

The Official Magazine of the Cougar Club of America



VOLUME 39 | ISSUE 4  
WINTER 2020



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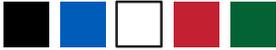
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STEVE CRISTIANO's  
1969 HERTZ ELIMINATOR





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David Hyatt

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- \$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.

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# A VIEW FROM THE CHAIR



**GAVIN SCHLESINGER**  
CCOA Chairperson  
CCOA #5780

## WINTER UPDATE

I am optimistic about the future. Having been locked down due to COVID-19 during 2020 and, now in 2021, we are seeing “the light at the end of the tunnel” due to the roll-out of vaccinations.

Discussions and planning for 2022 events across the nation have begun. With the anticipation of people being vaccinated and 2022 being the 55th Anniversary of the Mercury Cougar, there should be a lot of people seeking to attend events—in person—by the summer of 2022.

The **CCOA** had many great things happen in the past 12 months even while we were on lockdown. For one thing, Brand Manager Phillip Payne had the amazing idea for the **CCOA** bandana that we gave out with 2020 Membership renewals. The idea was quickly approved by the BOD and brought to life by Wes Hines and the team at Marking Masters in Oklahoma. Also, we are excited to announce that Conan Tigard has taken up the role of Webmaster and has been working on a new version of [CougarClub.org](http://CougarClub.org) over the past few months. The new website has a lot of additional information brought to life by authors, photographers, volunteers, and our amazing membership. The newly created Members Rides section features over 230 **CCOA** members' cars and growing.

David Hyatt, our Editor for **ATSOTC Magazine** is always seeking stories for **ATSOTC**. Adding to the excitement, we are happy to announce Diego Rosenberg has joined our list of volunteers as Assistant Editor for **ATSOTC Magazine**. Diego brings a lot to our hobby from his lifelong passion for cars as well as literary history with his prior employment at Hot Rod magazine as well as authoring “Selling the American Muscle Car” and co-authoring the recent Cobra Jet retrospective. I want to thank the growing number of volunteers that donate their time, energy, and, in some cases, funds to help make the **Cougar Club of America** the amazing organization that it is. Listed in the Contact section of **ATSOTC Magazine** and on [CougarClub.org](http://CougarClub.org) we have

so many amazing people to help make the **CCOA** what it is today.

*“Founded by Mercury Cougar Enthusiasts, made strong by our Membership and Volunteers”*

Please join me in congratulating the recent recipients awarded the “**CCOA Lifetime Membership**” for their contributions to our club and our hobby!

- *John Rotella CCOA #9102 joined the club in September of 2012 and quickly stepped up to fill a void in the Cougar Club of America Volunteer community and assumed the role of Webmaster. For the previous two years, the role remained unfilled, where dead-linked pages needed to be updated. For more than nine years, John dedicated countless hours bringing [CougarClub.org](http://CougarClub.org) up to date and giving it the functionality that we have been so proud of. The decoder was updated, the online store was developed, and amazing content added. John, as a Key Volunteer, dedicated countless hours to the Cougar Club of America without ever owning a Mercury Cougar. In fact, John maintains the Thunderbird Registry, the 1950-1980 Lincoln Registry, and the Continental Mark II Registry. For his love of Ford Motor Company cars, John stepped up and took on the task of completely redesigning the website, which reenergized and kickstarted the club on the amazing path it is today.*
- *Royce Peterson CCOA #590 is a very well-known name in the Cougar Community. Royce has owned Mercury Cougars, he has owned more than 100 of them (most were sold running and driving, some were parted out) over the past 40 years. He joined the CCOA in September of 1982 and, as an aircraft mechanic by trade, he is very familiar with the detailed workings of the Mercury Cougar. You could say that Royce's passion for cars came to him naturally as his father was very involved with Model Ts and Model As for much of Royce's entire life. In 2000, Royce took up the role of Registrar for the 1968 Mercury Cougars XR7-Gs, and, for the past 22 years, Royce has become the most versed and educated person on this special model. Royce has lived all over the continental United States, from Texas to Minnesota, Virginia, Arizona, California, and Ohio, and he made many friends along the way. There are countless people that Royce has helped via phone, email, as well as turned a wrench or two in helping to save the day. Over the past 39 years of being involved with the CCOA, Royce has volunteered thousands of hours to better the club, its members, and our hobby.*

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

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

As we continually inform all Cougar enthusiasts of upcoming events and activities, we try to maintain



information provided on [CougarClub.org](http://CougarClub.org) and our Facebook page. The more you can share about events, the more of our fellow **CCOA** members can plan to attend events they may not have been aware of.

Share your story by sending all of your favorite cat photos from events attended or cruising around town to [submissions@cougarclub.org](mailto:submissions@cougarclub.org), and one of your photos may just be selected to appear in an issue of **ATSOTC** or on the club's Facebook page.

If you are interested in more information, please email me directly at: [chair@cougarclub.org](mailto:chair@cougarclub.org)



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



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**Cougar Club of America**  
**LIFETIME MEMBERS**

John Rotella

Royce Peterson



ERIC & KATHY TONER  
BAY MINETTE, AL  
CCOA #10261

By Royce Peterson

# THE HERTZ XR7-G



were marketed at local Mercury and Ford dealers as “demos” or “executive program cars.” Others were simply sold off the dealers’ used car lots. Some buyers never knew that their car was a rental originally because the titles were never issued to Hertz in most cases. I have seen original sales agreements showing mileage on the car at the time of sale as 1,500 miles and 13,000 miles.” 🐆

**T**HIS is the earliest known Hertz XR7-G show car. There was one show car built prior to Eric and Kathy’s XR7-G plus the XR7-G pre-production prototype that was based on a 1967 S-code car, neither of which are known to exist.

The Hertz show car XR7-Gs were used to introduce the concept to Hertz managers across the country, as well as for display in airports, train stations, and other facilities. This particular Hertz XR7-G is in a class above all the other known examples.

Eric writes, “We attended the 50th Cougar show in Los Angeles, but without our car. We later moved from California to Alabama. Our car, originally from California and with its original black plates, is mostly original except it has a 406 Six Pack installed in it. The time has come to get it out to some events, though COVID has canceled some events so we are planning way ahead. I still have a few items I am working on to finish up.”

188 further XR7-G’s were ordered by Hertz, all of these units with the 4V S code 390GT engine, which is not too surprising since Ford owned (and still owns) a controlling interest in Hertz. The majority of these cars were delivered to Hertz under a lease agreement. The Hertz XR7-Gs were rented from airports and train stations around the country for periods from six months to two years as part of the Hertz “Rent-a-Racer” program. After Hertz replaced these cars, they



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PAUL TEKATCH  
LANGLEY, BC  
CCOA #8969

## 39 YEARS LATER... COINCIDENCE OR FATE?

**M**Y STORY continues 40 years later and after 10 enjoyable months of restoring my 1970 Q-code Cougar Eliminator, this car rolled out of the body shop on July 4, 2010. Being a car guy for 40 years, I am the type of person that likes to do the restoration on my own, but there are a lot of people who have helped me with this project. Without them, this rare cat would have sat.

I would like to thank my twin brother Pete because without him I would not have had the luck to own this car--his relationship between Rod and Elaine cinched the deal. Certainly, his knowledge and ability were key in starting the restoration. I also want to thank my son Justin for his help and foresight to say, "Dad, if you are going to restore this car, do it right."

**Editor's Note: See ATSOTC Fall 2020  
pg. 32 for part 1**

being the man who really went to town and made the car look like what it does today. All body panels were removed, and the paint was stripped to bare metal. Eddy was the guy with the magic hands who prepped and painted it four months later; he used three gallons of Competition Orange paint, six coats of color, and two coats of clear. He then wet-sanded the body panels and applied a high-quality top-coat polish. Then it was Ross' turn to handle the fit and finish and, on June 3rd, I drove the car home.

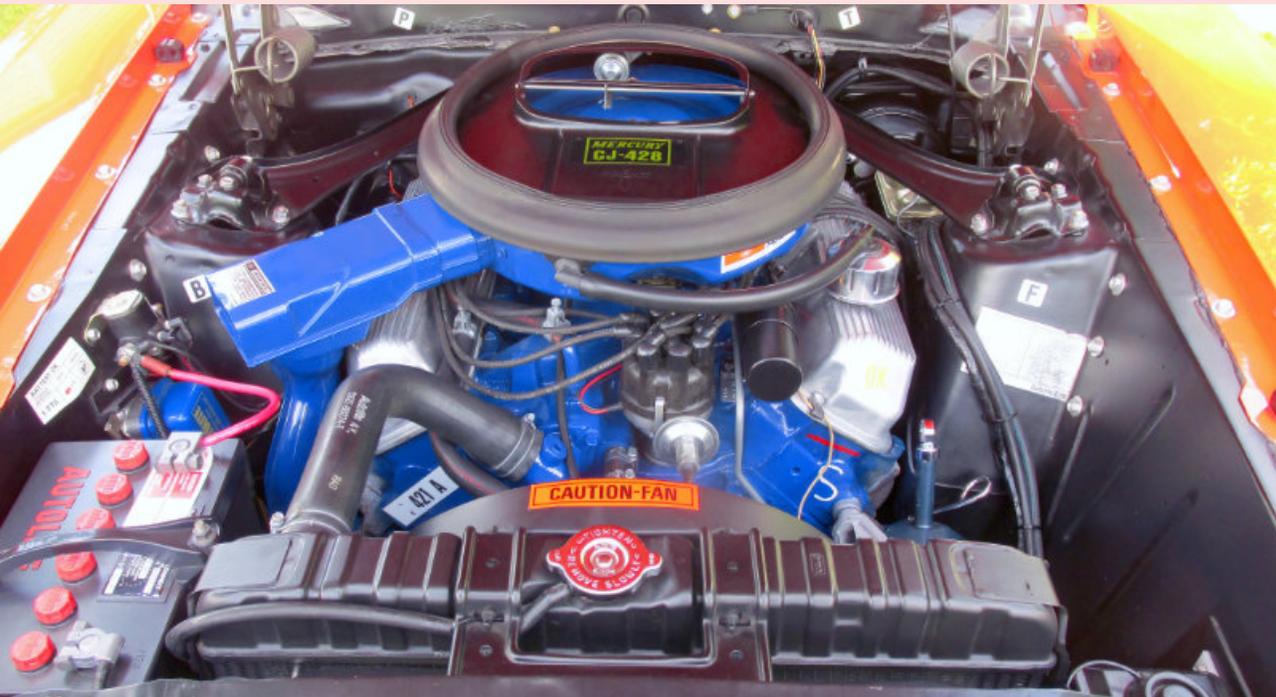
The sleek black stripes were reinstalled in September by Dave and his son Marc of Nurndy Graphics (located in Langley, BC) — the team studied pictures and took

measurements to factory specifications in 10 hours. Several days later, I showed the restored vehicle to previous owner Elaine, who quickly told me, "Nice car! You know, I had a lot of fun in that car but never got a speeding ticket."

Besides big thanks to Jason and his family from Concept Muscle Cars for an outstanding job, I also want

to thank a few special friends: Jon Fox and George Bird from Langley U-BLAST, where all my parts were cleaned; Kim Friesen from Abbotsford, BC for supplying parts and his wealth of knowledge; and Ron and Russ from Hot Rod Corner of Surrey, BC who also helped with parts and information.

After buying this car on February 11, 2009, and cruising around town, I can now understand why the name "The Gentleman's Muscle Car" was chosen for the Cougar Eliminator: a striking and strong muscle car, but also an extremely beautiful luxury car. 🐾



On May 19, 2009, the 428 CJ engine went to Ron Walsh Engine machine shop in Surrey, BC for a complete rebuild. Ron did an exceptional job on the Cobra Jet, including extensive photographic documentation throughout the build. I brought the rebuilt FE home on June 23rd and started it for the first time on a beautiful sunny day on August 16th. Eleven days later, it was on the road again, giving me two months of tearing up the streets.

Two weeks before Christmas, I drove the car down to a body shop, Concept Muscle Cars, in Cloverdale BC. On Jan 5, 2010, a complete body restoration commenced, with Ross



# SOCAL COUGAR CLUB EVENT

Photos by:  
Ted Taylor Photography













MIKE HOFER  
'EICHENRIED, GERMANY  
CCOA #9580

# SCHRAUBERTAG 2020 XXL



**W**HEN Cougar Club of Germany debuted the first Schraubertag show in 2014 at Michi & Sabine Schaller's car shop, it was a free event that became a weekend happening in the ensuing years. When the 2020 car show season began, the big Cougar meet in Geiselwind and Luky's club meet had to be canceled due to the COVID pandemic. However, Michi and Sabine extended their awesome one-of-a-kind event, so we started on Thursday, July 30, and finished on August 4th.

I am still searching for a proper translation for Schraubertag but *"garage day"* comes close, though it does not truly explain what is going on. A Schrauber is a person (usually male) who likes to work on machines and cars during his spare time. The word tag means *"day"* so this is a day where Schrauber people meet and do what they enjoy the most: work on their Cougars. Everyone has special experiences and skills in certain areas so if you have issues with your sequential taillights, vacuum actuators, ignition, carburetor, or need to replace your windshield rubber seal, it is very likely that you will find someone who knows how to fix it. We not only exchange those skills and experiences but also help each other right away.

We had about 20 classic Cougars on-site and more than 30 club and family members chatting about and working on their cars, relaxing by the pool, and partying at night. The first to arrive, on Wednesday evening, was Mark Lawrence from Berlin, but most of the members arrived on Friday; Saturday was the busiest day.

On Friday evening, we set up our club tents, beach flags, and party lights to celebrate the birthday of Stefan Meister, Stephan Lenhart, and Timon Löffler. They ordered a fantastic

Mexican food buffet delivered by an excellent local restaurant, and it even was enough for a midnight snack and into the next day. We partied into the night, so Saturday's breakfast was a bit later than expected (including aspirin over a German *breen* (pretzel).

Friday was hot, with temperatures in the low 90s; Saturday even hotter so more members moved from the car shop towards the pool. During the weekend, Robby's mobile cocktail bar was open and offered no less than 26 different cocktails and long drinks—free for everyone! The Cougar Club of Germany is a unique club in that we have no club fees, no positions, and only minimal rules (mainly you need to own a classic 1967-70 Cougar to be a member). All events are free, and anyone is welcome to bring along whatever he/she wants to share. As always, we had a lot of local food from all over Germany such as *Thüringer* bratwurst from Fred, *Kais Mettkloepse* (available vegetarian-friendly for the first time), and *schwaebischer Hefezopf* from Stephan. Members also brought all kinds of beverages from pills, *weissbier*, root beer, Coke, *Apfelschorle*, and other soft drinks plus Schaller's coffee.

Saturday evening, we went for a guided tour through vintage Augsburg, a city originally founded by the Romans as *Augusta Vindelicorum* in the year 15 B.C. The guide had interesting information on the rise of Augsburg, the famous Fugger family, and many funny and amazing stories about people living here in the Middle Ages. On our 30-minute trip back to Schaller's, it began to rain, but it was pure fun for Mark and me in the backseat of Luky's 1969—with the top down.

Sunday began cool and rainy, so we worked on our cars. In the evening, we had dinner at the Four Corners Saloon where the local country clubs' line dancing takes place. The



Editor's Note:  
Mercury fountain in the heart  
of Augsburg, Germany. Built  
in 1599, over 420 year old.



food was delicious, especially the ribs. Like other evenings, we had beer and whiskey on Michi & Sabine's terrace to close the day. Most of the club members headed home on Monday but, for those that stayed, Kai arranged a shopping tour to a local American food store called "USA World." On the following day, the last members left Graben am Lech with a big smile on their faces.

I'd like to give a big thank-you to all club members for participating, and an even bigger thanks to Sabine & Michi Schaller for another fantastic Cougar club event—we do appreciate your hospitality! COVID protection was perfect, and we had no complaints...or infections.

Season closing is scheduled for November 28th in the Yellow Root Saloon near the Munich Airport. Cross your fingers we can make it happen! 🐾





STEFAN HERDE  
HAMBURG, GERMANY

# HOUNDSTOOTH MERCURY COUGAR



**Mercury Cougar Houndstooth 1970 with 351 Windsor, 250 HP, 2-door Hardtop, 98,000 miles, green.**

a nice American classic car to Germany? It was always my dream to own a classic from the U.S., and the opportunity could not have been better. Although I am not a mechanic and I am not familiar with all the technical components in a car, I just love the sound, the design, and the feeling of cruising around.

The plan was as simple as this: Let us try to find a nice classic which we can bring back to Germany.

Almost every weekend, I began the day looking around and meeting with people who wanted to sell their vintage cars. I talked to so many nice people in Fairfield County who wanted to move to the Southern part US for their retirement and who could not take their old car with them. (I wish I could have brought all

of them to Germany!) It turned out that I wanted to have a unique and special car, something less common in Germany as many people with American cars have Mustangs. I simply did not want to become the next guy with a Mustang.

I saw an ad in Stamford: "Selling my green Ford Mercury Cougar houndstooth 1970 at \$3700." I had never seen such a car, and I loved it from the first moment I saw it. I took tons of pictures and sent them to my friend in Hamburg who runs a garage that specializes in American classics.

His response was very frustrating. "You cannot buy such a car! Do you really want to drive through Hamburg in such an ugly green car?"

Then two days later, he called me and said, "Stefan, you have to buy this car! This is a limited-edition Mercury Cougar houndstooth, which is really a very rare model. This is a great bargain. Please check the engine and test-drive the car!"

I went back to the seller to arrange a test. Since I had little technical understanding, I asked two young motorheads from my neighborhood to join me for the test-drive since I really wanted a serious and experienced opinion about the condition of the car and the engine.

The test-drive turned out great and my two guys were really excited about the car. The problem was they were too excited, and they shared their enthusiasm with the seller. They shouldn't have done this, as the seller pulled back and said,

"Thanks, guys, I didn't realize that I have such a good car.

**M** OIN MOIN is the typical way to say "hello" in Hamburg, but it means something different when I drive my houndstooth 1970 Mercury Cougar through the city. People stop and say "Moin, what a beautiful car, what type of car is this?" while touching carefully the houndstooth vinyl roof.

Meeting people at U.S. car shows or in my neighborhood, they are all very interested to find out more about my Cougar.

The Cougar Club of Germany counts approximately 250 Cougars (1967-70) within the country's borders, but one with the limited houndstooth options is really rare. Until today, I have not seen any other houndstooth's here.

Allow me to share the story on my Cougar because it reminds me of a very nice and exciting time when I lived with my family for more than a year in Stamford, Connecticut.

It was late in 2003 when my company asked me to develop a new business in oil supply & trading in the East Coast, and to set up an international trading office outside Europe. My wife, our 2 boys (1 and 4 years old at this time), and I found a nice little house in the north side of Stamford. We settled the business and the new team enjoyed traveling around the region. We loved the way of living, met great people, and enjoyed the Indian Summer.

We secretly wished to stay longer in the U.S., but a year later we were called back for the next project. At that moment, my wife and I decided to take a very big "souvenir" to Germany. Since the company pays for moving expenses, why not import

Sorry, but I have changed my mind. I do not want to sell anymore!" Geez, what a disappointment! You can imagine that I was very frustrated and angry with my sidekicks who were not supposed to strengthen the position of the seller.

In order to avoid any endless bargaining, I bluffed and told the seller, "Sorry, whatever the value of the car is, I can't buy it since my wife doesn't like green."

I stayed quiet for two weeks and did not contact the seller. I already knew that he was desperate to get cash for a different project.

Two weeks later, I took \$3700 in cash and, without making an appointment, went back to the seller's house and rang the doorbell with cash in my hands.

He opened the door, was surprised to see me again, and saw the money in my hand. Since no one else had called him for the car, there was not much more for him to do than shake my hand and close the deal.

### A DONE DEAL

I managed to drive the Cougar for several months in Connecticut, as well as undertake proper maintenance. Then, in spring 2005, the car arrived in Hamburg's harbor after two months on water. It was a great and unforgettable moment welcoming our new Cougar to Germany. I remember some photographers at customs were really keen to get some shots of the car. After I got the car licensed, I discovered the Cougar Club of Germany and started talking to Mike and his friends. We met at the largest U.S. car meet in Geiselwind and we all bonded, sharing the same hobby and enthusiasm about Mercury Cougars.

I love driving my Cougar and talking with people about our time in Stamford. This car will be a lifetime souvenir of our great time living in the U.S. Every time I tell this story, I realize, that this car truly represents a great moment for my family in the U.S., and the houndstooth-trimmed Mercury Cougar became really part of our family. 🐾





**T**HIS IS MY 2000 Mercury Cougar that was purchased new, and currently has 140,000 miles of memories and fun. I've been a member of NECO (New Edge Cougar Owners) over at NewCougar.org for almost as long. At the time I was looking for something with muscle and character and had been leaning towards cars like a 60's GTO or 94 Impala SS, while a new car like the Cougar wasn't even on my radar. The commercials for it at the time were forgettable, but it wasn't until I had a chance to use an X-Plan discount from Ford did I discover it on Mercury's website.

It only took one test drive to know this was the car. Handling was fantastic, the styling was like nothing else on the road at the time, and it had a most capacious boot, so it was a practical coupe. While I really wanted the loaded '99 5-speed on the lot, there was nobody who could teach me at the time so I settled for a sport package Laser Red automatic. When I went back later that night to purchase I saw this Light Sapphire Blue that had just shown up and I knew that was the one right away. The metal flake popped and the blue was shifting from silver to purple under the dealer lights and, even though it was the base model, I saw it as a blank slate.

From there on, the car slowly evolved to become my own and, as things wore or broke, I would replace them with better parts with the help of the community. My black & blue color scheme is inspired by a light blue 1970 Eliminator I saw online. With the help of a friend, we were the first to convert these cars from automatic to manual after mine had failed at 100,000 miles. These past few years, I've been undoing some of the modifications the younger me had done, and even doing an engine swap when the original 2.5L's head gasket failed. It's been a frustrating yet fun time finding NOS parts and refreshing the Cougar little by little to make this 20-year-old car still put a smile on my face every time I take it out.

The past several years have seen this car out of commission while it has undergone moderate mechanical restoration that is just wrapping up.

It will never be the kind of muscle car the name may conjure up but, for the driver who loves a car that handles curves and spirited backroad drives, it's what makes this last generation a hidden gem from Ford. 



My list of current mods:

### Engine

- 3.0L Duratec with forged rods from a 2004 Mercury Sable
- MFactory limited slip differential
- K&N cold-air intake kit
- MSDS headers & Y-pipe
- Borla exhaust with rolled, resonated tips
- BAT Inc. sport struts & springs
- Roush rear-sway bar from Roush-edition Cougar
- Massive tubular rear control arm
- Ford Racing 17" x 7.5" gloss black wheels
- 270mm brake upgrade kit (front & back)

### Cosmetics

- Interior swapped over to 2001 MY style (black plastics, leather sport seats)
- Kaminari hood with functional scoop and "prowling cat" emblem in the grill (from 1977-79 model)
- Visteon Road FX kit offered on special edition models in 2000 (front splitter, side skirts, rear wing)
- Debadged trunk lid
- Euro-spec "city lights" added to the U.S. spec headlights





# 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.

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

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

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

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

Country: \_\_\_\_\_ Phone# \_\_\_\_\_

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

E-member (\$30) \_\_\_\_\_ U.S. mail member (\$45) \_\_\_\_\_ Non-U.S. mail (\$50) \_\_\_\_\_

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

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

Are you a member of a local Cougar Club? \_\_\_\_\_

To join or renew, please fill out this form and mail it with payment  
(Make checks payable to **CCOA**) or use the on-line form at <https://ccoa.cornerstonereg.com>

Cougar Club of America  
c/o Cornerstone Registration, Ltd.  
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Maple Grove, MN 55311-6715  
Toll-Free: 866-427-7583 (In the U.S. only)  
Tel: 763-420-7829  
Fax: 763-420-7849  
E-mail: [ccoa@cornerstonereg.com](mailto:ccoa@cornerstonereg.com)

Tell us about your Cougar!

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STEVE CRISTIANO  
WILSON, NY

# 1969 HERTZ ELIMINATOR



**I**T ALL STARTED in the summer of 1997. I was in college, living at home with my father. He was never really a car guy, but he had recently purchased a 69 Mustang convertible that was at a local shop to get painted. I wasn't involved in that project, but it triggered another project that has become a legend in our family to this day.

It was a Saturday morning, and I was having a conversation with my dad. He told me about a really cool car that someone at the body shop had told him about-- a 1969 Cougar. The guy was not asking a lot of money, so my dad asked, "If I bought it, would you help me fix it up?" I responded, "I don't know, Dad, I'd really have to take a look at it first." "Well, that's no problem," he said, "It'll be here in an hour." And that started a journey that continues to this day. At first, I had no idea what the car was or that it was rare. As it turned out, it was a 1969 Hertz Eliminator, which is quite rare, though we did not realize how rare until years later. (100 Hertz Eliminators were built in 1969, of those 41 are yellow. Of those 12 are known to still exist.)

As it arrived on a flatbed, I could see this was a big project. The wrecker backed into the garage to unload it and, as it slid off the bed, the rear axle locked

up. I could see that this was not going to be a quick fix! My father, on the other hand, had a different perspective, as he started telling me that *"we should just get it running and have a little fun with it this summer."* He walked into the garage with a box full of tune-up parts to try to get it running. Looking back now, after having done several lengthy restorations myself, I bet he was looking for a distraction while his Mustang was in body shop purgatory. Eventually, after I pointed out how unsafe the car was to drive, that idea was quashed.

The car had obviously been sitting a while (it was last registered in the early 1980s) and had never been loved a day in its life. It had holes in the floorboards, rust, and rot everywhere, had the wrong front seats and, to top it off, it looked like it had been vandalized. Luckily, it was pretty much all there except the correct seats. Moreover, it had the original Eliminator parts. I spent the majority of that summer tearing the car apart, marking and bagging anything that I removed. I recall taking out the front driver's seat and finding a receipt from the last guy who bought the car for 700 bucks. I did not have the heart to tell my dad at the time (who had just paid 1400) but we laugh about it now. Once it was stripped down, we were ready to get to work.

Luckily, my dad had a friend named Joe who did bodywork on the side. He's a Chevy guy and a bit of a \$#!+ disturber, so you can imagine what he was thinking (and saying) when we rolled up with this rot-box Mercury. However, he is not the type of person who would cut any corners so, although we did not know it yet, we were in for a long and expensive restoration project.

Over the next year, my father and I sandblasted every part and piece and stripped paint, rust, and road grime off the Cougar. Over and over, we heard Joe say, *"time is money"* and *"It's only money, you'll make more"* plus a few unflattering nicknames for me. Joe really enjoyed seeing us suffer! He was a good, talented guy who gave us access to his shop, one of a few people willing and able to take on a project like this and remains a friend to this day.

As we moved through the process, the list grew longer. For example, we needed a lot of body panels, and no one was reproducing panels at the time. I went off to search for body panels and came across a place in Salem OR that specialized in these cars. We ended up buying doors, quarters, a trunk lid, and a fender for starters. I am sure there were more panels as well but, to be honest, it was a blur.

“ We swapped seats back and forth for several hours, then stopped at a local park to get some pictures of that day. It was and remains a great memory for Dad and me to this day. ”



We decided early on to leave the car rather stock, but Dad did not like the Eliminator's original yellow. More importantly, neither did Joe, who was painting the car! Since my dad was footing the bill, he was picking the color, so he chose a late-model Mustang yellow. The car was in paint for several years before we brought it home. Anyone who has gone to the wall with a car can appreciate the feeling of *"is it ever going to be done?"* that comes along with this sort of project. By that time, my dad was exhausted from spending time and money on it.

The car sat in pieces in our garage for several years until we were able to get the motor and transmission rebuilt. We had several local shops overhaul both, though putting the engine and transmission back in was right up my alley. We made several modifications to dress the engine bay up, such as adding headers, nice valve

covers, and air cleaner. We were not super concerned with being 100% original at the time, and we still have all the original parts if we wanted to go back to the factory look. Once the drivetrain was in, we were able to install the fenders and hood. started looking like a car that might run again.

In or around 2000, the project was put on hold. My dad, also a serial home remodeler, bought another fixer upper. At the same time, I also bought my first house, which was in as bad of shape as the car. Needless to say, nothing happened with the car for the better part of five years as we were both busy working on our houses. I was also traveling a lot while making my way in my career. In 2003, I got married, bought another house in 2006, and started having kids. Also, in 2006, I bought a car of my own to restore. It ended up being another four-year project of its own. As a result, the Eliminator languished for years

in my dad's garage. It still had never been driven by either of us.

At one point later in the decade, I had the Cougar trailered to my house. It was at that point that I finally did some of the exterior work: lights, bezels, grille, decals, and trim work. The interior was still mostly undone. I was still using a five-gallon pail on the floor to pull it in and out of the garage, and the power sunroof was still not installed. The sunroof cables that were with the car were shot. I searched for a set but, if you are familiar with these cars, the cables are super rare and, when you find them, expensive. I ended up re-connecting with WCCC, which had a set of cables plus the weatherstripping to go along with it. When I received the cables, I realized I only had one shot at installing them. It was at that point I decided that we needed some help, so I took it to a local guy who also recovered the correct high-back bucket seats that I had found

on eBay--he got the roof working, and the seats came out great. I also ordered carpet, headliner, seat covers, and a bunch of odds and ends.

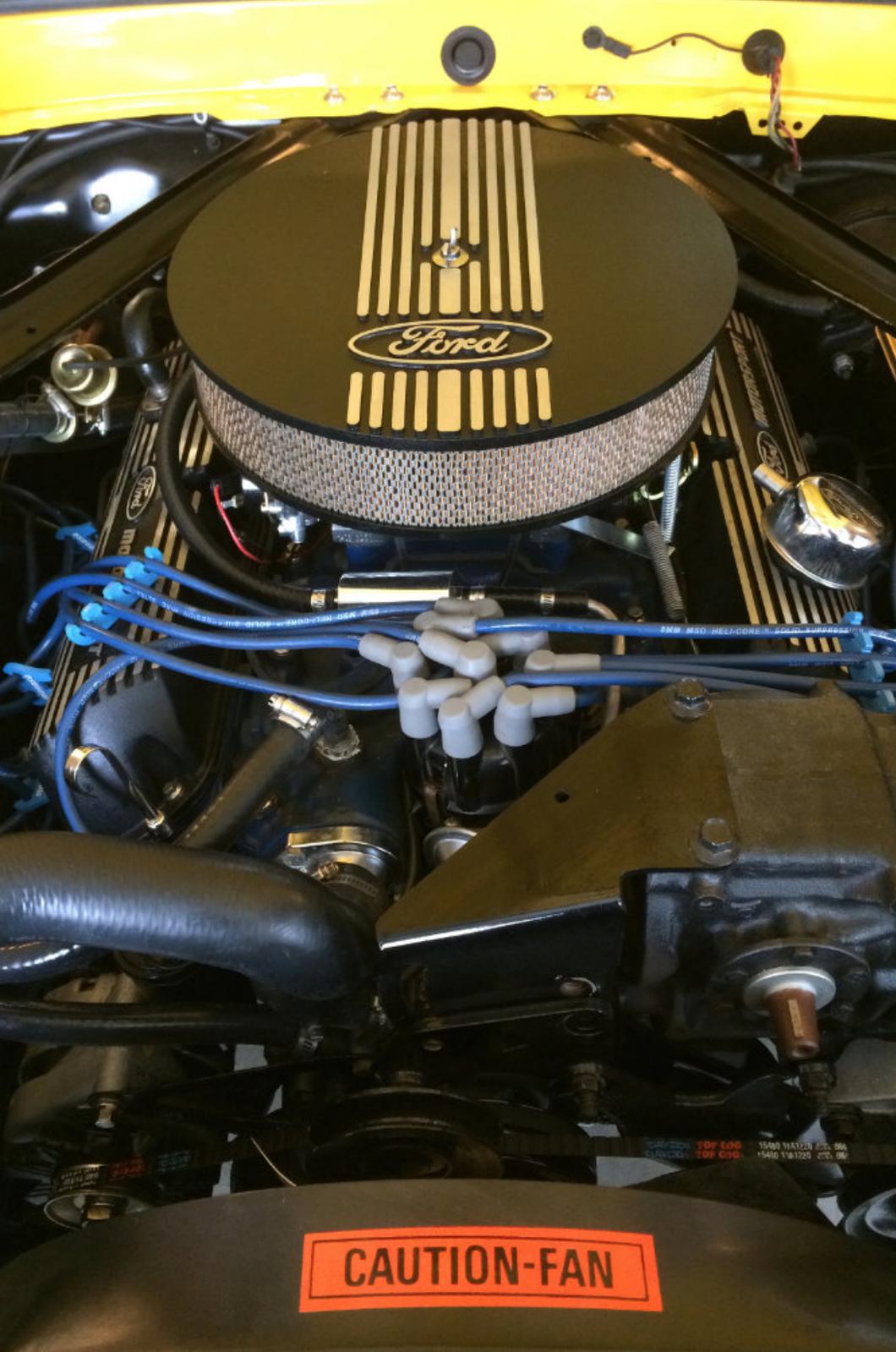
After that, we trailered the Eliminator back to my Dad's place. Having drained the piggy bank on the interior work, we needed another break. My dad was still renovating his house, so his interests were elsewhere, and I had a second child on the way and a career that was getting more and more demanding. The car sat for several more years.

I remember being at my Dad's place for Christmas 2016 and talking about that car. We stood out in the garage and I remember talking about how long we had it, the time and money spent, and how close we were getting it done. By now, the project was almost 20 years old, and we couldn't believe how much time had passed. The car still looked good but was not even running yet. It was then that I started thinking about REALLY getting it across the finish line.

In the winter of 2017, I decided to surprise Dad, who was now spending winters in Florida. I located a local shop that could take on what was left of the project. The list included properly finishing out the exhaust, alignment, tightening down the suspension and steering components, fixing everything required to pass a New York state inspection, get the motor running again, fix an epic tranny leak, and make it roadworthy. As usual, it was a bit more involved than I bargained for but, at that point, I was committed. My dad was going to be home in a couple of months, and I wanted to hand him the keys and take the first ride with him. By now, this car had become something of an urban legend between everyone my dad and I knew so, to avoid anyone spilling the beans accidentally about what was going on with the now-legendary Eliminator, I had to let all his friends and neighbors in on it.

In April of 2017, the car arrived back at Dad's house, I parked it right where it was before he left for Florida. The Eliminator was ready for its





maiden voyage but, keep in mind, the car was purchased 20 years earlier. I had no idea where Dad kept the title so I could not register it! I would have to wait until he got home from Florida so he could find the title and registration. When he finally arrived in May, I went over to his house and I told him I had a surprise for him. I gave him the keys and told him to fire her up and filled him in on the work that I had done to get it roadworthy. He was very surprised. However, I do not think it set in until we got it registered.

I took the day off from work to go to the DMV to get the plates. It was a perfect day for a drive. She roared to life! My dad took the wheel as we finally drove the Eliminator around. I remember sitting in the passenger seat and looking at Dad's expression as we went down a very untraveled two-lane road near his home. Sunroof open, exhaust singing, RPMs racing, and the occasional tire squealing as the car downshifted from hitting the gas over and over. It was a blast. We swapped seats back and forth for several hours, then stopped at a local park to get some pictures of that day. It was and remains a great memory for Dad and me to this day.

Fast forward to 2020, and the car now sits in my garage. It has survived a lot, and now I am as old as my father was when we started this journey. As anyone reading this probably knows, these cars are never done. My dad drove the car occasionally for the last few years. Some minor things need attention again, and it still does not have a radio. It is nice at this point that the things it needs are not going to take years to complete, and I enjoy tinkering around with it now. Plus, it has become something of a family heirloom. My dad even signed it over to me in 2017 when we registered it.

There were a lot of ups and downs with this car and, believe me, there were times when we wanted to throw in the towel, but we never did. The Eliminator will always be a connection to my youth, my life, and my father.





BRIAN CARPENTER  
CERESCO, MI  
CCOA #8301

# CLUB REPORT

**F**IRST I WOULD LIKE to welcome a couple of new CATS members. Robert Ellis from Livonia MI and I don't know what Robert has for a Cougar. Rick & Bonnie Newman from Batavia MI with a 69 Eliminator and 69 XR7 convertible. Welcome to the club!

As we enter 2021 things still remain in limbo on Cougar events. Ben Brace sent me a notice that the Arthritis foundation show on June 24-25 2021 in Dublin Ohio we were going to attend has moved to August 21-22 2021. Unfortunately, lots of other events take place in August and this new date falls on the Woodward dream cruise weekend. Your board of directors decided not to support the August Arthritis show this year. CATS will look at other shows taking place and contact members by club email if we will be attending/supporting any car shows this summer. Feedback and suggestion from our membership on the subject is encouraged. Hopefully, next summer we will be back to normal and can plan a proper CATS club show.

On a personal note, I did get my garage renovation finished up. I moved right on to working on the 67 Cougar GT. This last year I've been tiptoeing around trying to not do a complete rebuild on the motor. After fixing several issues

I had it running perfectly this summer just like a 390 should run. Then it started getting an engine tick I couldn't locate. After removing the oil pan I found a piece of piston skirt broke off in the bottom of the pan. Didn't want to ruin the original motor so it's getting fully rebuilt. Not bad for 53 yrs old and never been apart. The engine is currently back in the Cougar and running. I fixed and improving a few things in the engine compartment while the motor was out. I also decided to switch the AC system over to 134a and Sanderson compressor. I bought the retro stage two kit from Classic Air. I'll let you know how it works once installed. 🐾

<https://www.originalair.com/67-68-mustang-engine-compartment-upgrade-390-428-134a-adapter-brackets-stage-2>



# FEATURE STORY

By David Hyatt

## On HER MAJESTY'S SECRET SERVICE





Photos by: 007magazine.co.uk

## On Her Majesty's Secret Service shatters record at \$481,000

**T**HE SIXTH FILM in the James Bond series hit theaters in 1969 courtesy of Eon Productions. Based on the 1963 novel by Ian Fleming, the movie starred George Lazenby and Diana Rigg, with Lazenby cast to replace Sean Connery following his retirement from the role.

This 1969 Cougar XR-7 convertible with the 428 Cobra Jet, one of three used in the movie, sold at Bonhams' Bond Street Sale in London, England on December 17, 2020. This was a barn find like no other, with a documented past:

- One of 127 XR-7 convertibles built with 428 Cobra Jet with ram air (R-code)
- One of 96 R-code XR-7 convertibles with C6 automatic
- Red over dark red leather
- Original retail price: \$3578
- Driven by "Bond Girl" Contessa Teresa (Tracy) di Vincenzo, played by the late Diana Rigg



- Used in the famous chase scene on the snow and ice of the Swiss Alps
- Featured in the barn scene when Bond proposes to Tracy
- Fitted with ski rack and Kneissl skis
- Includes temporary French "visitor" registration plates
- Full restoration over a 30-year period, 1990–2020

Special-ordered by Paramount Studios for the movie; Paramount ordered two identical cars on 9/19/68. The 'icy stock car race/demo derby' scene was filmed first, and one of them was damaged badly. Paramount quickly ordered a third identical car; this is that car.

Also sold was a poster of On Her Majesty's Secret Service for \$8,608. 









JOSHUA REAMER  
NEWBURG, PA  
CCOA #6321

# 1970 COUGAR XR7



**B**ECAUSE OF 1970 Cougar's 50th anniversary is being showcased in *At the Sign of the Cat*, I was inspired to write my story. I'd like to dedicate this to my dad, who passed away this past November 9th.

I am 47 years old, live in south-central Pennsylvania, and it was two years before I was born when Dad bought this Cougar and titled it to my mom. It's a 1970 Cougar XR-7 with the standard 351 2V and painted Medium Gold with a tobacco brown interior and vinyl top. According to Marti Auto Works, there were only 355 made with that trim combination. I have seen only two gold ones, but they had black interiors. Dad paid \$2800 plus tax and tags for the cat on May 6, 1972, and I still have the original bill of sale. I also have the original owner's manual with a plastic 5/50 powertrain warranty

card with the original owners' signature, Jeff McCormick of Bowie, Maryland. The owner's information and VIN number are on a blue plastic card the size of a credit card. I am not certain, but I believe I am the third owner after Dad gave the cat to me when I was 16.

I was born in January 1974. My mom put me in a car seat on the driver's side back seat. I do not remember sitting in that seat but remember sitting on the console between my mom and dad (yes, the console lid is still original and in good shape for its age). Sometimes I would fall asleep, and my mom would have to hold me or move me to the back. As I got older, I sat in the back in the middle straddling the hump so I could see out between the high-back seats.

The air conditioner got so cold you

could sometimes hear pieces of ice tinkling in the vents, and, on occasion, it would spit pieces out at you. Dad loved it when it did that because he appreciated ice-cold A/C, but my mom would often have him turn it down. Unfortunately, it will not do that today as it's converted to R134A.

Dad liked the car and kept it for me because he always thought it would be a classic. He liked the "door ajar" light, "key in the ignition" and "headlights on" buzzers (all of which always seemed very loud to me as a kid), and appreciated the "low fuel" warning light that worked at that time. I always liked the dash, and all the red lights at night were high-tech and fascinating to a young child, especially the red center high-beam indicator light. I can remember the hiss and clunk sounds when you operated the headlight

switch. These are all small basic things you see as a young child that sticks with you for life. Dad said when he pulled it down into first gear, he amazed and beat some other driver's cars from stoplight to stoplight. The Cougar sometimes would chirp the tires shifting into second.

Mom said she liked driving the car—it looked classy and had plenty of power but she had difficulty getting us in and out of the back with the two heavy doors, and getting stuck in the snow.

At some point, the Cougar started giving us a little trouble. For example, it would shut off at a red light, but sometimes would start again with some cranking, so we took it multiple times to try to get that fixed. Harry Frasier, the owner of a small garage one mile away, was the guy who figured out the problem—which was the timing chain. He replaced that and the cat was now purring smoothly again. He was a good mechanic and did multiple maintenance repairs, but one day he told my dad not to bring it back, and we never really learned why. Perhaps he did not like working on it or maybe he was bumping his head on the hood nosepiece? My dad used to have a few words to say about that nosepiece, including me!

Mom had an Avon route and many times I would go along with her and sit in the passenger seat, waiting for her for what seemed to be an eternity. I played with the rocker switches (especially the map light), stared at the dash, and at the clock, turned the trip hand, watched the second hand, and listened to the clock click every few minutes as it wound itself. You know that clock still works to this day and keeps a very good time

for a 50-year-old electrically wound clock. Every time I open the car door, take a breath, get in, and hear the clock tick and wind, it takes me back to my childhood over 40 years ago!

The cat was now aging. The vinyl top was deteriorating, and the paint was starting to wear, with some of the red primer showing through, especially



on the trunk...which eventually turned into surface rust. There were some soft spots behind the rear wheels on the bottom of the body. However, the dash and seats were still great, and the body was still very solid, including the floor pans. The 351 was starting to use some oil and smoking some but the FMX transmission was excellent. I remember dad adding Quaker State with the cardboard cans—he had a funnel spout that punched a hole in the can to pour into the engine. Sometimes the cans would crush and that was never a good thing!

In 1982, we acquired a 68 Falcon from a relative so that is the year we gave it a rest, letting it sit beside the garden with approximately 135,000 miles.

It sat there for around seven years until around 1990 when I turned 16. Dad could have sold the car several times to guys wanting it but hated to part with it, knowing they would just destroy it. He knew that I liked and wanted it, so he kept it for me for my first car. A few years later, after watching it sit, I realized the sun was not doing the interior any good so I used some old towels to cover up the seats and door panels and laid several pairs of old jeans across the dash. Many times, I would look up at it and dream about it being my own restored car.

Close to the time I turned 16, I put a battery in the Cougar, checked out the electrical system including the points (with some assistance), and tried to start it. No gas was getting to the carburetor, so I had to replace the fuel pump and some fuel hoses. Now that I had fuel to the carburetor (which I knew needed to be rebuilt), the accelerator pump did not work so I filled up an empty dish soap bottle with some gas and put some in the carburetor. After multiple attempts, the cat sputtered to life! My dad just came home when I had it running and he had a big smile of surprise and satisfaction on his face. He said something like, "You finally got it running again, did ya?" I felt 10 feet tall!

I removed the two-barrel carburetor, had it rebuilt, tuned it up, changed the spark plugs, and installed a new thermostat, some hoses, and several other items. We soon had it running really well. The oil in the transmission

was still clean, and the car shifted as well as it did years ago. It was around this time that insurance and tags were put on so it could be driven to the garage for work and inspection.

I then realized I should start to keep all my receipts for everything I do. The first receipt I have is 1991, getting the front end aligned. I have done my best to keep every receipt for restoring the car except for some routine maintenance.

Now the time came to start fixing it up. The heater core leaked, and I had that replaced. Some minor rust around the windows also was repaired, and the roof was prepared for a new vinyl top, headliner, and courtesy panels. I redid the package tray.

A paint job came in 1992, which became a nightmare. We dropped off the car in February, but the Cougar just sat and waited. He eventually painted the car with 2 different mixes of paint, and now the body was a shade off from the other parts that he painted first. In September, we were able to pick the car up, but my happiness getting my car back was dwarfed by the disappointment with the paint job and the time it took to do it. After all, I had just graduated high school and was just finally getting my car on the road, which I was trying to do since I was 16. That was about the most frustrating year for me. Nonetheless, I now had my car on the road, and I was on top of the world!

*Continued on page 42*





CCOA Ball Caps

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

# KENTUCKIANA CAT



SCOTT BROOKS  
CORRYTON, TN  
CCOA #9856

# 1967 COUGAR

**I**N THE 1980S I had a high school friend that had a 1968 Cougar. While it was in rough shape cosmetically, no one was faster than him around town. I remember always wanting one and thought "maybe someday". Fast-forward to 2016, I found out that a close friend of my dad's had a 1967 Cougar for sale. He had owned it for nearly 17 years, and his love for his K-code & Shelby Mustangs no longer left him room to keep the cat. After months of on and off discussions with my wife, I finally pulled the trigger on the purchase of this car. Once it arrived home in Knoxville, Tennessee, I began to sift through a treasure trove of documents found in the glove box. There were registrations left from every person that owned the car, along with documents and unused original service tags from the person that ordered the car in 1967. All of those documents allowed for verification that the car has 42,000 original miles.

I learned that in the mid-2000s, the Cougar had been

painted from the factory Lime Frost to a Dark Caribbean Green metallic. Originally it was ordered with just three options: automatic, power steering, and bench seat. I would rather have bucket seats, but the rarity of seeing a bench seat in Cougars is intriguing (plus, the interior is original). The original 289, C4 automatic, and 2.79 rear-end are present, though the previous owner swapped out the 2V for an Edelbrock 4V and a chrome dress-up kit was also added. He also replaced the radiator, though he gave me the original. Sometime in the car's past, someone installed Cragar 14-inch wheels. While going through the Cougar, I discovered a lot of electrical issues that needed attention, along with some overheating. I since have corrected the electrical issues and added small things that were missing or worn out.

During the first week of ownership, I ordered a Marti Report to see if I had something unique. I learned that the car was ordered and built for the R.W. Craig Ford Dealership



in New Albany, Indiana. This dealership was situated in the picturesque town along the Ohio River just across from Louisville, Kentucky. It was at this time I began to research if the dealership still existed or if it had suffered the fate of so many other dealerships of that era giving way to modernization, commerce, and the passage of time. Such a shame that most of the old dealerships are gone! The labor of love between the common man and the dealerships has become muddled with the passage of time.

Upon entering the address given on the Marti Report, I found an older-looking building on the street view of an online map search. The current tenant was a flooring solutions store, so I reached out to the new club I had just joined to ask if anyone had old photos of the dealership. The members of the CCOA stepped up in grand style and within 24 hours a member sent me an old photo of the dealership from the 1960s. I was elated to see that while the occupants of the building had changed, the building itself was still the same.

As if fate was on my side, in 2017 the CCOA announced the promotions of the 50th anniversary of the 1967 Cougar, and my father invited me to a “Hero Reward” car show that was taking place in Indiana. It was then I thought of a full-circle story for my cat and wondered how many people could say that they took their car back to the original dealership and parking lot where it was ordered and sold 50 years ago. I attended the show and took “Best Ford in Show,” which was being sponsored by an Indiana Ford dealership. However, the greatest joy of the trip was pulling onto the parking lot and taking photos in front of the old dealership where my car had sat 50 years earlier. While there I spoke with some locals that said they had grown up in the town and confirmed that the building was the original structure, and the location is a historic area. Even though 50 years had passed, my love for the Cougar made it feel like I had driven off the showroom floor that very day.

Now my cat has migrated south from its original location, and I am trying to spread the love of Cougars at local shows here in Tennessee. If you live in Tennessee, please find us on Facebook under the Tennessee Cougar Club. 🐾





HERB STUART  
SUAMICO, WI  
CCOA #07273

# 1968 MERCURY COUGAR

**O**UR '68 COUGAR was bought for \$800 and given to our son Chris for his high school graduation. It was a standard 302 4V, automatic, A/C car that was hardly a cream puff, but a solid desert car. Chris and I had the seats reupholstered, tuned it up, and took care of the suspension & brakes. He drove it through his undergraduate years at New Mexico State and moved to Wisconsin with us after graduation. One morning he was going to work, and it dropped a valve - just before he was to attend law school back in New Mexico. So, we got him another vehicle, I kept the Cougar and started it's rotisserie rebuild in 2000.

Seven years later (with a '99 Cobra engine/trans, coil-over front suspension, etc., etc.) we took it to Road America for it's first of many Northwoods Shelby Club events. Unfortunately, on the first lap with a cracked trans tail shaft that spewed trans fluid on the exhaust, I got black flagged and our day (except for the quiet tow home) was over.

The car is built as a street/road racer - not a show car. It can be seen at various track events with the Northwoods Shelby Club & Fox Valley Sports Car Club, was a 2012 Optima Ultimate Street Car Invitational competitor, and was named "Editor's Choice" for the popular Hot Rodding Muscle Car of The Year competition in the December 2013 issue. In 2014 we were invited to the CAR Craft magazine Real Street Eliminator competition at National Trail Raceway that was featured in the January 2015 issue. Maximum Drive magazine's May/June 2015 issue had a 5-page feature on the Cougar and the same photos/write-up were used in the online ThrottleXtreme magazine. It was pictured in the January 2020 issue of Muscle Mustangs & Fast Fords as part of the Optima Search For the Ultimate Street Car at Road America coverage.

It was also pictured in the April 2010 issue of Hot Rod magazine "Roddin' At Random" section. We have run the car on Road America, Blackhawk Farms Raceway, Gingerman Raceway, Mid-Ohio Raceway, The Autobahn Country Club (Joliet, IL), Brainerd International Raceway, and Waterford Hills during the 2017 Cougar 50th Anniversary.

We hope you like our version of the Cougar. 







DAVID BUYE  
HUDSON, WI  
CCOA #9774

# 1969 MERCURY COUGAR



**H**ERE ARE MY TWO KIDS with four little Cougar cars and the club bandana. I crashed my 1969 Cougar last April, so until this spring when the shop finishes the rebuild, the toys are the best we can do.

"Cougar Car" is possibly the most used phrase my 2-year-old says as he begs to see photos of our car and points at cars out the window thinking all cars are "Cougar cars." I have been surprised by how much he and my daughter play with those toy Cougars. Also notice they're wearing the 1969 dark blue

shirts tailored down to baby and toddler sizes.

As for the crash, you can see the result of decelerating too quickly, using 2nd gear to slow down at a curve. Fifty miles per hour to zero broke both the car's nose and mine. I was fortunate my injuries were minimal. Staying positive for the future, here you can see progress of the paint by **Tom Jenkins Auto**, and the reassembly underway by Pat from **Unique Classic Cars** of Mankato MN. Hope to be driving in May. 🐾







**I**N 1993, with a new set of tires, I headed to the dragstrip, where Charlie and I met. Charlie “Dude” Booze, who went nuts over my car as he was a big Cougar guy. My Cougar was bone stock with 137,000 miles and pulled around a 16.7 ET, which was not too shabby. Charlie still does most of the mechanical work to this day.

I had the air conditioner repaired (back when you could still get R12). The following year, 1994 Dude installed a 2¼-inch dual exhaust system (it is still in great shape today). I bought re-chromed bumpers, I redid the courtesy panels and rear package tray again because they did not look good.

The next year I met a vendor at the Carlisle show who had everything I needed to install power windows, including the wiring. I also rebuilt the front end—another nightmare. The spring vendor I chose at Carlisle sent me the wrong ones.

On October 27, 1995, the cat was

fender. At the time the Cougar had 153,588 miles. His insurance paid me for the damage, though not enough to pay the bill for new paint. But now I wanted a new paint job on the car! This put it down for over a year.

Luckily, Dude’s garage also had a paint shop. The man I wanted to paint my car was named Mike Klein. He did a great job and, 24 years later, it still looks good today! Mike sanded, prepped, primed, and painted underneath the new sheet metal. I drove the Cougar back and forth several times so he could paint the door jams and such. I had a reputable chrome shop redo the rest of my chrome, including some interior parts. The paint shop was finished with the new parts, so it was time for the task of putting everything back together, as I now had my work cut out for me. It was quite a job to try to get the body panels lined up correctly considering they were imperfect from new, though I learned the true culprit was that the driver’s side was hit before we bought the car, pushing it back

at a garage when I received a call that an old man backed into it, damaging the driver’s door and

approximately half an inch. Knowing this would have saved some hairs on my head! It seemed like forever, but the body panels were back on and lined up satisfactorily. I was now ready to drive the primed cat back to the paint shop for the final paint job! It was finally completed along with installing the power windows. The new paint job front grille, taillights, power windows, and stereo . . . man, it looked amazing!

The following year, 1997, I had the pinstripes put on by the Art Sign company. They were hand-painted by the man who started the business in the late 1940s, and he did a wonderful job. I replaced the rear suspension (which was a nightmare) as well as the front. When I put the new rear leaf springs on, the rear end was too low. The springs were supposed to be the correct ones, so I went to a local spring shop and had an extra helper spring put on. That gave the car the correct stance.

In 1998, I had the steering box rebuilt, the steering wheel redone, and the A/C converted to R134A. I believe this was around the time when I found a tilt steering wheel, for which I paid around \$200 at Carlisle. I also put a spoiler on the car.



The next year, I had the hood moldings redone. I took it to the Ford show at Carlisle and won first place in my class!

On April Fools' Day 2000, I started rebuilding the engine in the basement where I kept the cat. My good friend Joe came over to give me a hand removing the engine. I took it to a neighboring reputable engine shop. The transmission was also rebuilt. I wire-brushed, cleaned up, and painted the entire engine bay, and restored everything that went back in. I bought a zinc plating kit, wire-brushed, and then plated every bolt, nut, and screw. I also undercoated and painted semi-gloss black the wheel wells and underneath the entire car. My neighbor came over and helped me reinstall the engine. Later that summer, I met my future wife, which prolonged finishing the car as my time had now shifted towards her! A few short months later we were engaged to be married, with the date set for March 3, 2001. I just had to get my car finished for our

wedding! With many late nights, it was accomplished. The Cougar was decorated up for us, and we were driven from the church to the wedding reception. The weather, distance, and brand-new engine were a few important reasons why the cat had to stay behind on our honeymoon.

A true and very funny story: the preacher's car was at my dad's, and my dad had to drive the cat to his house where I kept it. They had no choice but to ride together. My dad told me later that the preacher looked over at him while he was driving and said, "You realize we are two old men riding in a car that says JUST MARRIED written across the windows?"

Then life happened. The marriage quickly turned into a family and I was on a tight new budget. I tied the cat in my great aunt's garage and barely got a chance to drive it other than about once a month to start it up.

In 2004, I bought a new battery and

that battery remained until 2017 when it finally died. My guess the reason is that I always kept a maintainer on it, and the car sat most of the time so the battery had a little movement.

The following year, a tooth chipped off the flexplate, so I had it replaced.

Yet for the next two years, nothing was done.

In 2008, the rear end was rebuilt, it had never been rebuilt before. I had Dude replace the original 3.00 rear for something with a little more low-end grunt, so I went with a 3.50 Traction-Lok.

Fast-forward to 2012 and, for an unknown reason, a cylinder head went bad, so I had them replaced and upgraded to Windsor Junior heads. That really woke the cat up. I know she would be happier with headers, but I prefer the stock appearance.

In 2016, I replaced the carburetor

because it would always drip gas into the engine when you shut the car off hot, flooding it enough to make you grind on it to get it started. It was not good for the engine (and embarrassing to boot!).

The following year, I did what I had always wanted to do--replace the stock XR-7 wheel covers with Styled Steel Wheels. I bought a reproduction set from Coker Tire along with their new Firestone Wide-Oval radials. I love the way they ride, handle, and grip! Yet I had another horror story notch to add to my belt thanks to Coker: I installed them on the car and realized the backset spacing of the wheels was incorrect because they hit against the calipers. Coker said they could not find (and did not know where to find) the five stainless steel accent inserts for the wheels. They also sent unmatching blue walking cat centers several times, all of which I sent back. I battled with them for a while until finally, after continually sending me bad ones, Coker sent me the two wheels I needed with the correct backset. I later discovered WCCC has the accent inserts and center caps, and I wish I had known to go to WCCC for everything as it would have saved me grief.

In 2018, I had the A/C repaired again, plus I had a body shop line up all the front body panels better. The body man pointed out to me that maybe the car was once wrecked because the front driver side was pushed back about a half-inch (which was why in the past I had trouble lining up the hood to the fender). I may still take the car to a frame shop to see what they can do. During this time, I joined the AACA and the Cougar was awarded Junior second place at the national show at Hershey.

For 2019, I freshened up the engine bay as it was starting to show its age after 19 years. I also replaced all the parts store's hoses belts, wires, etc. with reproduction parts and, again, was awarded Junior second place.

My dad passed away on November 9th from a stroke, but the many great memories we shared with this car are invaluable.

Last year, with 167,934 miles,

I decided I want to take the cat to more places than I have been. The 3.50 rear is not ideal to keep up with today's traffic, I had Dude put in 2.75s and he reinstalled the Traction-Lok. While it was on his lift, he let me repaint and freshen up the underside. Most were done at night, with 33 hours spent painting the exhaust and the complete undercarriage. I obtained some more wire clips, decals, and small detailed items to make the engine bay as stock as possible. Another great upgrade was an original AM radio that has

been upgraded with all the goodies: Bluetooth, MP3, Pandora, FM, and jack for a separate CD player. The original AM radio was still in my car when Dad parked it, and I want to keep it on the shelf. I also had my body shop fix that rust spot on the passenger door and on the nose of the hood. My guy welded metal in and was able to blend the paint nicely. Alas, these improvements did not help my standing at the next Hershey show (held at Gettysburg in 2020 due to COVID) as the Cougar once again achieved Junior second place. 🐾





PHILLIP PAYNE  
MECHANICSVILLE, VA  
PRESIDENT: DELMARVA COUGAR CLUB  
CCOA #6434

# 1968 MERCURY COUGAR XR7-G

**T**HE 1968 COUGAR XR7-G sold new at Gables Lincoln-Mercury in Coral Gables, Florida. The gentleman who walked into the dealership and ordered this Cougar really loaded it up with options including the XR7-G package, sunroof, S-code 390 4v, C-6 automatic, air conditioning, locking differential, speed control, AM/FM, tilt-away/power steering, power disc brakes, and what is believed to be a dealer-installed rear power antenna. 🐾



*Editor's note: Phillip also creates amazing designs for CCOA*





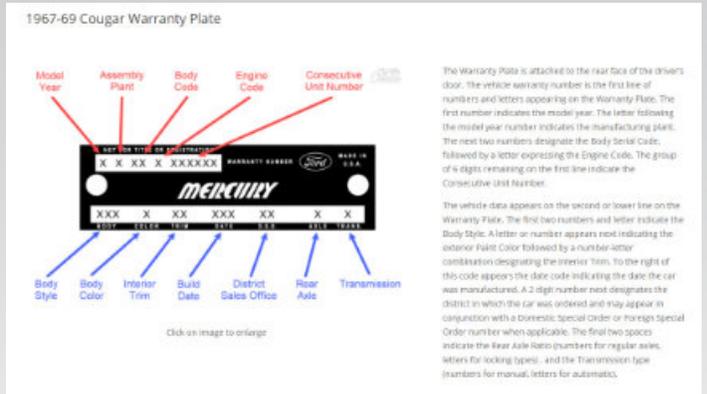
CONAN TIGARD  
WEBMASTER  
CCOA #09870

# New CCOA Website

*Coming Soon!*

**A**ROUND THE BEGINNING of 2021, the rebuilding of the Cougar Club of America's website began. The new webmaster, Conan Tigard, started combing through the old website to see what he could use. Luckily, there was a lot of good information already present, which laid the foundation for what is to come. While using Elementor (a WordPress website builder) for the first time, Conan started off with something easy, choosing the At the Sign of the Cat page because it wasn't too large or complicated. He struggled with the program and, after 90 minutes, he felt the page he created wasn't very inspiring. Then, at Conan's suggestion, the CCOA bought Divi, a theme he had been using for years—now the entire project instantly took shape! New pages were being created every night and the website began to flourish.

of America. This can be found on the Contact page. It has four different sections, which should help someone hone-in on his or her search for the right person. The sections are Board of Directors, Managers & Volunteers, Vehicle Registrars, and Volunteer Photographers.



Now, two months later, the new CCOA website is almost ready to go live. The site is more robust than it used to be while continuing to be a great source of information for Cougar enthusiasts. There are plans to keep growing the site and adding more information about classic Mercury Cougars as time allows.

The Cougar Specialty Registrars sections contain pages for all the specialty Cougars. This is where you would go to contact a registrar for a specific type of Cougar and to register your car. The site also has a new 1969 Cougar 390 Registry page. We have added a lot of information to these pages, which are chock full

A nice new feature of the website is the images of all of the people that spend their time volunteering for the Cougar Club

Home ATSOCT Registry Store Join Tech / VIN Links Events Cougars Clubs Contact

## Cougar Club of America

Welcome . . . to the sign of the cat  
The Cougar Club of America, founded in 1980, honors all years of the Mercury Cougar, Ford Motor Company's luxury sports car produced from 1967 to 2002.

of images, specs, advertisements, and anything else we could get our hands-on. Make sure to check out each one, as they are all quite different. There are some real treasures--things you may have never seen before--to be found!

The Tech/VIN section has much of the same information as before, including the VIN Decoder, but there is a new page that may be of interest: Don Skinner's 428 CJ Parts Listing page, provided by Don Skinner. If you are looking for a part number for your 428 Cobra Jet engine, you are going to want to check this page out. Engineering and casting numbers are also listed on this page. The Tech / VIN section also has Buck Tag Decoding, Paint Chips, Documentation, and Warranty Plate & Vehicle Certification Label information. More tech information will be added in the future.

Then we come to the Links section. It has five different pages and covers a ton of information. It has a page for Cougar Enthusiast Websites, page listing vendors for Parts & Supplies, and a page for Specialty Parts & Restoration. Two new pages have been added: Articles and Videos. The Articles page has over 100 links to articles about Cougars. Just about every article you could ever hope to find about Mercury Cougars is listed on this page. As for the Videos page, it has professionally created videos of stories, reviews, general

information, etc. about Cougars. Grab some popcorn and a drink, kick your feet back, and immerse yourself in the wonderful world of Cougars.

We also added an Events page that has a Google Calendar in it and will have car show information. Of course, with things being the way they are right now with the Coronavirus, there isn't anything listed in it right now. But I'm sure things are going to start trickling in. We just have to keep our fingers crossed that the virus dies down.

The Clubs page list all of the Regional Cougar Clubs with their logos, contact information, club website, Facebook Group, and more. So, if you are looking for a regional club to join, this will help you find the nearest one to where you live.

And now, drum roll please...we have added a large new section that is sure to draw a lot of attention. It is simply entitled: Cougars. It has the following sections: Classifieds, Mecum Auctions, Member's Rides, and Unique Cougars. The Classifieds page suggests that you use the Classic Cougar Community Marketplace Forum for buying or selling Cougars. The Mecum Auctions page has links to all of the Mercury Cougars that have been sold a Mecum Auction since the beginning of 2020. CCOA has recently partnered with Mecum

The screenshot shows the website interface for the Cougar Club of America. At the top, there is a navigation menu with the following items: Home, ATSO TC, Registry, Store (with a dropdown arrow), Join, Tech / VIN, Links, Events, Cougars (with a dropdown arrow), Clubs, and Contact (with a search icon). Below the navigation is a large banner for the magazine 'ATSO TC At the Sign of the Cat'. The banner includes the text 'The Official Magazine of the Cougar Club of America', 'VOLUME 39 | ISSUE 1 | SPRING 2020', and '1980 - 2020'. The central focus of the banner is a large '40<sup>TH</sup> Anniversary' logo featuring a cougar silhouette and the text 'Cougar CLUB OF AMERICA'. To the right of the banner, the product title 'Spring 2020 At the Sign of the Cat' is displayed. Below the title, there is a breadcrumb trail: 'Store / Back Issues of Newsletter AT THE SIGN OF THE CAT'. The price is listed as '\$25.00' and the availability is 'In stock: 6 available'. A dark 'Add to Bag' button is present. Below this, the 'Product Details' section shows 'Spring 2020 At The Sign of the Cat.' and a 'Share this product with your friends' section with social media icons for Facebook (Share), Twitter (Tweet), and Pinterest (Pin it).

and is offering My Mecum members half-prices standard bidder passes. How cool is that?

The last two sections are by far the largest. Member's Rides shows pictures and has a bit of information about member's Cougars. At the current count, it has over 230 cars listed, with big pictures of each car. The pages are divided up by the year it was produced. We are still missing many years of the Cougars after 1973, but we hope to someday have all years of Cougar listed. The last section, the Unique Cougar section, is going to blow your mind. So far, it has 17 pages of some of the more unusual cats ever created. With cars like the 1968 Cougar 500, the 1969 Cougar Fastback, the 1969 Eliminator Prototype, the 1969 Kumpf / Kenz & Leslie Special, and the XR7-G Prototype, your head will be spinning with all of the information and pictures you have never seen before. And you will definitely have to check out the new images of El Gato. They are fantastic!

One last thing, CCOA is looking for a Registrar for the 1967-68 Cougar Dan Gurney Special. If this car is a passion of yours, and you would like to be the Registrar, please contact Phil Parcels at [registry@cougarclub.org](mailto:registry@cougarclub.org).

The new Cougar Club of America website is planned to go live soon, so keep your eyes peeled. 🐆

#### 1969-70 Mercury Cougars

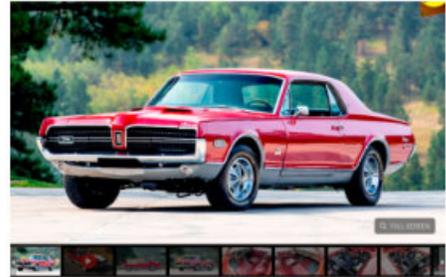
- 1969 Mercury Cougar Eliminator (Hemmings)
- 1969-1970 Mercury Cougar Eliminator (Horsepower Memories)
- 1970 Mercury Cougar & Cougar XR-7 (Hemmings)
- 1970 Mercury Cougar Eliminator (Hemmings)
- 1970 Mercury Cougar Eliminator (Hemmings)
- 1970 Mercury Cougar Eliminator: Ford's Alternative Power Choice (Ford Performance)
- The 1970 Mercury Cougar Eliminator Was a Classy Match One Mustang (Hot Rod Classic)
- Everything You Need to Know About the Mercury Cougar Eliminator (Hot Rod)
- High-Performance Cat - 1969 Mercury Cougar Eliminator (Hemmings)
- Leather and Turquoise - 1969 Mercury Cougar XR-7 (Hemmings)
- Quick Cat - 1970 Boss 302 Eliminator Cougar (Hemmings)
- The Other Boss 302 Mercury Cougar Boss 302 Eliminator (DriveWires)
- Twice as Nice - 1970 Mercury Eliminator (Hemmings)



1968 Mercury Cougar XR-7 GT-E  
427 CI, 1 of 265 Produced  
Kissimmee 2021

- Engine: 427 CI
- Trans: Automatic
- Color: Cardinal Red
- Interior: Red

Sold for \$99,500



## 1969 Cougar Fastback



Full size clay model of a prototype '69 Cougar fastback on the studio turntable.

Pictures are dated September 19, 1966. Placard under rear quarter reads 1969 Cougar Hardtop.

Note the two body styles in the side profiles. The lower profile sports the body "side spear" that did make it to production.

Text from *The Big Book Mercury Cougar: The Classic Years 1967-1973*

## Unique Cougars Menu

### Unique Cougars

- 1967 Hollyberry Red Cougar
- 1968 Cougar 500
- 1968 Cougar Calypso Coupe
- 1969 Cougar Fastback
- 1969 Cougar Ski-Pac Special
- 1969 Eliminator Prototype
- 1969 Kumpf / Kenz & Leslie Special
- 1969 Rocky Mtn. Life Ins. Cougar
- 1969½ Golden Cougar
- 1970 Cougar El Gato
- 1970 Houndstooth Cougar
- 1973 "Bronze Age" Cougar
- 1999-2000 Roush Cougar
- Cougar XR7-G Prototype
- The Last Cougar Convertible Super Cat



The Official Magazine of the Cougar Club of America



We've come a long way, order back issues today!

Available online  
<http://cougarclub.org>





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



**1980 - 2020**

# *Letter from the Editor*

**F**ROM THE MOMENT I saw the Bond Cougar, I knew that I wanted it to be one of my covers. The Bonhams sale brought the perfect opportunity to bring this idea to fruition. Much appreciation to the Bonhams for working with us to making this happen.

This issue marks a new alliance with Mecum and we are excited to be joining forces with them. Be on the lookout for more exciting content!

We have been hard at work behind the scenes to deliver a new website with Conan Tigard taking over as webmaster. Also on the horizon, we have concluded which direction we will move towards with the long planned back issue archive for CCOA members. However with the magazines' release on a bit of a late turn these past few issues, the priority is to get the back to schedule before we resume work to bring you great content. Following these updates, we will resume our efforts to bring the archive online.

Please welcome Diego Rosenberg as our new Assistant Editor. He brings his professional talent and experience to help us in the word smithing of all the great articles you now hold in your hands.

We are all please with the outcome of every issue in bringing quality content to the table and we couldn't

be more excited to bring you this issue. 

*See you all next issue!*

*Stay safe out there!*

*I welcome to hear your feedback, please email me directly at: [editor@cougarclub.org](mailto:editor@cougarclub.org)*



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



[atsotcmagazine.com](http://atsotcmagazine.com)

# MEMBER REPORT



**CHARLIE BROWN**  
Member Services Director  
CCOA #8693

## WELCOME TO CCOA

Spring is in the Air! I hope all of you are doing well and have spent some of the winter working on your Cougars. It is about time to take them out of hibernation and get them back on the road. Please keep posting pictures of your Cougars, no matter the state they are in out on the Cougar Club of America Facebook page. I know last year has been different in so many ways, but I know it will return to normal and we will see each other once again. I wish all of you the best.

CCOA membership is growing and I wanted to share some statistics.

As of March 22nd, 2021, Cougar Club of America has 815 active members, up from 794.

From October 28th to March 22nd, 2021, a total of 272 members renewed their membership

From October 28th to March 22nd, 2021, we added 66 new members and five returning members.

## MEMBERSHIP RENEWAL

Check your CCOA membership card for your due date. All members receive, 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 [cougarclub.org](https://cougarclub.org) and this link will take you to Cornerstone Registration for renewal Membership processing (<https://ccoa.cornerstonereg.com>). If you prefer, you can send a check using the membership form found elsewhere in this newsletter.

## 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!

# NEW MEMBERS

Joining the club since the last ATSOTC (through March 22nd, 2021) are the following new members:

CCOA#	Member Name	City	State
10262	ANDRES CARDONA SR & ANDRES CARDONA JR	SAN ANTONIO	TX
10263	MIKE & MICHAEL AMBROSI	JOLIET	IL
10264	BRADLEY ALLISON	BEAVER	PA
10265	R. WAYNE ANDERSON & LYLE SHARP	SHELBYVILLE	KY
10266	MARIO L. RIVERA	LAJAS	PR
10267	ROBERT HILL	CONCORD	OH
10268	KURT BAUMGARTNER	STOUGHTON	WI
10269	GARY & CONNIE MITZNER	SHAWNEE	KS
10270	GLENN GALAY	SEBA BEACH	AB, CAN
10271	DOUG & DOUGLAS SHEARER	GREAT FALLS	MT
10272	CRAIG PARKER	OLATHE	KS
10273	KRYSTEL SIKES	BRIGHTON	MO
10274	JEFF PETERSON	AURORA	CO
10275	JOSEPH DIPALO	BAYVILLE	NJ
10276	GLENN BUDNICK	ORLAND PARK	IL
10277	GEOFFREY WEBSTER	OLYMPIA	WA
10278	DAVID DYKSTRA	WINDSOR HIGHTS	IA
10279	PHIL THOMAS	JASPER	GA
10280	JERRY SNIDER	BROKEN ARROW	OK
10281	JOHN DAGE	LIVONIA	MI
10282	JEFF & DONNA WELLS	LACEY	WA
10283	DAN & DANIEL LEVIN	LEWES	DE
10284	RICHARD REUM	HASTINGS	FL
10285	GLORIA FARABAUGH	PLANO	TX
10286	ROBERT LEMERON	KIHEI	HI
10287	IAN HARDGROVE	EAGAN	MN
10288	DIEGO & TATIANA ROSENBERG	LOS ANGELES	CA
10289	ARLEN WILDEMAN	BOONE	IA
10290	JOHN BALDINO	SHREWSBURY	MA
10291	JOHN MINAS	CHICAGO	IL
10292	JOSEPH LANGE	RIVERVIEW	FL
10293	MICHAEL R HOGGE	GREENVILLE	TX
10294	EDWARD MUZIK	PAINESVILLE	OH
10295	PAUL DAMATO	WHARTON	NJ
10296	GENE STANDIFORD	MARYSVILLE	WA
10297	BOB & CHRIS PISO	PULASKI	WI
10298	JON BRONES	BLANCO	TX
10299	VLASI POGGAS	PHOENIX	AZ
10300	GAVIN & GREG WHEELER	COMBS	AR
10301	JOHN GAILEY	SAN MARCOS	CA
10302	GENE HOFFMAN	LONG BEACH	CA
10303	PETER PAPADOPOULOS	MADISON	CT
10304	DAVE WOOD	TRENT WOODS	NC
10305	KENT BALOGH	LEWISTON	MI
10306	STEPHEN & FRANCES PACK	INMAN	SC
10307	RON PLEVYAK	NEW HARTFORD	CT
10308	RICK SMITH	NORTH ATTLEBORO	MA
10310	THOMAS & TOM GERSCH	BROOKFIELD	IL
10311	RONALD N. WRAY	GREENWOOD	SC
10312	JOHN SCULLIN	MELROSE	MA
10313	NICOLA CHIARAPPA	GAMBOLÒ	ITALY
10314	ROBERT & ROBYN WALKER	SUISUN CITY	CA
10315	JOHN GEREN	CHANDLER	AZ
10316	RAY CHESNEY	FRUITA	CO
10317	GEORGE TEMES	GILBERT	AZ
10318	DAN BLAKE	PENNSAUKEN	NJ
10319	MARK BROWN	CAMANO ISLAND	WA
10320	ANDY JACKSON	WEST GROVE	PA
10321	PAUL WEAVER	OAK ISLAND	NC
10322	JEFF SIMON	MARS	PA
10323	LINN & AVON CROCKER	CAPE GIRARDEAU	MO
10324	RAY BRUNI	PROVO	UT
10325	DANNY REDMAN	STUART	VA
10326	LISA SMITH	FORSYTH	GA
10327	JIM CLARK	CAMPBELL	CA
10328	BERNHARD GLADOS	GREENFIELD CENTER	NY

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Z I N J F H E V W S I N G J O Y F L V N I B B C O  
 P V J B Z O U Q M G C D B Z I W S X A V T P O I G  
 L C O N T E S S A M M K I Z V A I K M M X S N S M  
 A U U S V D T D E L M A R V A M N H I N B W H Q M  
 Z R R S W X M A J E S T Y F Q M V F D R G F A R A  
 E Y I H N I K S K S A H E R T Z U V L K A S M H N  
 N M N R R A S X P X U D M E C U M G J E Z C S P C  
 B Q S P M U H S I B T N Q T V T Q C E Q M F K O A  
 Y Q Y P Z E M K A H A M R Q M Z X Z W O A I E T B  
 F D L B A Z R F N L I R M O T O R H E A D S N A A  
 G R N O W R C C M F P K N U O A I L E P T C B G C  
 U I L N Q I A Y U F Z S E F B F I S M L J H S Y L  
 U K T D F R B M Q R U H P G I D N Z A I C R E Y J  
 E Z F G Z F O S O M Y L P C N N G N B Z C A R F D  
 M U Z I W L N F K U W M G G I M D X R U D U V X S  
 E A P R U I D N H W N Q A P V B V L D P T B I O K  
 H X P L H M G A H J J T U N H F L C H S G E C L W  
 H A U N V F R T G Z S M E R C O M A T I C R E H D  
 B R F C A N A D A Y W L V I I M F J Z R W T V W B  
 R A A K E N T U C K I A N A K A R L T Z I A J S D  
 G C X E R K W T C Z T D I A N A R I G G O G M O Y  
 N E I Z H Z N N P T C U Y Y A F L E X P L A T E Z  
 A W S E C R E T X F H G P J Z P F P X G J O Y Q A  
 R A V U V S C D S X E U F U L Q B U Y E T P B X Z  
 R Y J L A T O N B W S W I N T E R C F O Q G T L Z

- |              |             |            |            |
|--------------|-------------|------------|------------|
| SCHRAUBERTAG | KENTUCKIANA | MOTORHEADS | IANFLEMING |
| MERCOMATIC   | MERCURYMAN  | SWISSALPS  | DIANARIGG  |
| PARAMOUNT    | BARNFIND    | BONDGIRL   | FLEXPLATE  |
| SWITCHES     | DELMARVA    | SKIRACK    | CONTESSA   |
| RACEWAY      | BONHAMS     | MAJESTY    | SUNROOF    |
| SERVICE      | CANADA      | WINTER     | MECUM      |
| SECRET       | HERTZ       | BUYE       | LAZENBY    |
| NECO         | BOND        |            |            |

*Answers on page 56*



# 1971



## HISTORY FUN FACTS

### Quick Facts

- *World Changing Event: Television and radio ads for cigarettes were banned in America.*
- *The Top Song was Joy To The World by Three Dog Night*
- *The Movies to Watch include Willard, Big Jake, Billy Jack, Fiddler on the Roof and The Last Picture Show*
- *Notable books include: Rules for Radicals: A Pragmatic Primer for Realistic Radicals by Saul D. Alinsky and The Exorcist by William Peter Blatty*
- *Price of Hess fire truck in 1971: \$1.69*
- *Monopoly Board Game: \$3.99*
- *G.I. Joe action figure: \$6.49 to \$8.29*
- *The Funny Guys were: Monty Python's Flying Circus*
- *The Funny Guy was: George Carlin*
- *The Funny Lady was: Carol Burnett*
- *Flintstones based Fruity Pebbles, Ice Cream Pebbles, and Cocoa Pebbles breakfast cereals were introduced by Post Foods.*

### Popular Christmas gifts, toys and presents

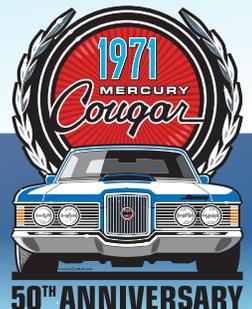
- *Weebles, Landslide, Big Jim action figures, Space Hoppers, Klackers, Etch-A-Sketch in New HOT PINK or COOL BLUE frames, Uno*

### Pop Culture News

- *Ray Tomlinson invented internet based email.*
- *The first Starbucks opened at the Pike Place Market in Seattle, Washington.*
- *Taco Bell was started in Downey, California, and founded by Glen Bell.*
- *Century 21 Real Estate LLC opened its doors in Orange County, California.*
- *Gillette introduced the Trac II razor, the first double-blade shaving tool.*
- *The Intel 4004 was the first microprocessor.*
- *Based on an earlier cooker called the 'Beanery,' the Crock-Pot sold its first of over 100 million in 1971.*
- *Cost of a Superbowl ad in 1971: \$72,000*

### Sports

- *World Series Champions: Pittsburgh Pirates*
- *Superbowl V Champions: Baltimore Colts*
- *NBA Champions: Milwaukee Bucks*
- *Stanley Cup Champs: Montreal Canadiens*
- *U.S. Open Golf Jack Nicklaus*
- *U.S. Tennis: (Men/Ladies) Stan Smith/Billie Jean King*
- *Wimbledon (Men/Women): John Newcombe*
- *NCAA Football Champions: Nebraska*
- *NCAA Basketball Champions: UCLA*
- *Kentucky Derby: Canonero II*

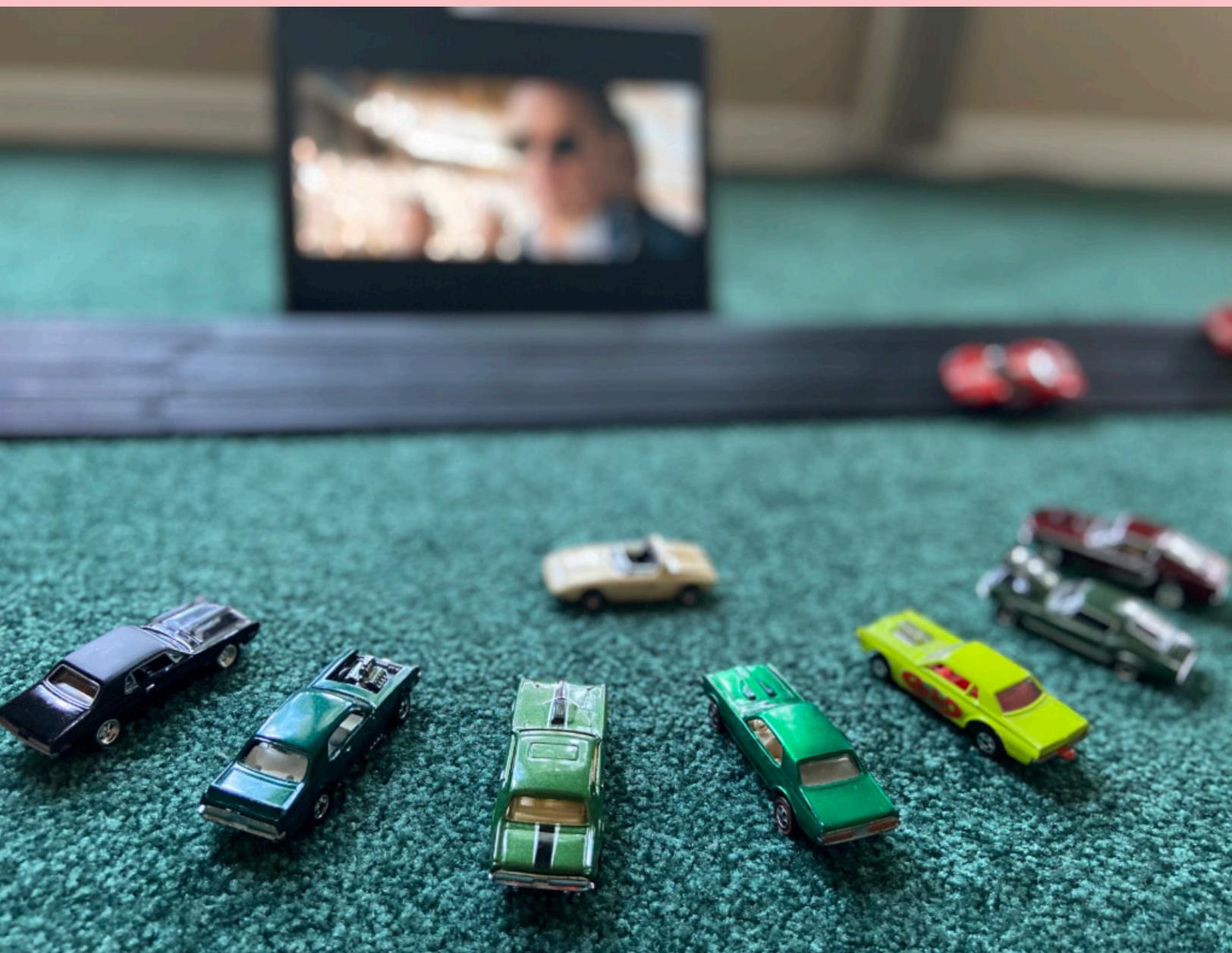


# Cougar MEMORABILIA & TOYS

KEITH HYATT  
ORANGE CITY, FL  
CCOA #10018

**S**LOT CARS were very popular when I was growing up. There were even dedicated stores that had awesome huge race tracks. Most of those tracks were 1/32 and 1/24 scale and required a lot of space. But for home use, most kids had H.O. scale sets. I enjoyed the one I had even though the 'U' clips always broke. One of the most popular sets was by TYCO. They redesigned the track parts to connect directly so pins and clips were no longer needed. Most of the cars I have are TYCO brand but the track I have now is from Marchon. I chose that brand

because they had more choices for tracks like the one that splits a single track with 2 lanes into 2 separate single lane tracks. 1/32 and 1/24 scale slot cars got popular again a while back. The German company Carrera makes excellent sets and stepped up the game when they made cars digital so you can run multiple cars on the same slot but individually controlled. So you can have 4+/- people racing on only 2 lanes just like real race tracks. Very cool. 🐾







MERCURY COUGAR



**Price: \$20,500**

**TOTAL BIDS** 32

Year/Model:  
1968 XR-7  
VIN:  
8F93J543648  
Miles:  
44,295  
Condition:  
2

**Comments:** *This XR-7 is being offered for sale through West Coast Classic Cougar by the original owners' grandson (a WCCC customer from the Seattle area). He inherited this Cat from his Grandparents in '89, as a kid he was told someday when they could no longer drive it would be his. His dream was to lift the rear, install Cragar wheels, some chrome under the hood, upgrade the radio, and so on. He only got as far as installing a Holley carburetor (the original carb is in the trunk). For years he has driven the car around the block a few times a year, but his interests have shifted to his sailboat. This XR-7 is what every Cougar enthusiast hopes to find one day; garage kept, Western rust-free, original leather, original paint, tilt away, and every document since new!! The 302 (with dual exhaust) has 44k original miles. The vinyl top is perfect!*

MERCURY COUGAR



**Price: \$5,321**

**TOTAL BIDS** 5

Year/Model:  
1970 Standard coupe  
VIN:  
Not listed  
Miles:  
104,000  
Condition:  
3

**Comments:** *This Cat has a 351W. It runs, drives, and stops. Torque boxes and frame rails are good as well as passenger's floor, needs driver's floor. The body was restored about 8/10yrs ago and is solid, but rust is showing on the rear quarters. Transmission shifts fine, but has a leak; might be the oil pan gasket. Overall a solid driver. Needs a passenger seat. Have boxes of extra parts and light grills that come with the car (light grills, some trim, vacuum assembly, intake, and misc).*

MERCURY COUGAR



**Price: \$1,425**

**TOTAL BIDS** 29

Year/Model:  
2001 V6  
VIN:  
1ZWFT61LX15605508  
Miles:  
143,800  
Condition:  
2

**Comments:** *All original with 143k original miles on its V6/5spd, still runs well. The current owner has had it for 2yrs. It has no body damage, just some scratches in the rear and front bumpers. Unable to drive a stick anymore.*

MERCURY COUGAR



**Price: \$3,750**

**TOTAL BIDS** 5

Year/Model:  
1969 Eliminator  
VIN:  
9F91M573559  
Miles:  
109,000  
Condition:  
3

**Comments:** *An all original Eliminator, is in need of a full restoration. The body is in fair shape with rust, needs a new interior. The engine turns over by hand. Rare color combo. Comes with original paperwork, window sticker, and dealer invoice.*

MERCURY COUGAR



**Price: \$9,700**

**TOTAL BIDS** 34

Year/Model:  
1970 XR-7 coupe  
VIN:  
0F93H571679  
Miles:  
1  
Condition:  
3

**Comments:** *This XR-7 has a rebuilt 351C with auto trans. Has several new things including the gas tank, dual exhaust, dash pad, seats, and headliner. The vinyl top is good with no holes or rips. The undercarriage looks to be good and solid. Has new Cragar SS wheels and good Uniroyal Tiger Paw tires. The hideaway headlights work. This Cat has power steering and power brakes. Has a little rust in the quarters, doors, and by the rear window. Just needs a little bodywork and fresh paint. A great running and driving Cat!*

MERCURY COUGAR



**Price: \$4,000**

**TOTAL BIDS** 9

Year/Model:  
1971 XR-7 convertible  
VIN:  
1F94H541451  
Miles:  
22,495  
Condition:  
3

**Comments:** *XR-7 convertible with a newly rebuilt 351C and rebuilt transmission not too long ago. Runs and drives, but not road-ready. It was driven around the block and it ran fine and drove great, then notice oil drops from the engine; apparently, the oil pan bolts were tightened by hand so the final torquing of the head bolts could be done and was totally forgotten about and dropped the engine in a car just like it was. So needs oil pan gasket. The car needs to be towed. Has a new top. Has A/C, but doesn't work. The interior is all there but needs new upholstery. A California car with no rust. The paint is in fair condition, the right front fender has a chip. Comes with extra parts from another Cougar It wouldn't take much to make this Cat into a real head turner!*

