and trim that needed attention, and enjoy it. It's fun to drive, and the Cat gets compliments wherever I take it."* 





STEVE POLANSKY
CHERRY HILL, NJ
CCOA #06942

428 IN NJ

CHERRY HILL, NJ is the home of this 428 Cat with 75,000 miles now showing on the odometer. *"I had been looking for a 428 XR7 convertible when I came across this dark aqua metallic car on eBay in 2000. At that time, it had 52,000 miles. Back then, my Cougar was a 351 Convertible."* The 428 Mercury was originally a west coast car, but it was relocated to northwestern Maryland. *"My wife and I went to see and drive the car during the auction period. I almost did not get my bid in before the auction ended, but fortunately, we won."*

Steve picked up the Cat several days later, and he drove 3 ½ hours home on dry-rotted Goodyear Polyglas tires. The Mercury was in good shape with a fair repaint. In 2001, the starter went out on the way to the Cougar Nationals in Williamsburg, VA. *"Members of the Cougar Club of NJ & PA and Delmarva Cougar Club helped me make it to the show. The local NAPA store had the starter in stock, and I changed it in the parking lot at the show with a tropical storm overhead. The Cougar was driven regularly until 2008 when I had the car repainted and the interior was re-done."*

"Growing up, my children enjoyed going to their soccer and football games in the Cougar. My youngest son, Scott, began going with me to the Carlisle All Ford show when he was eight years old in 1997. The project car is his if we ever finish it. It is a '69 S code XR7 convertible. My daughter, Michelle, and son, Jeff, also helped with work on the car. My daughter had small hands which let her reach places I could not in the engine bay with the 428." 



1969 428 CJ ME



SCOTT TAYLOR
CCOA 428 CJ REGISTRAR
CHANDLER, AZ
CCOA #04282



1969 WAS A GOOD YEAR. In fact, it was a very good year for the typical auto enthusiast. The factory muscle car wars had just shifted into high gear. Every American automaker was pulling out all the stops to one-up each other. The result? An expanding muscle car market unlike anything seen before, and one which would not be repeated for decades.

Each automaker had their prized supercar offerings, which they hope would

bring throngs of new and younger buyers into their showrooms. AMC turned their lowly Rambler into "The Machine", a 390 powered red, white and blue racer. AMC also offered a 2-seater 390 powered AMX to compete with the Corvette. Luxury carmaker Buick did not want to sit on the sidelines, and so they offered the GS400 with Stage 1 and Stage 2 high output performance. Chevrolet led the way with its many high power and specialty offerings. Virtually every model including Corvette, Camaro, Nova, Ch-

velle, and Impala could be ordered with a 350, 396, or 427 high-performance engines. Pontiac served up the Ram Air IV GTO Judge, Firebird, and the new Trans Am, a name that would carry the Pontiac performance legacy for many years into the future. Oldsmobile countered with the 442, and the specialty Hurst/Olds models. Dodge offered some of the most visually stunning cars of the era that year, including the GTS Dart, Superbee, Charger, and the "Winged Warrior" Daytona. Plymouth was not far behind,

MERCURY COUGAR



Editor's note:
Photos by Motorious.com
1969 428 CJ Eliminator



rolling out their Roadrunner and GTX models, both of which could be ordered with the 426 Hemi 8V elephant motor.

With so many performance models filling the showrooms, what was left for Ford and Mercury? Plenty, but only if they could offer models that were truly competitive or better in some ways. Ford and Mercury knew that they were in a serious dog fight, and so they had to be at their best for the new 1969 models. Since April 1968, Ford knew that

it had a big hit on their hands with the new 428 Cobra Jet engine. Unfortunately, since the new Cobra Jet engine was introduced so late in the year in the 1968 model run, not many CJ engines found their way into showroom new cars.

But for 1969 that was about to change, as Ford focused on making the public know that the 428 Cobra Jet was a force to be reckoned with. Ford did that by offering the Torino Cobra, a mid-size machine, that came standard with the

428 Cobra Jet. Mercury brought the Cyclone CJ to life at the same time, again standard with the 428 CJ engine. Ford also offered the mighty Cobra Jet engine in their most popular model, the Mustang, in all body types including coupe, convertible, and fastback (both Sports-roof and Mach 1 models).

Mercury was not to be outdone by big brother Ford. The high output 428 CJ engine was also offered in all Cougar body styles, coupe and convertible, and

in all trim levels, Standard, XR7, and Eliminator models. The result was that Mercury pushed out enough Cougars powered by the 428 CJ engine to get noticed in the muscle car marketplace. It's interesting to note that in 1969, Ford manufactured almost 300,000 Mustangs in total, and Mercury's

output for Cougars that year was right at 100,000. Both were considered successful numbers. But since Mercury was considered to be more of a luxury car brand than Ford, not as many muscle Mercs were produced. 428 CJ powered Mustangs counted for 4.9% of all Mustangs made that year. In contrast, 428CJ powered Cougars came in at a much lower rate, that of just 1.5% of total production. This makes any 428 CJ powered Cougar a very rare Cat indeed!

Fast forward to the year 1992, I had just sold my first Cougar (a 1967 Standard) that I had owned for about 10 years. At the time I was "Cougar-less", which is not a good place to be for any length of time. I was on the lookout for a new Cougar to fill the void. My search was based on one factor only, the new Cougar had to be a 428 CJ powered one! One day my phone rang (not a cell phone in those days), and it was a Cougar owner on the line. I had left my card on his windshield months before, and he indicated that he was finally ready to sell his Cougar. I had a bit of trouble remembering what the specific car was (since I had only seen it once), but the owner quickly related the details again. It was a 1970 Cougar XR7 hardtop, black paint with a white vinyl top, and black and white houndstooth interior. Low original miles of about 80K. Most importantly, it was powered by a 428 CJ Ram Air engine (Q code for 1970). Needless to say, I was very interested! After a 30-minute drive west, I arrived at the owner's home. In the driveway there were three

428 CJ powered vehicles, two Ford Torinos, and the Mercury Cougar. Since the Cougar did not fit in, the owner was selling it, and he was glad I was a "Cougar guy". We test drove the Cougar, and I was impressed. It had amazing torque and power. I paid him his asking price in full (which would be considered a ridiculously small amount today) and drove the Cougar home. From day one, I fell in love with my new 428 CJ Cougar.

I contacted the CCOA to register my new 1970 428CJ Cougar with them. To my dismay, there was no registry for 428 CJ powered vehicles. The only registry back then was for Eliminators, 428 CJ powered or not. I was disappointed, but not for long. I contacted the CCOA to ask their permission to start a new registry for 428 CJ powered Cougars. I soon got the desired reply from the CCOA board, when they agreed that a new registry would be a great idea! Thus, the 428 CJ Cougar Registry was born. Throughout the '90s and 2000s, I began adding Cougars to the list, including hardtops, convertibles, XR7s, etc. Data came from owners all across the nation, from car shows, eBay, online searches, and many more sources. There was some overlap with the Eliminator registry, but that was just fine. And soon after that the national Cougar database (for all Cougars) was started by Phil Parcels. Again, some overlap with the 428 CJ registry, but all in a good way. The Ford production database (from Kevin Marti) has also provided much valuable information regarding 428 CJ power Cougars in general.

So here we are 50 years later, and we continue to celebrate the 428 CJ powered Cougar. 428 CJ powered Cougars were rare when made in 1969, and now 50 years later they are even more so! One example that truly represents the best of the best for the 1969 428 CJ Cougar, is Jason Sipe's Mercury Cougar.







*Editor's note:
Photos submitted are at the discretion of the Editor and
may not be correctly referenced from the article.*

Jason's Cougar is a 1969 XR7 hardtop in Medium Blue Metallic (Ford called this color Winter Blue). The 428 CJ Ram Air "R code" engine is backed by a Top-loader 4-speed transmission. But the go-fast goodies don't stop there, as original factory options include the Super Cobra Jet package (Lemans rods, upgraded crankshaft, flywheel, etc.) and Drag Pak (high performance 3.91 rear axle and oil cooler), power steering, power brakes, black vinyl roof, console, 8-track radio, styled steel wheels, front bumper guards, and factory sunroof! Jason's Cougar is documented as the only 4-speed Super Cobra Jet Cougar made with a sunroof by Mercury that year, so rare may be an understatement in this case.

Jason's Cougar was featured in *Legendary Cougar* magazine back in 2014, so some of you may recognize it as the "Dream Drive" Cougar. The Cougar does have a few "owner added" touches, such as Sports Sprint Rocker moldings, custom 17-inch Edelbrock wheels, and a rear Eliminator style spoiler. Jason does have another trunk lid without the rear spoiler, and a full set of restored 14-inch styled steel wheels as well, so the Cougar can be easily returned to a full factory appearance if desired.

Jason's Cougar underwent a full nut and bolt restoration over the course of 2 years, and the end result is quite simply amazing. The car was originally sold in Ohio, but soon migrated to California before any significant rust damage was done.

The car retained all its original sheet metal, original engine, transmission, rear end, and all interior. During the restoration, everything was returned to the factory fresh, and everything works, including the sunroof, which had not worked in about 40 years. The car sounds as good as it looks with a full stainless exhaust system. The original blue interior was in exceptional condition, including the rare blue leather seats. As such, the seats were cleaned, conditioned, and returned to like-new shape.

With such a great list of options available directly from Mercury, it is surprising that more people did not order such a great car. Very rarely do luxury, performance, sportiness, and value all exist within the same space, but in the case of the 428 Cobra Jet powered Mercury Cougar – it did! 🐆



CCMC and GGMP sponsored
Cabrillo High School Car Show
May 2nd, 2020 Lompoc, California

PLAN NOW



All 1967 to 1997 Cougars in any and all conditions are highly encouraged to Mark your calendars May 2nd, 2020 for the Cabrillo High School Car Show in the Vandenberg Village, Lompoc, CA 93436. Central California Mercury Club CCMC's main event for 2020! Let's fill the Mercury Cougar class!

**4350 CONSTELLATION Rd
Lompoc, CA**



- Special Cougar only prizes and raffle items donated by CCMC.
- Photos and sponsorship by Georgina Garcia May Photography (GGMP)
- Food vendors
- Trailer space available

For more
information... contact

**Rob May (CCOA# 9623) at
cougar_man@msn.com**

805-757-3262



**CCMC and GGMP sponsored
Cabrillo High School Car Show
May 2nd, 2020 Lompoc, California**

All 1967 to 1997 Cougars in any and all conditions are highly encouraged to Mark your calendars for the 38th Annual Arthritis Foundation Classic Car Show at the Metro Center, in Dublin (Columbus), Ohio. Nearly 60 judging classes of vehicles—including **Mercury Cougar!!**

Thursday: 7th annual rolling tour and a family night BBQ, pool party and movie drive-in style!
Friday: Cruise-in highlighted by 100 6-ft trophies!
Saturday: Car show!

- Food vendors
- Live entertainment on Friday and Saturday

**Thanks to the support of
CATS Classic Cougar Club
and John's Classic Cougar!**

For more
information... contact

**Ben Brace (CCOA# 2796) at
benbrace@aol.com**

614-795-6627





ROB MAY
CCOA SUBMISSIONS EDITOR
LOMPOC, CA
CCOA #9623

NOT SO PLAIN

2019 IS THE 50TH ANNIVERSARY of the 1969 Cats. Some were built late in 1968. Sports Specials, 428 CJ, Eliminators, Convertibles, and other special options have been featured this year in *ATSOTC*. Here we follow a “*Plain-Jane*” standard base Cougar hardtop owned by Rob May built on Nov 1st, 1969 at the San Jose, CA factory. Initially sold by Kumpf Mercury in Denver Colorado, this Cat is Rob May’s 1st car (bought in 1986 by Gary May for his son). Now the Mercury makes its den in Central

California. Photos are by Georgina Garcia May of the **Central California Mercury Club CCMC**.

For 1969, the 351W 2V is the new base engine and carb setup. W refers to the Windsor engine plant in Ontario Canada. A common transmission is the new FMX automatic. Inside we find the standard interior (versus deluxe). Headrests on the front seats are now available.

Note: Inside, the XR-7 models have the plusher interior, tach gauge (and

clock), toggle switches, more emblems, three-spoke steering wheel. Under-dash wiring is different than standard as well. On the exterior, more emblems are seen along with different wheel cap treatment.

Typical common options as charged on the window sticker include power steering, power brakes, Philco AM radio, and tinted glass. A couple of major options make this Cougar a Not So Plain Jane Standard Light Aqua 1969 Cat. This is one of 789 ‘69 Cougars with.



STANE STANDARD 1969 CAT

1969 Standard vs. 1969 XR7



Editor's note:
Photos of Scott Zeller's
1969 XR-7
CCOA # 09559





the Comfort Stream Power Ventilation. Essentially the A/C dash including vents and fans minus the A/C components under the hood! Ordered by the original owner to help in the snow, a factory 3.25 traction-lok axle is at the rear.

Driven daily 1986 to 2001 in high school, college, and work, this Cat rested for over a decade as a roller. Hot Rod Alley in Lompoc restored the Cougar to its factory stock configuration including

a return to the Light Aqua 1969 E code paint color in 2016 which had not been seen on this Mercury since 1987. The tires are Goodyear Bias plies. The original drivetrain has been rebuilt.

Original Kumpf Dealership items in Rob's museum include a Kumpf document stamp, license plate frames, keys, Colorado dealership plate, matches, original window sheet, and original sales doc.

This Standard Cat is often seen at car shows in Central California, especially those that have Mercury or Mercury Cougar classes! Join us May 2nd, 2020 for the **Central CA Mercury Club CCMC** hosted special event at the *Cabrillo High School Car show in Vandenberg Village Lompoc, CA 93436.* 🐆









CONAN TIGARD
REDMOND, OR
CCOA #9870

HIGH DESERT COUGAR CLUB OF OREGON MEET-UPS IN 2019

CONAN TIGARD, the President of the High Desert Cougar Club (HDCC) of Oregon, is the most centrally located in the state, but not where most of the Oregon Cougar owners reside. He lives over the Cascade Mountain Range in the high desert of Central Oregon. On the other side of the mountains is the Willamette Valley where Portland, Salem, and Eugene are located. *“The largest group of members in the HDCC is in the valley, not over here where I live. Therefore, it is difficult to gather everyone together for a meet-up, but that is what I tried to do this year.”* The club attended two different cars shows, one in the valley and one in Central Oregon. *“After the car show in the high desert, everyone came over to my house for a barbecue.”*

August 8, 2019 - All Ford Picnic & Car Show

“I woke up early on Sunday morning and headed over the mountains before the sun even thought about waking up. Three hours after I started, I arrived at the truck stop a couple of miles away from Champeog State Park.” He was joined shortly by Ben & Kathy Hasson and his white with purple and green flames 1969 Cougar XR-7 Convertible along with and two more first-generation Cougars. Ken Hogenkamp in his red 1967 Cougar GT joined

them at the park’s gate. *“Shortly after, we were joined by one more Cougar, bringing our total to six classic Mercury Cougars. Unfortunately, while Kyle Edberg was driving south from Washington, he started having technical difficulties with this 1967 Cougar, and he had to turn around and head home.”* The location of the show is underneath monstrous trees in a beautiful setting surrounded by hundreds of Fords, Mercury’s, and Lincolns. *“It was great hanging out with all of these Cougar-lovers, and it was nice getting to know some of the members of this Oregon Cougar club a little bit better.”*

August 16, 2019 - Terrebonne Cruz-In

“Having made plans to meet at the Redmond Home Depot before the show, so we could all enter together, I headed over there only to find that I was the last to arrive.” Robert Cumming was already there with his Dark Aqua 1969 Cougar XR-7 Convertible along with Kirk & Sharron Moore with their white 1967 Cougar. They drove their classic cars over from Idaho to join me here in Central Oregon. I met them both the year before in California at the 2018 CCOA Western Regional Event in Oakley, so it was great to see them again, hang out, and get to know them better. None of us took home an award that day, but Kirk and Sharron did win a





huge Seattle Seahawks-themed basket filled with all kinds of goodies. It was monstrous!

After the car show, everyone came over to my new house, which is on 4½ acres out in the country, to hang out and have a nice barbeque on the back porch. My wife, Wanda Tigard, spent her day getting all of the food ready and making sure that the back porch was laid out nicely for our important guests. Ken and Ruth Hogenkamp also showed up at the car show and barbeque, but they were unable to bring their red 1967 Cougar GT. Everyone had a wonderful time.”

Every year, the Terrebonne Cruz-In will be an annual Central Oregon meet-up followed by a barbecue at Conan Tigard’s house. The more Cougars, the better. As for next year in the Willamette Valley, the plan is to meet at the 2020 West Coast Classic Cougar Open House just outside of Salem. *“I hope to see all of you there for that awesome event.”* 🐾



1969 MERCURY COUGAR



THIS CAR was purchased on August 1, 1975 for \$1,525.00 by Phillip & Glenna Allen of Albany, Kentucky. The Allen Family is believed to be the third owner of this Classic Car. In 1982, the Allen's son, Tommy (Tom) Allen, turned 16 years old and received his Kentucky Driver's License. The Mercury Cougar became Tom's first car and he drove it back and forth to school and to work. Tom had at least two fender-benders with the car but fortunately, no serious accidents. Tom readily admits *"Only by the grace of God, did I survive my teenage years in that car."*

Apparently, the 351 engine under the hood was just too tempting to Tom and he confesses running too fast and occasionally leaving some smoke and rubber behind him. One humbling moment came when he thought he would squeal the tires in reverse, in front of the girls basketball team as they were loading the bus for an away game. Tom put the car in reverse; put the gas pedal to the floor; and turned the car sharply; hoping to do a reverse slide; but only to ram into a car behind him, that just happened to belong to the girls' basketball coach, David McFarland. Tom said; *"Of all the embarrassing things I have done in life, this ranks right up there with one of the worst."*

Tom's most memorable moment with this car came when he picked up his girlfriend, soon to be wife, for their very first date. His wife, Angela, remembers her dad being a little uneasy when Tom pulled up in the driveway in the 69 CAT and revved up the motor in the driveway before coming to the door. This car will always be special to Tom due to the love of his life being with him in this car on their very first date.

Sadly, Tom's father, Phillip, passed away just days before Tom's high school graduation and Tom put the Cougar in the garage and began driving his dad's newer model car, a Subaru Station Wagon, that was very easy on gas. The Cougar did not see much road time over the next 35 years, basically being removed from the garage occasionally, when Tom got the hankering to relive some memorable and nostalgic moments.

Tom always wanted to restore this classic car but did not know if he would ever have the opportunity. In 2010, Angela convinced him to sell the car, so he loaded it up and took it to a local car auction. When the car rolled through the auction block and only generated a \$2,500.00 bid, Tom said; *"This car is worth more than that to me, even if it does sit in the garage until it rusts down."*

In 2015, Tom's friend and neighbor, Larry Ferrell, began talking to Tom about the 69 Cougar and Tom's desire to restore it. Larry is a very experienced mechanic; auto-body man and can do just about anything. When Tom found out that Larry had built a shop at his house, just down the road, the two of them struck up a deal to restore the Cougar and bring it back to life. Larry would keep the Cougar covered up in his garage for almost a year before it was in line to start work. Larry works on cars in his spare time as he holds down a full-time job as Service Manager for Watson's Auto, in nearby Livingston, Tennessee.

Over the next three years, 2016 – 2019, Larry meticulously took the 69 CAT down to the frame and restored every inch



The Cougar car body & frame heading for sand blasting.



The man I refer to as the "Restoration Artist" is on the left, Larry Ferrell, Jr. I am in the middle, and my wife, Angela is on the right. This photo was taken the day I picked my car up from Larry, August 4, 2019, 44 years after the car was purchased by my family on August 1, 1975. I am so glad to take delivery of this car on the 50th Anniversary Year of the 69 Cougar.



Editor's note:

Engine is a 351 Windsor, 351 CJ did not exist in 1969

of the car to a brilliant classic that Tom will enjoy for years to come. Larry talked Tom into going with the "Eliminator" package instead of the standard coupe given the higher value and "muscle car" appeal. "Larry did a remarkable job - the Cougar looks, feels, sounds, and drives great!" said Tom. He continued; "I am one happy CAT owner!!!"

Tom and Angela are co-owners of Sunset Marina & Resort on Dale Hollow Lake, www.SunsetMarina.com in Byrdstown, Tennessee. They have owned and operated this business for 26 years. Their marina is located next to the Obey River Recreation Area, which Tom thinks is an ideal place to have a future Cougar Rally or even a larger variety Car Show. He plans on speaking with fellow classic car owners to see if he can generate any interest in future shows during the beautiful Spring and Fall months. According to Tom. "This place is very busy with boaters in the hot summer months but would be an ideal location for car owners to hold weekend shows in the Spring and Fall". 🐾



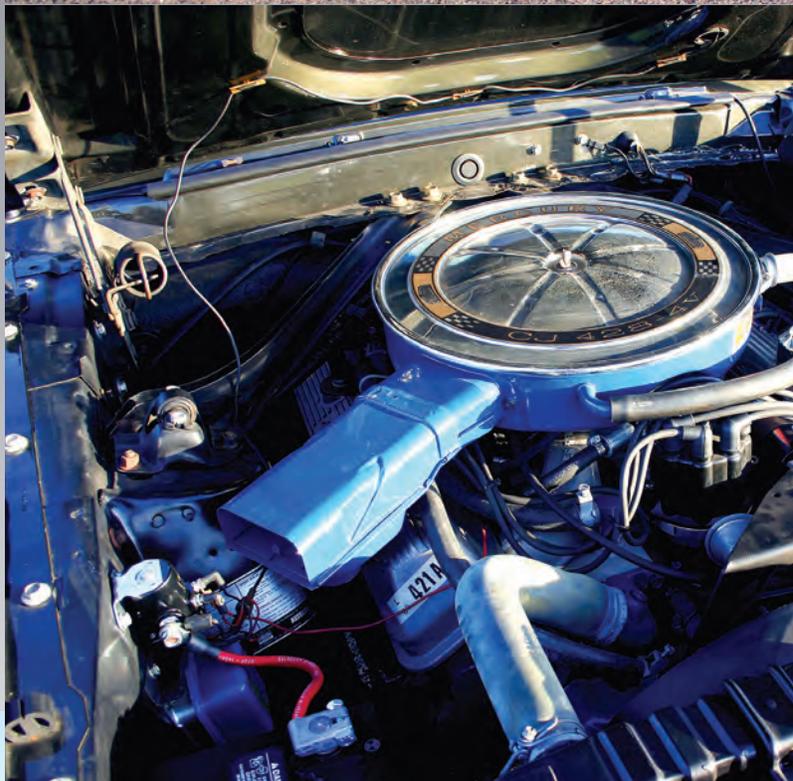
GALEN COUPE
SUGAR LAND, TX
CCOA #9144

SOUTH TEXAS Q CODE CAT

GALEN bought his '69 XR-7 Q code Cougar in July 2016 from Jayson Horadam of Florida. This 428 CJ 4V powered Cat now resides in Sugar Land, Texas. "I had recently picked up my Burnt Orange Metallic Sport Special, and I felt this Dark Ivy Green car would be a great compliment to it. This would give me a pair of 1969 ram air (R code) and non-ram air (Q code) Cougars." When Galen acquired the car, it had Magnum 500 wheels on it that he swapped out for the 1970 Argent styled steel wheels. "I like the looks of these better and they are not as common as the Magnum 500's."

The Mercury was originally sold at Tom Turk Motors in Orville, California. In 1970, it was purchased by a barber in San Jose who drove it 3 miles each way from his house to his shop until he sold it sometime in the '90s to an officer in the Air Force in the Vegas area. At some point, Jayson purchased the car and transported it to Florida. He refurbished the interior and repainted the body. Note: the suspension and undercarriage are unrestored. The AC has been converted to R 134.

"This Cat is a great driver, and it is very understated. It doesn't attract much attention at shows or cruises like my other one does, but that's part of the fun. Long term plans are to gradually improve things by upgrading the various components when I find nicer ones. The car came with 2 build sheets, and I have the Eminger invoice for it." 🐆







TIM CARR
KATY, TX
CCOA #9402

SOUTHEAST TEXAS MERCURY COUGAR C

TIM CARR'S 1969 XR7 makes its den in Katy, Texas. He has been married for 40 years, with 3 children and 7 grandchildren! Ford & Mercury vehicles have always been the family's choice for vehicles. Tim wanted to add a Mercury Cougar to the fleet of cars in his family's garage. Tim's search began because his good friend, James Langford, who owns Ford Specialties in Houston, still has his 1969 Cougar since he was in college, and Tim always wanted one. "When I was in high school, my brother's friend also had a 1968 Cougar which I truly admired. The body style of this car has always caught my attention. The early '67- '70 model Cougars are beautiful. How could you not love the body lines, long hood, sequential taillights, hide-away headlights, and a more luxurious interior?"

"I feel blessed to have found my Cougar, and it is a pleasure to represent the first introductory year of the Eliminator. After searching for over a year, I flew to Milwaukee to look at a 1969 XR7, that had a restoration with only 56,000 original miles." It has been rebuilt as an Eliminator Tribute also known as a Clone. This Cat is a perfectly straight, period-correct Mercury with options such as a 351 4V engine, FMX automatic transmission, Tilt-Away Steering, AM with 8-Track, and Competition Suspension. Bright Blue exterior and Black interior (XR7 Trim) with bucket seats displays well. "Though not a real Eliminator, it's my masterpiece, a true work of art. It had some very nice and somewhat rare XR7 features. Yep, the car ended up at my house. It is in the garage and all is in perfect order. Ol' Blue is here to stay!"

"Most of the work was done by my friend James and me. The car did not need much at all when I bought it. Since it was a clone, he did customize a few things including Black Crackle Finished center console, Hood Pins, 15" Magnum 500 Wheels with Cougar Center Hub Caps, New Tires, Correct Period Air Conditioning, Monte Carlo Bar, Performance Chrome Air Cleaner, and Tinted Windows. Some of the items to make it look like an Eliminator are included with this car: Front Spoiler, Black-out front Grill, Rear Spoiler, Black Crackle Finished Dashboard, Hood Scoop, Eliminator Hood and Body Side Graphics, and Dual Racing Style Side Mirrors.

"I try to keep the mileage low, less than 500 miles per year. I will take it for a short run about every 3 weeks to run an errand, to our local club meetings, and local car shows. This car

is a pleasure to drive. Looking down the long hood, seeing the scope and pins brings you back in time. Hearing the rumble of the muscle car engine will brighten your day and bring a smile to your face. This luxury sports coupe makes you feel younger." Tim states that many folks do not know what a Mercury Cougar Eliminator is. "This is a car that did not gather the attention it should have. Although today, IT IS A SHOW EVERYWHERE I GO! It is simply one of the most beautiful cars ever built. I cannot express how strong and dependable this car is. I would not hesitate to take it to cross country. This Cat is an absolute dream to own!"

Tim has shown the car in a couple of local shows and done very well. At the West Houston Muscle Car Show in 2017, there were over 150 cars (all makes and models), and this Cat received the 3rd place award.

He is currently a member of Cougar Club of America and the new club 'Southeast Texas Cats, Mercury Cougar Club' which Tim serves as Chairman of Activities. 🐾



CATS CLUB





JOSEPH VALENTI
DALLAS, TX
CCOA #08120

PARK PLACE THE FOUR SE



SUPERCAR SHOW AT EASONS IN IRVING





KAMRAN WAHEED
CARROLLTON, TX
CCOA #3679

LONE STAR COUGAR CLUB

IN SEPTEMBER 2019, under the shadow of “Big Tex”, we had 18 Cats on display in our half of the Car Corral that we shared with the Mini Cooper Club on the opening day of the Texas State Fair. LSCC had the best part of the Corral, except for those of us that were right up against the “Chainsaw Carver.”

Club members Mike, Gail, and Jenny Easley hosted our annual fall club picnic at their house “compound” on Saturday, October 19th. There were well over 30 attending between the members and their families. LSCC held a brief club meeting at the picnic. A great time was had by all who attended, and there was plenty of good food and certainly a lot of Cougars.

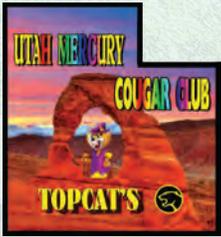
There were two '67s, a '68, a '69, two '70 convertibles, two '71 coupes, as well as three '73 convertibles.

Our last club event for 2019 was the Irving Christmas Parade on Saturday, December 7th. It is always a fun event. Typically, we have 6 convertibles for the Parade. Until next time, keep those Cougars safe and running strong.

For more info on shows and events in the DFW area, please visit our website at: lonestarcougarclub.com 







GARY HART
WILLARD, UT
CCOA #9408

UTAH MERCURY COUGAR CLUB TOPCATS

HELLO EVERYONE, this is the Utah Cougar Club. This year sure went by way too fast. Not much to talk about, there were a ton of car shows to attend – some of us made them and some didn't. Overall, I would say it was another great season.

We have some club members restoring their rides. Frank Barker has his in the paint shop, and Dave Rounds just got his back – in a beautiful Red! Also, we have a shot of Russ Thelin's 1970 Eliminator Tribute (just in time for its 50th anniversary in 2020).





I would like to make a special commendatory mention to the great people in this National Cougar Club. I had a personal favor needing some help on a Cat and some Cougar owners from another club in a different state who stepped up to the plate and helped me with my situation. It is so nice to know people in this great Cougar family are there to help out!

I hope you all have a great "short" Winter and keep your Cougars warm!

Best Regards...Thank You 





CAROLYN CARLYLE
MINATARE, NE
CCOA #10097

1979 MERCURY COUGAR XR-7 AT STONEHENGE?

WHAT HAPPENS WHEN you mix a Mercury Cougar from the late Seventies with the powers of Stonehenge? Central California Mercury Club's (CCMC) director Rob May had to investigate. Carolyn Carlyle, along with her husband Don, lives in rural western Nebraska outside the little town of Minatare, Nebraska. "My husband has been a mechanic for 49 years! I stay at home with our 4 dogs and 2 horses." Together, they have an assortment of cars, all Ford or Mercury. "We both have a love for cars."

Carolyn purchased her 1979 Mercury Cougar XR-7 in 1998 because of the body style. "It had approximately 76,000 original miles when I bought it! Becoming the 3rd owner of this Cougar, I bought it for \$1800 from a young man who had enlisted in the service. He had purchased it for the same reasons I did. While he needed to sell it, he wanted it to go to a good home."

As far as restoration, it has only needed minimal attention. The dash is cracked, and its rear passenger window needs replacing along with vinyl top. "I have the replacement parts except for the vinyl, it is a difficult color to find! Hi-Tech Auto of Scottsbluff, NE (Don's employer) made the dual exhaust for my car, and

it is phenomenal. My Cougar has a 351W and is an automatic. All mechanical restoration of the car has been done by Don, including carb kit, replacing the alternator, water pump, fuel pump, and temp gauge." Carolyn also put on mag wheels for a touch of sportiness. "I love the color of this car, so reflective, just so different."

Photos by Tom Stuart highlight this fantastic Cat at the world's famous Carhenge near Alliance, Nebraska. Jim Reinders built Carhenge. In 2017, Carhenge was a part of the eclipse totality. Combining the magic of the 1979 Mercury Cougar with the vibes of Stonehenge, I mean Carhenge is metaphysically inspiring!

"We only drive the car a couple times a year now. However, we have driven our Mercury to Kansas City, CO, and Billings, MT. It drives and rides so nice. The Cat floats over the highway!" The next major event for this Cat will be the International Mercury Owners Association IMOA annual show in June 2020, which the IMOA will host in Westminster, Colorado. We all agree that the body style and its magnificent color help display the Cougar's mystical powers! 🐾





WISCONSIN



1848

ED SCHOUWEILER
AMERY, WI
CCOA #06761

'69 TRIPLE BLACK COBRA JET CONVERT

MY '69 TRIPLE BLACK COBRA JET convertible. Bought about 20 years ago in Utah. Many options but air not installed, smog is missing. Marti report and dealer copy of window sticker are interesting, at least to me. 🐱





1969 COUGAR of the
 100,085 1969 Cougars,
 4,024 were XR-7 Convertibles
 46 of those came with 428-4V Non-Ram Air Eng
 39 of those had Automatic Transmissions.
 5 of them were painted Black, of which
 2 had Black Leather Bucket Seats
 1 of these was ordered with Styled Steel Wheels
 9F94Q511526 is that Cougar



INCOLN-MERCURY DIVISION		51P 037		511526	
COUGAR XR-7 ZDR CONVERTIBLE	3578 00	2916 00			
BLACK		266 40			
428-4V	334 80				
BLACK CONVERTIBLE TOP	227 00	188 30			
SELECT-SHIFT TRANSMISSION	7 42 80	35 81			
REACTIOLOK DIFFERENTIAL	35 00	27 67			
MSW FRYOZIS	104 90	82 99			
POWER WINDOWS	64 80	78 00			
POWER STEERING	79 80	51 23			
POWER FRONT DISC BRAKES	84 80	297 14			
WHISPERARE CONDITIONER	375 70	184 82			
AMPLIFIED RADIO	183 30	23 57			
TINTED GLASS COMPLETE	20 80	13 52			
HEAD RESTRAINTS	17 00	4 10			
DOOR EDGE GUARDS	3 20	75 02			
STYLED STEEL WHEELS	13 00	10 25			
FRONT BUMPER GUARDS	183 00	1300 02			
TOTAL OPTIONS					

INVOICE #	37006	DATE	12-14-68
AMOUNT	1277		
278-60	153 00	153 00	
GAS FUND	2344 00	2344 00	
		25 00	
		4365 33	



DAVID HYATT
Editor & Designer
*At the Sign of the Cat
Magazine*



Letter from the Editor

DESIGN IS MY PASSION. For over 22 years, I have worked through various creative markets. From the comic book industry, sign making to trade shows, printing services, web, video, photography and game creation. In relation to publishing, I have worked for various publishers in different aspects. However, I have been an artist for over 40 years, most of my life. My skills brought additional success over the years while serving in the U.S. Navy.

In transition, I have been slowly taking over as editor, learning more of the CCOA newsletter history, I am also working on helping to bring a digital back issue archive to CCOA members.

As you are reading this, the new year is upon us. Which is a very special year for CCOA. My endeavors of working on the back issue archive have helped me prepare for what you now hold in your hands, 2020 marks the 40th Anniversary of CCOA!

After a lengthy investigation into the newsletters of the past I have learned there is so much rich history that I feel honored to be here to help shape the future of ATSOTC.

With that said I want to thank everyone that has ever worked on ATSOTC! The efforts of everyone involved directly helped CCOA become what it is today and we would not be here

if it were not for the efforts and hard work of the people that have been a part of ATSOTC as well as CCOA and regional clubs.

My goal is to bring the highest quality I can as I lend my talents as a print creative, photographer and artist.

I have decided to completely change the theme of the magazine to roll out a new look for ATSOTC. I have put in many hours and hard work into delivering what I feel reflects the future for CCOA. To capture the appeal of new Cougar owners, enthusiasts, and to all our readers to help bring this publication into 2020. 🐾

If you can help send photos of the covers of ATSOTC newsletters from 1980-2006, please send them to the below address.

I welcome to hear your feedback, please email me directly at: editor@cougarclub.org



Member Report



CHARLIE BROWN
Member Services Director
CCOA #8693

WELCOME TO CCOA

It's that time again to put our Cougars into hibernation for a short winter nap. This time of year brings a renewed commitment to put another Cougar on the road or do those last few items on the rebuild list to have them ready to show off next year. Enjoy the holidays and stay safe out there.

SPREAD THE WORD

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!

Editors Note: Pictured is Stu Nembrotti with his granddaughter



NEW MEMBERS

Joining the club since the last ATSOTC (through November 30th) are the following new members:

BRIAN BALINT

New Alexandria, PA

TIM BROWN

Highland, CA

JOHN GREINER

Boone, IA

RONALD KEISTER

Columbus, OH

KIRK VANSOEST

Missoula, MT

JAMES WILHELM

Germantown, NC

SCOTT DOUGHERTY

Bechtelsville, PA

RICK SCOTT

Meridian, ID

CRAIG PARROTT

Norman, OK

JOHN FOUST

Lompoc, CA

RALF KUNZLER

Pfaffikon, SZ, SCHWYZ

MARK BONHAM

Beloit, KS

GEORGE NASH

Newark, OH

TOM KHOURY

Fall River, MA

MARTINO LALTRELLA

Egg Harbour Township, NJ

KEITH MITCHELL

Chino Valley, AZ

RYAN SMITH

Woodland, CA

JOSE ROCHA

Windsor, CA

LUZZIE KEITEL

Wallace, ID

SPECIAL NOTICE

Effective January 1st, 2020, Membership dues will increase. We have not increased the price of the membership for many years, but have upgraded to more a colorful design, graphic design and layout. The upgrade costs are due to better quality paper, design and more color pages. These magazines are printed on higher quality paper, thus increasing the postage cost along with the cost to produce the magazine. Our goal is to provide you with a magazine that you will want to collect.

- **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**

MEMBERSHIP RENEWAL

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, just use the "JOIN" button at www.cougarclub.org and this link will take you to Cornerstone Registration for New Membership processing (<https://ccoa.cornerstonereg.com/>). If you prefer, you can send a check using the membership form found elsewhere in this newsletter.

Be sure to let them 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 please don't hesitate to contact Cornerstone Registration.

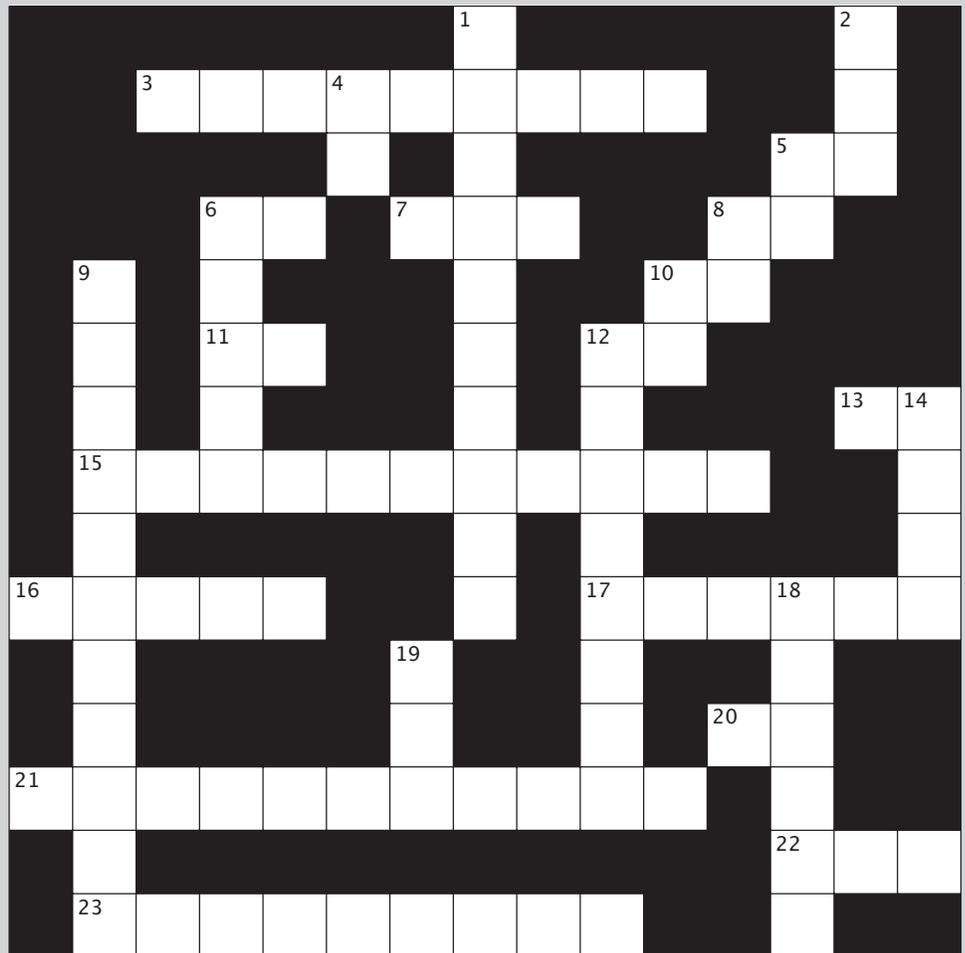


ACROSS

- 3. 351 option starts in 70
- 5. 1st year of the cat
- 6. 67 68 option with 390CI
- 7. Transmission starts in 69
- 8. Year of the XR7-G
- 10. Last year of the 5th gen
- 11. Supercharged in 89 90
- 12. Popular small block trans
- 13. Similar to Power Vent
- 15. Started in 69 ended after 73
- 16. Report with original options
- 17. CCOA magazine
- 20. Ram Air abbr
- 21. Vinyl top 70 option
- 22. 68 only rare option
- 23. 67 Trans Am racer

DOWN

- 1. Option in 69 70
- 2. Upgrade from Standard
- 4. Only engine option to 80
- 5. Year of the 302 4V J Code
- 6. CCOA Chairperson
- 8. 1st year of the 351W
- 9. 68 Y paint code
- 10. 1st year of the 4th gen
- 12. CJ definition
- 14. Regional CA club



18. Eliminator competition color

19. Famous Eliminator after Lethal



Answers on Next Page

“Come, look into my Cougar.
Let me show you what this cat
has to offer.”



The Silver Cat.

A new Mercury Cougar for '76, in gleaming metallic silver paint and fully equipped with: automatic transmission, power steering, power brakes, steel-belted radials, deluxe silver wheel covers, opera windows. All at no extra cost. White sidewall tires optional. And this new Silver Cat puts a sticker price on luxury that will make you purrr.

MERCURY COUGAR

LINCOLN-MERCURY DIVISION 

ANSWERS



THE PUZZLED CAT

COUGAR TOYS

BERTRAND JOSEPH
CHALIGNY FRANCE
CCOA #9735

1969 CJ 428 AMT 1/25 Cougar Model Guide



Bertrand Joseph of France guides us through the assembly of an AMT 1/25 scale 1969 Mercury Cougar CJ 428 model kit.

KIT: This model is a few years old now, but this Cat can easily be found on online auction sites or at model kit retailers. It is usually not very expensive (expect to pay between \$25 & \$30 for a factory sealed one).

BODY: Clean the body before applying any primer or paint. Small files and sandpaper in different grits are all you need. Begin with 400 grit paper, then 600, finishing with 1000. Wash the body with running water, dish washing liquid, and a toothbrush to remove sanding debris along with molding release agents. Let everything dry, (hint: use a hair dryer to speed up things a bit). Primer paint the body using Tamiya grey primer for dark colors or white primer for light colors. When the primer is dry, sand with very fine sandpaper (the smoother the primer, the smoother the final paint). For this kit, Bertrand then painted the body and associated parts (hood, front and rear valances, rear view mirrors) with a spray can of Testors gloss-dark red. It is better to paint all the body parts at the same time in order to get an even coverage and to avoid differences of shades.

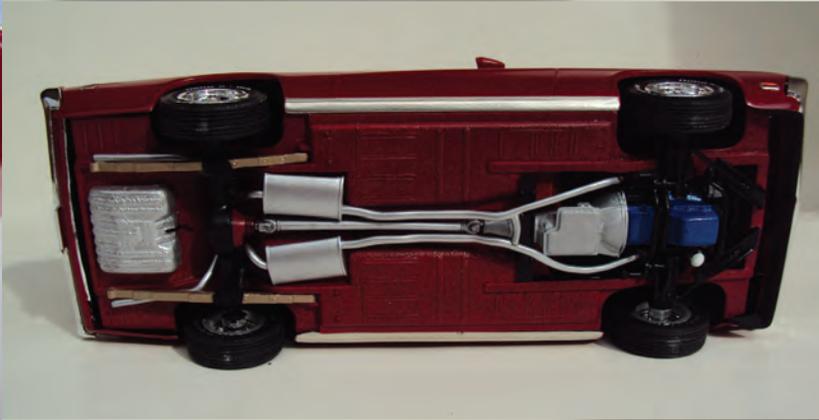
Also, it is better to apply several very fine coats followed by a final wet coat. To differentiate this model from a mainstream one built from the box, Bertrand chose to add a vinyl roof.

INTERIOR: Extra details to this model are flocking to simulate carpeting and decals for the instruments. Aftermarket kits consisting of tissue belts and photo etched buckles are available.

ENGINE: Paint with the correct Ford engine blue found in small jars. Extra details to enhance realism include spark plug wires and battery cables. Heater hoses and coolant hoses are possible.

CHASSIS: Simulate a realistic chassis with paint oversprays on the sides or simply go with flat black. Detail maniacs may add brake lines and fuel lines.

ASSEMBLY: There are no known problems, just follow the instructions. To enhance gloss and protect the model, a polishing kit such as Micromesh is suggested.



This AMT kit is recommended which offers a simple, but effective model, that even a modeler with moderate experience could easily build. Assembled Cat photos are from Bertrand Joseph. Box photos are provided courtesy of Georgina Garcia May Photography. Note that other 1969 Cougar models are available by AMT from vintage to modern kits. While Palmer also produced a 1969 Cougar, Palmer is not noted for making effective building models, although their cartoon artwork makes their kits worth collecting. At the higher end of desired collectibles is the 1969 MPC 428 CJ Dyno Don Nicholson's Super Cat model. That kit allows for five possible builds! 🐾

eBay CATS

By Kamran Waheed
CCOA #3679

Editors Note: Listings are believed to be sold as of publication. Cougar Club of America does not guarantee these listings to be available.

MERCURY COUGAR



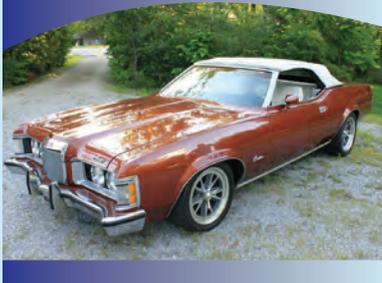
Price: \$17,600

TOTAL BIDS 13

Year/Model:
1967 STD GT
VIN:
7F91S5XXXX
Miles:
79,000
Condition:
1

Comments: Family owned since new, bought new in California in January of '67 (production date is 10/66). This Standard Cat was ordered with the GT package which included the 390 4v. Showing only 79k original miles, the original engine and transmission were rebuilt at 70k miles. Has auto, AC, Power Steering and Power Brakes. Has been repainted once in its original color in mid-1980, the body is rust free. The interior is all original and looks new. This Cat runs and drives great, always stored inside.

MERCURY COUGAR



Price: \$8,200

TOTAL BIDS 30

Year/Model:
1973 XR-7 Convertible
VIN:
3F94H5XXXXXX
Miles:
138,200
Condition:
2

Comments: A number matching XR-7 convertible with 138k original miles on its 351 2v/auto that still runs and drives great. The original carburetor has been professionally rebuilt and includes the factory ID tag. Has power windows and power seats, the AC is not working. The original XR-7 leather seats and door panels are in great shape. The top good shape, but has a wear mark on the passenger's side. This Cat came out of Texas and has no rust, but has a couple of bubbles on the drivers rear quarter panel and by the top molding and there are several blemishes and scratches. The paint is a 10 footer. Underneath of car has been stripped and conditioned with POR15 (rustproofing). Has the Eleanor Style Ultra 454 wheels with spinners and Sumitomo tires, the original wheels, and hub caps come with the car.

MERCURY COUGAR



Price: \$11,400

TOTAL BIDS 10

Year/Model:
1969 XR-7 Convertible
VIN:
9F94H5XXXX
Miles:
92,623
Condition:
3

Comments: Non-numbers matching XR-7 convertible with a rebuilt 351c 4v (mild cam and a Holly 660 carburetor) matted to a top loader 4spd with Hurst shifter. The 3.50 rear end, the front suspension, and the power steering have been rebuilt. New rear leaf springs and a new gas tank/fuel lines were installed. A new convertible top with new hydraulic lines and cylinders were installed as well as a new radiator/hoses. It has a new battery and starter. Mechanically everything has been done on this Cat and it runs and drives perfect. The undercarriage is clean, just needs bodywork and paint.

MERCURY COUGAR



Price: \$3,995

TOTAL BIDS 1

Year/Model:
1979 XR7
VIN:
9F93FXXXX
Miles:
59,800
Condition:
3

Comments: This XR7 has only traveled 59k miles on its original 302/auto and was with the original owner where it was stored for 19 yrs in a storage building until recently. It just received a full tune-up which included spark plugs, wires, cap/rotor as well as all-new belts, a thermostat, temp sending unit. The original carburetor was rebuilt, also has a new battery and solenoid. The original gas tank and sending unit were replaced due to old gas in it. This Cat now runs and drives fine, but the brakes could use a little attention. Tires are in great condition but are old. The AC is all intact but needs a recharge. The frame and floors are extremely solid. There are a few dings and small dents with some scratches in the paint on the hood and trunk lid where it was used as a shelf throughout the years, but overall the body is in great shape for a 40yr old car! The paint looks are all original and never been touched! The interior is in near-mint condition and untouched, the dash and seats are in excellent shape with no cracks and the headliner and carpet are in great shape too. Has power driver seat and factory tach with gauges. The only thing that has been changed is the original radio with an aftermarket cassette player, but it was installed correctly and not butchered. This XR7 is a great time capsule that would make a great driver as is or would be an excellent easy candidate to restore back to new with little time/effort.

MERCURY COUGAR



Price: \$4,600

TOTAL BIDS 32

Year/Model:
1980 XR7
VIN:
0H93F6XXX
Miles:
42,000
Condition:
1

Comments: None

MERCURY COUGAR



Price: \$3,000

TOTAL BIDS 1

Year/Model:
1970 STD coupe
VIN:
0F91H5XXXX
Miles:
113,398
Condition:
3

Comments: This Cat needs a total restoration, still has its original 351w 2v/auto. The previous owner said the car was running when he parked it about twenty years ago. The engine turns, but have not tried to start it. It was last registered in '86. Some of the interiors are still good, but much of it will need to be restored or replaced. The glass looks good except for a half-moon scratch on the windshield from the wipers. The frame is solid, but the car has significant rust.



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 (americaon-wheels.org) for dinner and a scavenger hunt

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:

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!



Reputation

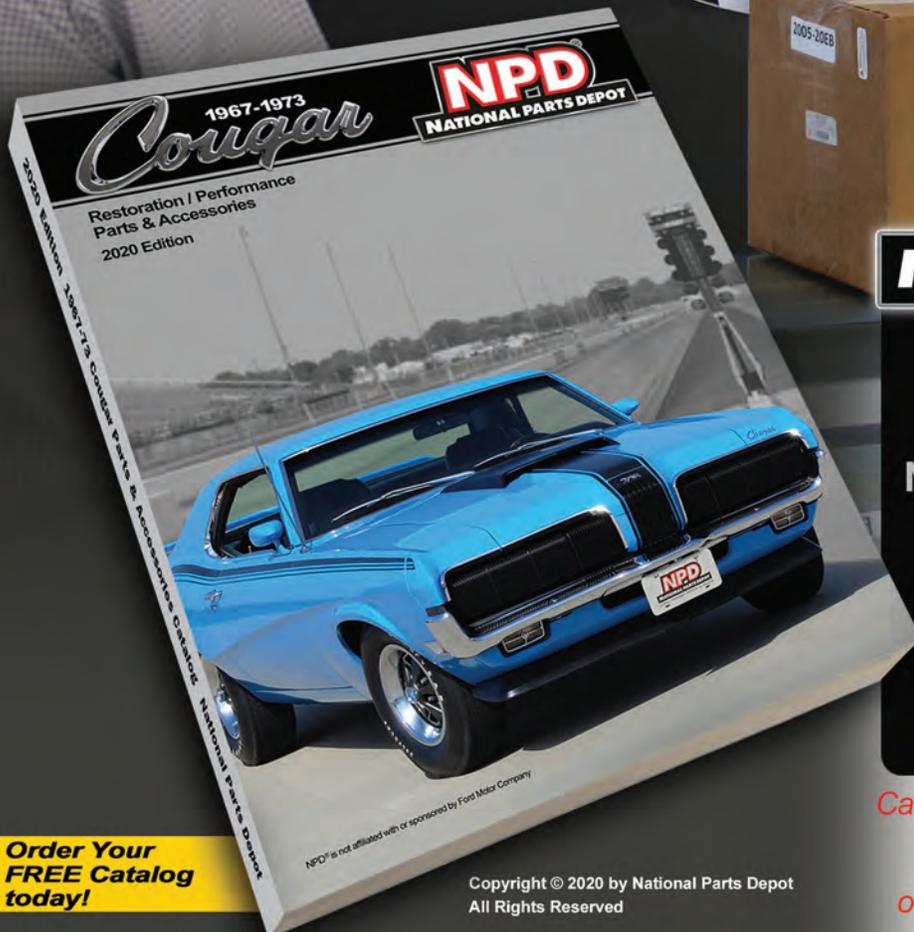
We'll never settle for anything less than 5 Stars.

Trustpilot Reviews • Excellent



"I'm extremely happy with NPD all around. The selection, delivery time, everything is amazing. It's hard to find stuff for a Mercury Cougar, but you guys make it easy."

—Chad



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