

The Official Magazine of the Cougar Club of America

TM

VOLUME 40 | ISSUE 4
WINTER 2021



CRUISING
With **Jeff**
Bingaman



'62 Cougar
406
CONCEPT

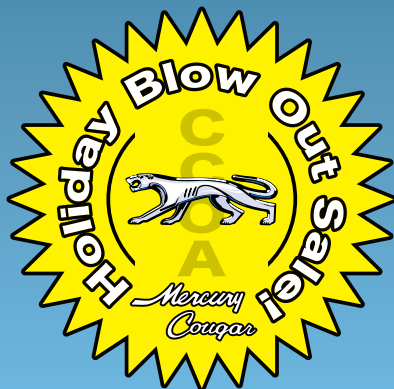


Ts

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Cover Design: **David Hyatt**





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MEDIA

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www.hyattart.com

ATSOTC welcomes publishable material for future editions. Send your submissions to:

Submissions Editor

editor@atsotcmagazine.com

Fall 2022 Deadline - send your submissions no later than April 29th, 2022

Membership – RATES (Since 1/1/20)

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

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

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

Disclaimer

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

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

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Eighth Page	\$200
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Contact Kamran Waheed for details at:
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A VIEW FROM THE CHAIR



GAVIN SCHLESINGER
CCOA Chairperson
CCOA #5780

BOD ELECTIONS

Nominations Are Open for the CCOA Board of Directors

Nominations are open for the Director positions that will expire at the end of the year (2022): (1) **Chairperson**, (2) **Special Services Director**, and (3) **Membership Services Director**.

Nominations will be accepted if received by **August 01, 2022**. Nominations may be made by any CCOA member, and you can nominate yourself or any other CCOA member. Nominations must be submitted in writing (including electronic forms) to the Chairperson, whose contact information is listed on the inside front cover of this newsletter, and the bottom of this article.

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

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

The **Chairperson of the Board of Directors** is responsible for:

1. Ensuring that all CCOA activities are conducted in compliance with the Operating Agreement, the non-profit corporation laws of the State of Wisconsin and the regulations of any other governmental agencies that may be applicable.
2. Overseeing and directing all aspects of CCOA administration.
3. Polling Directors on matters requiring a vote of the BOD.

4. Conducting Membership polls.
5. Establishing and filling Staff Management positions in accordance with the Operating Agreement.
6. Maintaining and distributing, as required, the Official Record of the Board of Directors.
7. Updating the Operating Agreement in a timely manner to reflect all BOD-approved changes or additions to the Operating Agreement.
8. Overseeing and/or conducting any other administrative activities as required by circumstances.
9. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).

The **Special Services Director** is responsible for:

1. Researching the feasibility and costs of potential new CCOA services and programs at the request of the Chairperson or Vice-Chairperson.
2. Overseeing the development and maintenance of the CCOA National Cougar Database.
3. Overseeing the development and maintenance of the CCOA Specialty Registries.
4. Working with other Directors to establish new CCOA services and programs, as approved by the Board of Directors.
5. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
6. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).
7. Developing New Projects and assisting with CCOA merchandise development to further market the Club.

The **Member Services Director** is responsible for:

1. Maintaining an accurate and current roster of CCOA Members.
2. Providing accurate and current membership information to the BOD as requested by the Chairperson.
3. Receiving and recording new and renewing Member applications.
4. Developing and overseeing CCOA Member services as requested by the BOD and/or the Chairperson.
5. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
6. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).
7. Developing New Projects and assisting with CCOA merchandise development to further market the Club.

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

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

In the Fall **ATSOTC** magazine, the names of the candidates and an unbiased summary of their Qualification Application will be published. Candidates

will be invited to submit a campaign statement of up to one page for publication in the Fall magazine. The Fall issue will also include instructions for members to vote for the candidates. Results of the Election will be announced in the Winter **ATSOTC** magazine. If all goes as planned, the election winners will take office January 1, 2023.

Send nominations by August 01, 2022, to: cougarvote@gmail.com or Mark Kulwik vicepres@cougarclub.org Mailing Address: 2319 Roselawn St, Wolverine Lake, MI 48390-1942.

Ballot on page 7



Official Ballot

2022 Election of Officers

Nominations:

Nominations were received for the Director positions that will expire at the end of the year: (1) Chairperson, (2) Financial Service Director, (3) Club Services Director, and (4) Community Relations Director.

*Each of the nominees was invited to submit a campaign statement for publication in this newsletter, and those submissions follow for your consideration. **Voting instructions and the official ballot are at the very back of the newsletter on page 7.***

I extend my thanks to those willing to serve on the Board, but it isn't necessary to be a Board member in order to help run the Club. If you're interested in lending a hand, or have ideas you'd like to help the Club pursue, contact any of the Board members listed on the contacts page and let us know.

If you are interested in more information, please email me directly at: chair@cougarclub.org



atsotcmagazine.com

Better ideas make better cars: 1971 Mercury Cougar.



1. Take the best sports-cars ideas.

Tachometer. Trip odometer. Sports-type three-spoke steering wheel with rim-blow horn. Special wheel covers. Floor-mounted shift. Cougar XR-7 has it all—and more. A 351 cubic inch V-8 is standard. Options up to a 429-CJ 4V V-8.

2. Add the best luxury-car ideas.


The XR-7 has glove-soft, hi-back bucket seats accented with leather. A consolette is standard. The full console (shown) is optional. The unique XR-7 vinyl roof (shown below) is also standard.



3. And you have a better luxury sports car.

For 1971 Mercury Cougar is all new. Sophisticated. The ride is luxurious. Pound for pound, dollar for dollar, it's America's best equipped luxury sports car. It takes better ideas to make better cars—to buy, rent or lease. See your Mercury dealer now.

MERCURY

LINCOLN-MERCURY DIV. 

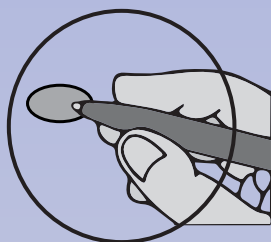


Official Ballot

2022 Election of Officers

Instructions:

Select your choice from the candidates for the CCOA Board of Directors positions indicated below. Vote Now! Your ballot must be received by **December 1, 2022**. Mail your ballot to the CCOA's Vice-Chairperson at:



Mark Kulwick

Mailing Address:
2319 Roselawn St.
Wolverine Lake, MI 48390-1942 USA

Email:
vicepres@cougarclub.org



1. Office of Chairperson

☐ Gavin Schlesinger

☐ _____
(Add yourself or nominate someone)

3. Office of Member Services Director

☐ Charlie Brown

☐ _____
(Add yourself or nominate someone)

2. Office of Special Services Director

☐ Phil Parcels

☐ _____
(Add yourself or nominate someone)

Your Member Number or Name:

Note:

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

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

NEW DEADLINES 2022

As we take in submissions, it takes us three months to build an issue. This update will give us the lead time we need going forward.

Submission Due Date – Release Month

April 29th, 2022 – Releases in JUL

July 31st, 2022 – Releases in OCT

October 31st, 2022 – Releases in JAN

January 31st, 2023 – Releases in APR

SUBMISSIONS

WANTED

Published
REWARD





UPCOMING AUCTIONS

THE DAYTIME AUCTION
MONTEREY
AUGUST 18-20

DALLAS
SEPTEMBER 7-10

**ELMER'S AUTO & TOY
MUSEUM COLLECTION**
SEPTEMBER 14-17

LIVE AUCTIONS. ALL WAYS.



IN PERSON



TELEPHONE



INTERNET



SOLD AT GLENDALE 2022 • \$159,500
1969 MERCURY COUGAR XR-7 • 428 SUPER COBRA JET, RARE FACTORY SUNROOF

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For complete auction consignment
or bidding information, visit Mecum.com
or call 262-275-5050



■ CONSIGNING A CAR WITH MECUM AUCTIONS

JUST LIKE BIDDING AT A MECUM EVENT, SELLING A CAR IS OPEN TO EVERYONE, AND THERE'S NO BETTER WAY TO DO IT

Selling a car at a Mecum auction isn't just for dealers or seasoned collectors and longtime auction-goers. It's an opportunity that is wide open to anyone looking to pass their cherished collector car onto its next devoted caretaker. Mecum strives to make the process as easy and welcoming as possible, and the laundry list of benefits that comes from working with the company is one that can't be found anywhere else.

To consign a car with Mecum is essentially like hiring an entire team made up of hundreds of experts and well-trained

individuals, all dedicated to achieving the most value possible for the car's sale. Instead of finding a place to park the car along a busy road with a sign in the window or spending time trying to promote its availability on various websites or in specialty enthusiast publications, Mecum consignors can keep their cars parked safely in the garage until it's time to head for the stage, and all of that promotional work is assigned to the dedicated members of the Mecum team. So, what sort of promotional work goes into the magic Mecum mix? Let's take a look.

PROMOTIONAL BENEFITS OF CONSIGNING WITH MECUM

- Each car receives its own dedicated page on Mecum's website, where more than 20 images can be posted, along with a bulleted list of information highlighting the vehicle's most important and desirable features.
- Collection offerings receive their own dedicated landing page in addition to each car's individual webpage.
- Consigned vehicles are automatically posted as their own individual listings on many of the major collector car inventory websites, including Hemmings, DuPont Registry, and a host of others.
- Show Programs are created and handed out to customers on-site at the auction, which include a picture and information for every vehicle slated to cross the auction block.
- Mecum sends out hardcopy mailers, including brochures, booklets and other promotional materials that feature both individual lots as well as various groupings of cars.
- Countless digital email alerts are sent to Mecum's massive database of enthusiasts and collectors featuring vehicles and collections to be offered.
- Catalog offerings receive professional photography and professionally written narratives.
- Mecum creates film segments for broadcasting on YouTube and on NBC Sports Network featuring vehicles and collections to cross the block at upcoming events.
- Dedicated domain names and more unique and powerful web-based marketing tools are also employed in some cases.
- Press releases and social media postings highlighting upcoming vehicle offerings are regularly distributed to Mecum's millions of fans and followers.
- The digital Mecum Magazine takes an in-depth look at cars and their collectors each month and is emailed to the company's vast marketing database.
- Additional special and one-off marketing efforts and campaigns are often employed as well with the aim of increasing public exposure and awareness of individual offerings, private collections and the auction events overall.





In addition to sparing sellers the legwork of promotion, consigning with Mecum also grants vehicles nearly instant exposure to one of the industry's largest and most diverse customer and fan bases. From placement on the company's website, which receives millions of views every month, to hitting the auction block before an audience of thousands of well-informed and highly interested enthusiasts, consigning with Mecum means getting a car in front of exactly the right crowd—and a massive one at that. Mecum bidders are serious and vetted individuals with intent to do business. From those bidding on-site to the customers bidding from home by phone or internet, there is no shortage of ready and willing buyers at any Mecum event. And the best part of all? There is no need for sellers to take a barrage of phone calls or emails from potential buyers or to haggle over the price; instead, the car hits the auction block, and within minutes, a buyer is found and a fair price achieved.

Speaking of price, another benefit of consigning with Mecum is the ability to offer a vehicle with a reserve. A reserve price is the minimum amount that a seller is willing to accept as the winning bid; if the amount bid at auction does not reach or exceed the declared reserve amount, the seller then has the option to lift the reserve and sell their car to the highest bidder or let it go to Mecum's Bid Goes On department for more off-the-block bidding action. While the auction platform by nature tends to ensure that the most appropriate market value for any vehicle is achieved, this level of protection is something many sellers find comforting when sending their most prized possessions across the auction block.

When all is said and done, consigning a car with Mecum means getting the best promotional team in the business, the eyes of countless interested buyers, and the ease of kicking back and watching as those buyers clamor to make it their own.

For those who've been made believers by what they've read so far, let's take a look now at how to consign a car with Mecum.



■ HOW TO CONSIGN

Most often, it all starts with a phone call. Customers are encouraged to call Mecum at (262) 275-5050 to discuss their consignment options with a customer service or consignment agent, but for those who know exactly which auction they want to offer their car at, they're welcome to skip right to filling out a Request for Position form at Mecum.com.


An online auction Request for Position form should be filled out for each vehicle a seller plans to offer. It can be completed online or printed and returned by fax or mail. The form asks for basic information about the seller and the vehicle, such as the seller's name and address, and the year, make, model and highlights of the car to be sold.

Consignors are asked to provide payment information (a credit card) for each vehicle consigned, but the entry fee is ultimately based on the actual assigned lot number (which indicates a vehicle's position among the auction lineup) and isn't charged until that information is determined with the expertise and assistance of an agent.

Once the lot number is determined, a dedicated Customer Experience Agent will take the baton and work with the consignor to completion. The agent will email an e-signable contract and other necessary information/documentation to the seller. A prepaid and trackable UPS return label is also attached to this email in order to safely and securely mail vehicle title(s) and other documentation to Mecum headquarters. Simply take the documents and label to the local UPS store, and they'll handle the rest.

Consignors then collaborate with their dedicated Customer Experience Agent to submit photos, draft descriptions and complete the consignment process. Each individual car webpage can display more than 20 photos of the vehicle to be sold. Consult the Vehicle Photography Guidelines—which can be found at Mecum.com and within the consignment package—for more details and tips on capturing and submitting the best images to help sell any car.

With contracts complete, titles mailed and photos submitted, it's time for the seller to sit back, relax and wait for the big day. Vehicle transport services are available through Mecum Automotive Transport for those interested, but sellers are welcome to get their car to the auction in any way they choose.

Keep an eye out for a future article detailing the ins and outs of attending and selling a car at the actual event itself and what to expect from the live auction experience, which is always a thrilling and action-packed time and one that leaves everybody hungry for more Mecum. 





1967-2022
Mercury
COUGAR
55th
ANNIVERSARY
COUGAR CLUB OF AMERICA, LLC



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

**Cougar
Art**



COUGAR CLUB of America Brand Manager Phillip Payne, a Richmond, Va., graphic artist, has been the creative force behind CCOA logos, graphics, and illustrations for more than 30 years. Recently, I asked Phillip to talk about the design process behind his latest creation: a Mercury Cougar 55th anniversary graphic.

“Since 2022 was the 55th anniversary of Cougar, [CCOA Chairperson] Gavin [Schlesinger] and I decided a logo graphic celebrating that fact was in order,” Phillip says. “We wanted this logo to be all-inclusive, not just a 50th anniversary for a particular year Cougar.”

“Obviously, it’s not practical to include artwork of every year Cougar in one design, so I came up with a graphic that was designed in such a way that the car can be easily switched out among different years, or even include multiple years.”

This modular approach to the 55th Anniversary graphic reflects Phillip’s master plan to create “no perspective” front and rear artwork of every generation Cougar. These

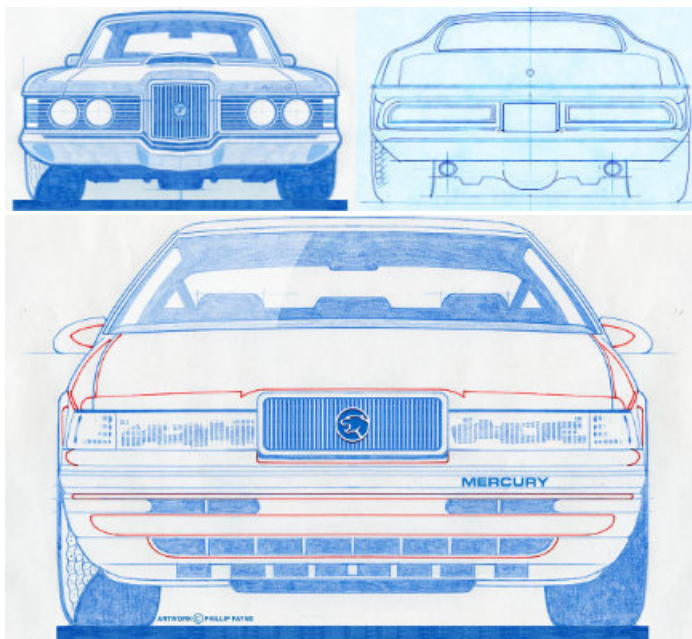
individual vehicle images then can be swapped into and out of an existing design, such as the 55th Anniversary graphic, or serve as the basis for a new design, he explains.

Phillip shared other details of his design process and sketches for the anniversary graphic and his other Cougar artwork.

“I start off with a blank sheet of paper and doodle my ideas with my blue pencil,” he says. “These are called thumbnail sketches. Once I hit on something that I like, I move on and create a second, larger, detailed sketch.”

Once he’s satisfied with these preliminary drafts, Phillip moves to his computer to work on a final design. Phillip says he aims to create artwork faithful to a car’s era. “I strive to give the artwork I create for classic car clubs a vintage feel,” he says. “If I’m successful, my art will look like something Ford or Mercury might have created at the time our Cougars were new.”

Editor’s Note: Logo’s and sketches by Phillip Payne.





DIEGO ROSENBERG
CAVE CREEK, AZ
CCOA #10288

Reading Marti Reports



MARTI AUTO WORKS is the reproduction parts company in metropolitan Phoenix that has hogged your shopping list since 1982. In more recent years the company became licensed by Ford Motor Company to offer the entire North American 1967-2017 production database to any owner of a FoMoCo product.

Of course, the document produced from the database is called a Marti Report. A summary of a particular vehicle's configuration, it sometimes confuses enthusiasts with so many numbers and things to look at. Knowing how to read the different types of Marti Reports and understanding the pitfalls that lead to misinformation will help you discern between right and wrong, and what's important and what's peripheral.

Those who have been involved in the hobby for years are probably familiar with Ford employee Lois

Eminger and her invoice service for 1969 and up Cougar and other models. Inspired by her love for 1955-57 Thunderbirds, Lois managed to save old documentation from destruction. This was an uncommon service for the hobby, yet some other information was lacking for Blue Oval products—for example, Cougar production statistics by model and body style have been available for years but, starting in 1997, Marti Auto Works digitized the IBM Order Cards (aka “punch card”) system Ford utilized for years. Now it was possible to learn how many Cougars were built with a particular engine—in fact, it was even possible to combine statistics like 1969 standard Cougar + Eliminator package + engine + color.

You can choose among three different Marti Reports. What you choose depends on your needs.

The Standard Marti Report shows just the basics:

- Year
- Plant
- Model and body style
- Engine code
- Sequence number
- Body code
- Paint code
- Interior code
- Scheduled build date
- District Sales Office (a two-digit code signifying a selling region; special-order vehicles consist of six digits)
- Rear axle ratio
- Transmission code
- Selling dealer code
- Option list

The next step up, the Deluxe Marti Report, is the invoice document with perhaps the biggest sweet spot for

"CONCOURSE QUALITY, HOBBYIST PRICE"



www.martiauto.com
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ELITE MARTI REPORT



Proud to display this symbol

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Thank you for your interest in our services. We have determined the following information for your vehicle from the Ford Database we have:

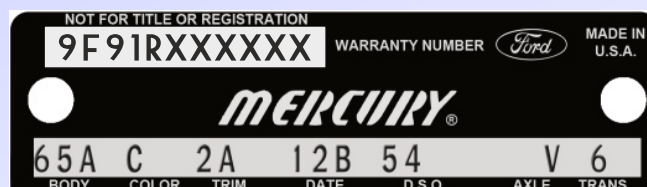
1234567890123456789012345678901234567890123456789012345678901234567890
9F91RXXXXXX C 2A 22 12B8228 VA6B 66 5 3 A8 2 D 2 54A035 1

DOOR DATA PLATE INFORMATION

Serial Number **9F91RXXXXXX**

9 1969
F Built at Dearborn
91 Cougar 2-Door Hardtop
R 428-4V Cobra Jet Ram Air V-8 Engine
XXXXXX Serial Number of this Mercury scheduled for production at Dearborn

65A Cougar 2-Door Hardtop
C Dark Ivy Green Metallic Paint, Ford #3197-A
2A Black Vinyl Decor Bucket Seats
12B Scheduled for build February 12, 1969
54 Seattle DSO (District Sales Office)
V 3.91 Traction-Lok Rear Axle
6 Four-Speed Close Ratio Manual Transmission



IMPORTANT DATES

ORDER RECEIVED: 01/31/69
CAR SERIALIZED: --
BUCKED: --
SCHEDULED FOR BUILD: 02/12/69
ACTUALLY BUILT: 02/05/69
RELEASED: 02/06/69
SOLD: 06/30/69

ORDER TYPE: STOCK
DSO ITEM #: 8228
DEALER #: 54A035
WILSON MOTORS
215 N COMMERCIAL
BELLINGHAM WA 98225

Your vehicle was equipped with the following features:

- Black Vinyl Roof
- 428 Super Cobra Jet Engine
- Optional Axle Ratio
- Traction-Lok Differential
- F70X14 Belted Raised White Letters Tires
- Ram Air Induction
- Power Front Disc Brakes
- Power Steering
- Hood Pins
- AM Radio
- Decor Group
- Remote Control Left Hand Racing Mirror

STATISTICS

Your vehicle was one of:

5,516 With this Paint Code
544 With these Paint/Trim Codes
206 With these Engine/Transmission Codes
2,034 Ordered from this DSO
132 With 428 Super Cobra Jet Engine

For the 1969 Cougar 2-Door Hardtop

Your vehicle was actually produced on February 5, 1969 -- seven days ahead of schedule.

Kevin Marti

enthusiasts as it expands where the Standard leaves off:

- Order type will show method of order, like dealer stock (in this car's case) or buyer-ordered retail or any number of more obscure methods including fleet or Ford employee.
- Illustration of door data plate.
- All dates corresponding to build, including when order was received, when vehicle was serialized and bucked, scheduled build, actual build, release from factory, and actual selling date.
- The blue Statistics box at the bottom right indicates the included numerical information applies only to the 1970 Cougar 2-door hardtop. This means only code 91 Cougars and not XR-7s.
- Shows how many code 91 1970 Cougar 2-door hardtops were built with paint code D Competition Yellow (1,844).
- Shows how many code 91 1970 Cougar 2-door hardtops were built with paint code D AND 5A black Comfortweave vinyl bucket seat interior (306).
- Shows how many code 91 1970 Cougar 2-door hardtops were built with engine code M and close-ratio 4-speed (288).
- Shows how many code 91 1970 Cougar

2-door hardtops were sold in code 54 Seattle District Sales Office zone (1,199).

- Shows how many code 91 1970 Cougar 2-door hardtops were built with the Eliminator package (2,268).

Several important distinctions should be highlighted from the above:

1. The number 288 is not the total for 4-speed code 91 Cougar 2-door hardtops built with the M-code 351—it's for close-ratio cars. Don't forget there was a wide-ratio 4-speed as well.
2. The number 288 is not for just those built with the Eliminator package, but for all code 91 standard hardtops.
3. To emphasize point #2, ALL the numbers reflect the combination of regular and Eliminator code 91 Cougar 2-door hardtops, such the paint and pant/interior combo (where applicable, as—for example, some interiors may be specific to the Eliminator).

Does the above still appear confusing to you? This should help: look at each category and number, and finish it up with "... for the 1970 Cougar 2-door hardtop." That's the basis for all the statistics.

Now let's take a look at this 1969 XR-7:

1. Shows how many code 93 1969 Cougar XR-7 2-door hardtops were built with paint code P Medium Blue metallic (1,279).
2. Shows how many code 93 1969 Cougar XR-7 2-door hardtops were built with paint code P AND 6B Dark Blue leather bucket seat interior (722).
3. Shows how many code 93 1969 Cougar XR-7 2-door hardtops were built with engine code R and close-ratio 4-speed (139).
4. Shows how many code 93 1969 Cougar XR-7 2-door hardtops were sold in the code 33 Cleveland District Sales Office zone (854).
5. Shows how many code 93 1969 Cougar XR-7 2-door hardtops were built with the Drag Pack (53).

Here are some important distinctions that should be inferred from above:

1. The number of 4-speeds listed does not reflect the total number of Cobra Jet 4-speeds because there also was a Q-code non-ram air CJ available.



2. The number 53 reflects Drag Pack production for the 1969 Cougar XR-7 2-door hardtop only. However, it doesn't apply solely to R-codes, nor does it apply to R-codes with 4-speeds. But wWhat it DOES suggest is that 53 Cougar XR-7 2-door hardtops were built with the Drag Pack, which includes both Q- and R-code Cobra Jets with 4-speed and automatic.

Of course, if the above still appears confusing to you, simply look at each category and number, and finish it up with "...for the 1969 Cougar XR-7 2-door hardtop."

The ultimate Marti Report is the Elite. This is the one that breaks a particular vehicle down to a possible one of one based on a combination of options. The Elite often includes [the Deluxe plus a reproduction of the window sticker, all mounted on a framed 16x 20-inch blue matte board. While some folks often brag about having a 1-of-1 car, it's really not terribly unusual unless it reaches that landmark in a few steps. And not all cars can be brought down to such a discrete amount—for example, it would not be unusual to have a fleet order that

included several identical vehicles.

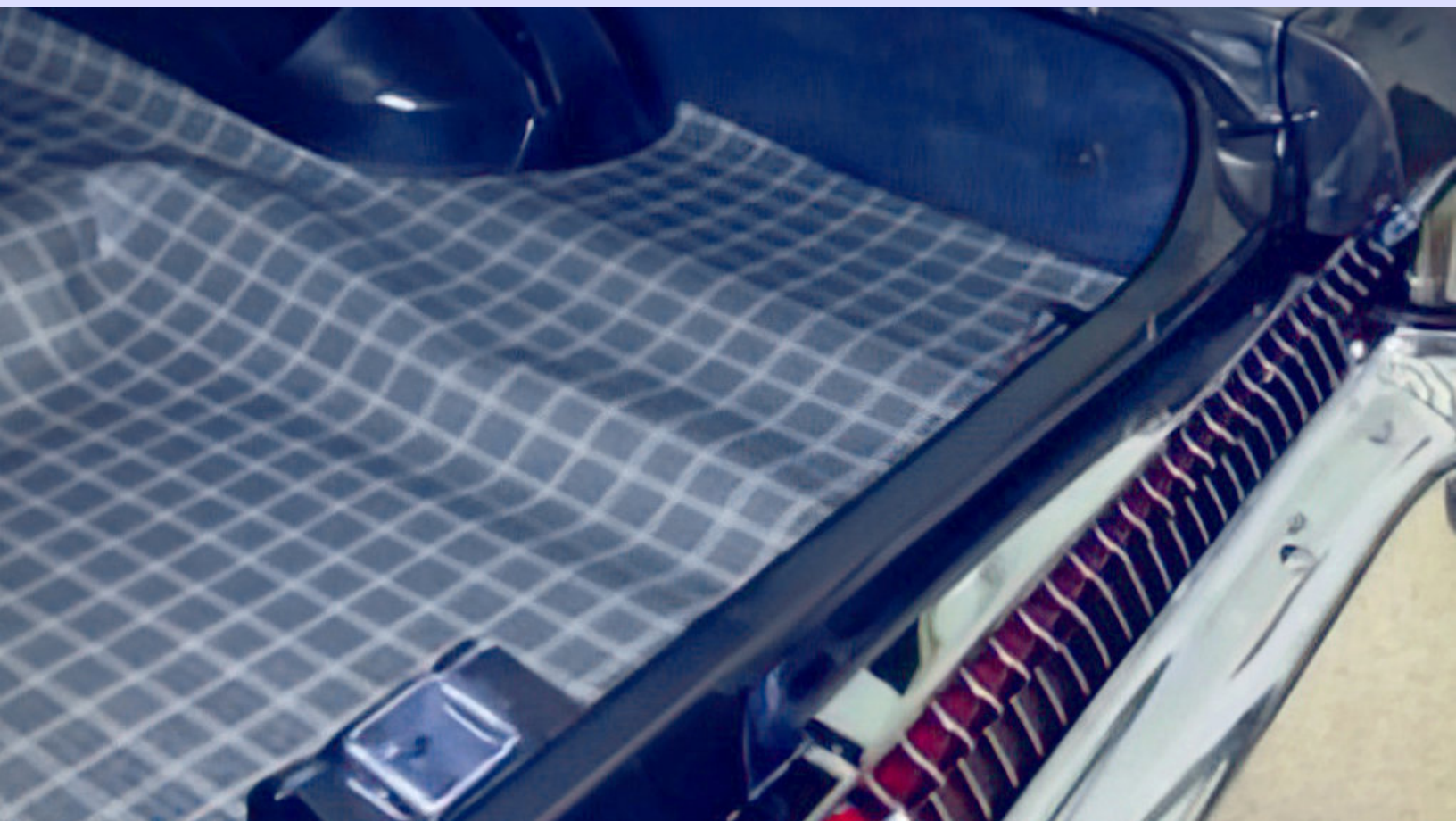
Looking at the 1969 XR-7's Elite break-down, it initially appears straightforward but can be as confounding as the Deluxe. We notice the engine (504) and engine/transmission (139) break-downs that correspond to ALL 1969 Cougar XR-7 2-door hardtops with the R-code CJ and 4-speed. Of those, 33 had the Drag Pack (which means the other 20 were R-code automatics or a Q-code with either transmission). From there, we know two of the 33 were painted Medium Blue, with one of those having a blue leather interior. Believe it or not, you'll get people bragging how their car is "1 of 2 with the blue leather bucket seats" when the truth is that it's only 1 of 2 when the color, engine code, transmission, and Drag Pack are factored together.

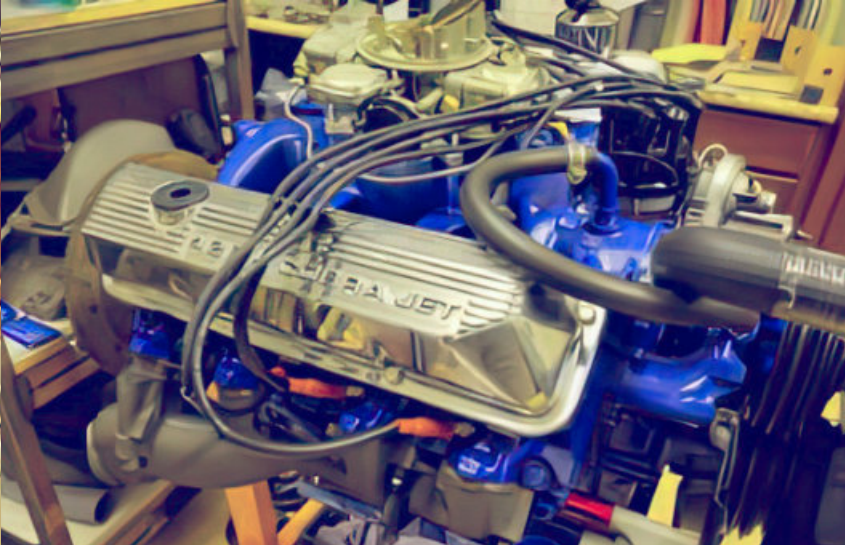
For a deeper explanation of Marti Report terms, you can visit martiauto.com and follow Reports>Marti Reports>Marti Report Explanation of Terms (or go here: martiauto.com/faq/focus.cfm?qid=104). Additionally, here are some highlights from that page:

1. The ordering dealer isn't necessarily the selling dealer.

2. Terms and descriptions used in Marti Reports may be different than those used in other Ford documents.
3. Special-order paint can't always be determined. A buck tag that contains the paint number (though not all tags have that info), a build sheet (the information is contained in the remarks section), or a paint sample are the primary ways a non-regular-production color may be determined.
4. Ford serial numbers begin with 100001. Lincoln and Mercury serial numbers begin with 500001, 600001, or 800001 depending on brand and year.
5. At times, someone may encounter a vehicle with a production date after its release date, which defies logic. Kevin Marti explains that it could be an input typo, or perhaps some Ford employee wanted to make their monthly or year-end report look better. There even are unusual circumstances (especially at the beginning of model year) where Ford used certain made-up dates to track particular vehicles.

To order a Marti Report for your Cougar or other FoMoCo product, visit martiauto.com/martireports.cfm.







Jackets

Available online
<http://cougarclub.org>



\$75

A reliable soft shell at a real value. This go-to jacket sheds wind and rain and is a perfect choice for club events.

- 100% polyester woven shell bonded to a water-resistant film insert and a 100% polyester microfleece lining
- 92/8 poly/spandex woven shell bonded to a water-resistant film insert and a 100% polyester microfleece lining (Heathers)
- 1000MM fabric waterproof rating
- 1000G/M2 fabric breathability rating
- Zip-through cadet collar with chin guard
- Reverse coil zippers
- Front zippered pockets
- Open cuffs and hem

Price shown includes shipping to USPS ZIP Code addresses. Shipping charges to other countries will be shown during check-out and before payment is authorized.

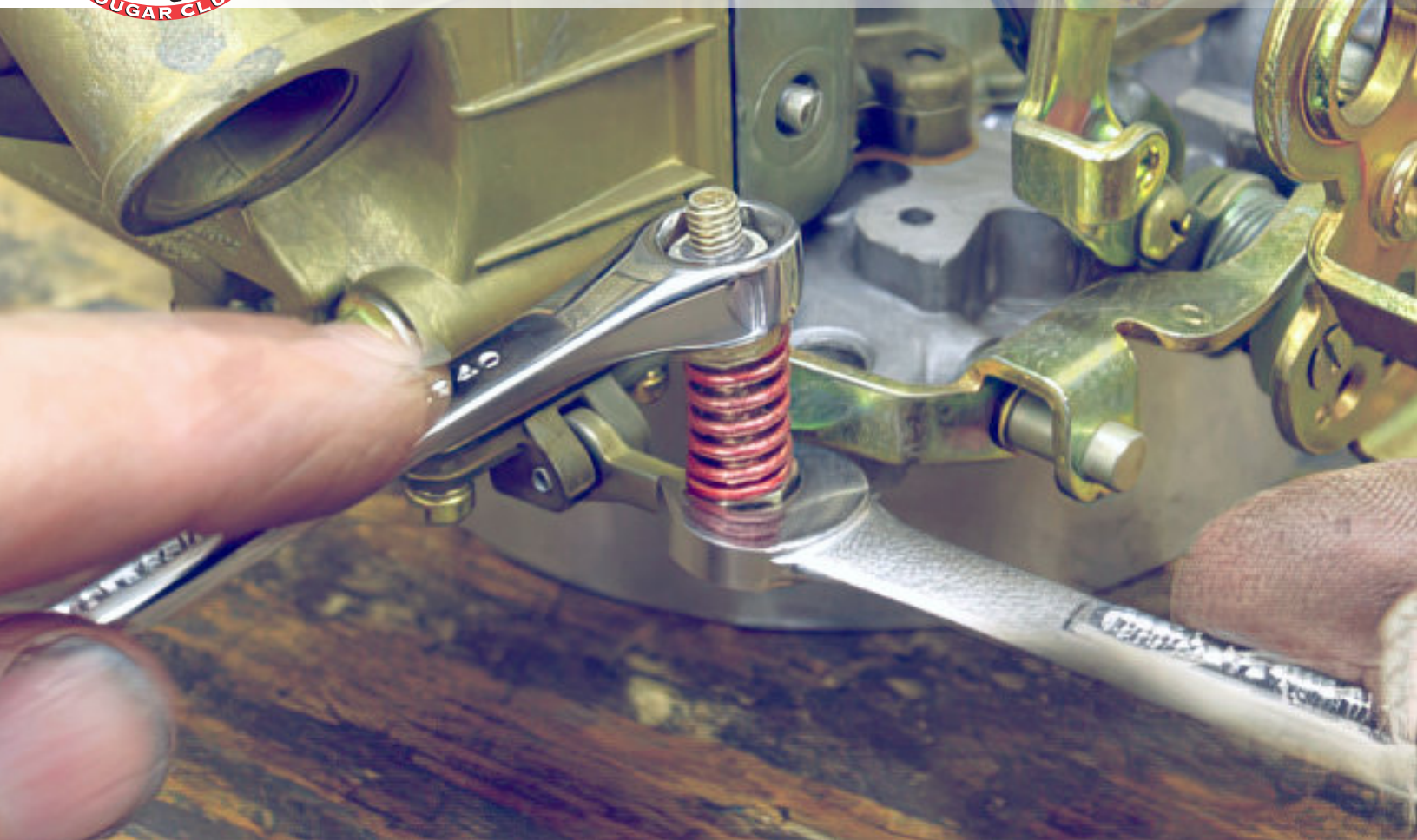
Available in these colors:





KEITH HYATT
ORANGE CITY, FL
CCOA #10018

CARB ADJUSTMENT



KEITH SIGNED UP for a three-year course for auto repair in the early 1970s. Unfortunately, due to circumstances beyond his control, he only completed his first two years. The first year he learned about the suspension system, and the following year he learned basic design and rebuilt engines. Keith wished he could have been there for the third year and possibly go to Denver Automotive College because he would have learned more about carburetors, which are still a mystery to him.

He can take one apart, clean it, put it back together, and get it running with some simple adjustments, but lacks fine-tuning knowledge and experience. Surely, many feel the same way. Two fuel issues in particular always perplexed him: vapor lock and acceleration hesitation. After many years of ignorance, he can happily say he better understands knowing one way to fix each issue thanks to the many free videos on YouTube.

Vapor lock occurs when fuel in the lines get too hot and changes from liquid to vapor. This is the same as having air in your brake lines, which prevents pressure from getting to the brakes. Likewise, the vapor prevents liquid fuel from

getting to the carburetor. There are a variety of solutions to cut down the heat near the fuel line, like using ceramic headers, insulating the fuel lines, or use nylon braided fuel lines. The best way is to use an electric fuel pump at the fuel tank with a return line instead of the mechanical fuel pump on the engine. He would rather keep the classic car as classic as possible, as to not switch to electric unless it was a last resort.

Acceleration hesitation had been a big mystery over the years due to his lack of training. Keith learned part of the solution both in school and with experience, he was simply told to make sure the accelerator pump was working, which was easy enough to fix if it was not pumping gas. What he did not know or understand is that hesitation can still occur even though the pump is pumping gas. Keith recently purchased a 1971 XR-7 with a shiny new carb the seller installed when he put the car up for sale. He bought it in Connecticut and had it shipped to Florida without ever seeing it in person. The first time Keith ran it, he noticed it had very bad hesitation even though it started up, idled, and ran very well. He did some online research and read Holley's instructions over and over, not stopping until that light bulb overhead came on.

He finally realized the pump has to be synchronized (adjusted) to pump the fuel at the right moment—it's a timing thing. That is, the moment between idle speed and running speed. The basic adjustment on a Holley carb is there needs to be no slack between the plunger arm and the throttle bracket that pushes it. If there is any slack, it delays squirting fuel at the same time you start to accelerate. However, at full throttle, the accelerator pump should have 0.15 play so the diaphragm does not get stretched and break. If that happens, then fuel will pour onto the hot engine, and you will be calling the fire department. In summary, hesitation is due to either no fuel, not enough fuel, or fuel delivered at the wrong time. TIP: When you tighten the nut/bolt, it loosens the plunger arm. When the nut/bolt is loosened, it tightens the plunger arm.

If the accelerator arm is adjusted properly and the engine still hesitates, check the squirt nozzles to see if they are clogged or restricted. Keith took his out to check the size stamped on it but, upon close inspection, it looked like there was a blockage. He poked a strand of wire through it and some crud came out. He made sure they were clear and installed the nozzles back in the carb. After starting the car, he noticed 75% improvement in the hesitation. The only thing left to fix for the rest of the hesitation is to install a bigger nozzle.

The accelerator pump cam is a piece of plastic that also affects how and when the fuel is squirted. There is no need to make any changes to the pump cam on a typical car engine

if the RPM is 500-600, but you may want to make sure yours is attached in the number one hole.

Keith is no expert, but rather, only wants to share the little he has learned along the way.

1. Accelerator pump and nozzle video from Holley:
<https://youtu.be/w3F3ssOb8lg>

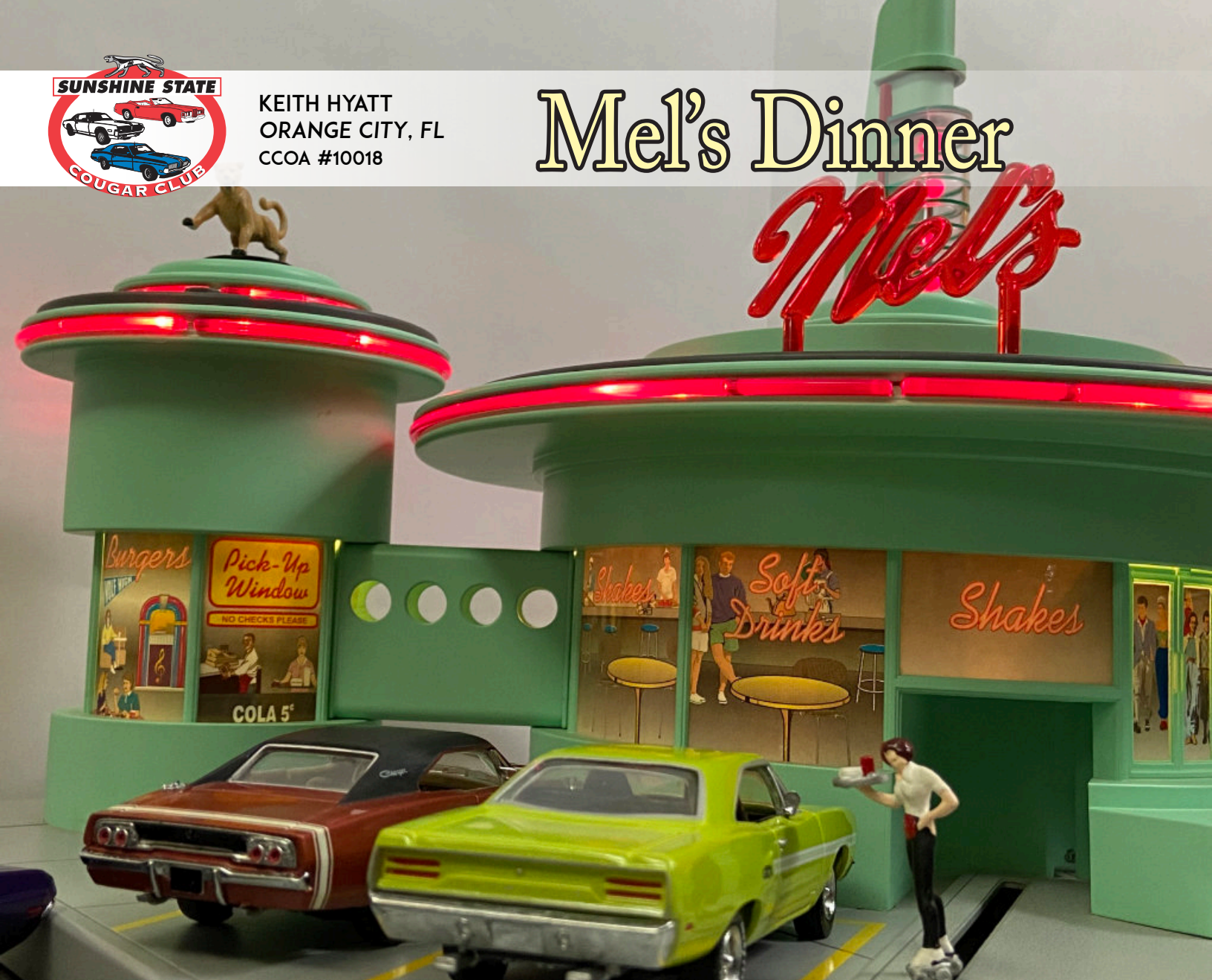
2. Accelerator pump cam video from Holley:
<https://youtu.be/k2-RY2JqWek>





KEITH HYATT
ORANGE CITY, FL
CCOA #10018

Mel's Dinner



MEL'S Drive-In is an American restaurant chain founded in 1947 by Mel Weiss and Harold Dobbs in San Francisco. You may be familiar with the name, due to its appearance in the film *American Graffiti*. Despite the popularity of drive-in restaurants in the 1950-60s, fast food restaurants like McDonald's surpassed places like Mel's and the owners sold the company to Foster's Freeze, a soft-serve chain on the West Coast in 1972.

In the mid-1980s, Mel Weiss's son Steven Weiss and partner Donald Wagstaff opened the first of a new generation of Mel's Drive-In restaurants. In recent years the tally is seven Mel's Drive-In in Northern and Southern California plus one Mel's Kitchen.

A number of Mel's in Northern California share the same general *American Graffiti* nostalgia theme and similarly styled Mel's logo. These restaurants are called "Original Mel's" and are not considered part of the current Mel's Drive-In restaurants.

I've never been to Mel's Diner but, like many people, I've heard about it and see it in movies and TV. I have no plans to take a trip to visit one (since it seems I spend all my money on cars and such), so I have decided to invest in one instead—that's right, I bought my own 1/43-scale Mel's Drive-In to go with my 1/43-scale Cougars. The restaurant was made for model railroads, but I thought I could re-purpose it for my models.

The diner has lights, plays music, and features two moving waitresses, plus a 1957 T-Bird and '57 Chevy. The Chevy was fitted with a bracket that connects to a tab, and the tab moves the car around the diner.

I carefully removed the bracket and attached it to my 1971 XR-7, so now I have the ultimate Cougarama. Future plans include building a slot car track around the diner. If you enjoy these pictures, you can see it in action on YouTube.







1972



HISTORY FUN FACTS

Quick Facts

- **World Changing Event:** Television and radio ads for cigarettes
- **World Changing Event:** Intel invented the single-chip microprocessor.
- **The Top Song** was "The First Time Ever I Saw Your Face" by Roberta Flack
- **The Movies to Watch** include "The Godfather," "The Getaway," "What's Up Doc?" and "The Poseidon Adventure"
- **The Most Famous Person in America** was probably President Richard Nixon
- **Notable books** include Jonathan Livingston Seagull by Richard Bach and Watership Down by Richard Adams
- **Price of Peter Max sneakers** in 1972: \$4.44; Q-Tips: 87 cents per 125
- **U.S. Life Expectancy** for Males: 67.4 years; Females: 75.1 years
- **The Funny Guy** was Martin Mull
- **The Other Funny Guy** was Don Rickles
- **The Funny Girl** was Lily Tomlin
- **The other Other Funny Guy** was George Carlin

Popular Christmas Gifts, Toys and Presents

- Magnavox Odyssey Game Console, Pong, Dawn dolls, Hackey Sack, Seance game, Nerf football
- The Monster Times Magazine (1972-1976)
- Money magazine began publication

Biggest Television Shows

- All in the Family (CBS)
- Sanford and Son (NBC)
- Hawaii Five-O (CBS)
- Maude (CBS)
- Bridget Loves Bernie (CBS)
- The NBC Sunday Night Mystery Movie (NBC)
- The Mary Tyler Moore Show (CBS)
- Gunsmoke (CBS)
- The Wonderful World of Disney (NBC)
- Ironside (NBC)

Quotes

- "Hey Mikey! He likes it!" - Life cereal ad
- "The mind is a terrible thing to waste" - United Negro College Fund
- "It takes a tough man to make a tender chicken" - Frank Perdue
- "I'm going to make him an offer he can't refuse" - Marlon Brando, in "The Godfather"
- "Nothing runs like a Deere" - John Deere
- "Nobody does it like Sara Lee" - Sara Lee





FORD MOTOR COMPANY
DEARBORN, MI

Continued By David Hyatt

1962 Cougar 406 Concept Press Release

Feature

Editor's Note: Never before seen, recolored photos from the Ford Archives. Press release by Ford.



DEARBORN, Mich.--The Ford Cougar 406 -- a new show model from the company which pioneered the personal car -- has been announced by Ford Division of Ford Motor Company.

The Cougar 406 embodies design features to excite the hardest sports car fan, along with the comfort and style required in a personal car.

Entrance to the two-passenger metallic-turquoise sports model is gained through top-hinged electrically-operated gull wing doors. Windows are of a unique jalousie style. Comfort-engineered bucket seats are recessed into the body interior. The aircraft-type control panel features a built-in rear view mirror, which is lever controlled.

The power of Ford's new high-performance 406 engine is paired with the convenience of a console-mounted automatic transmission.

Over-all height is only 49.5 inches, width 75.72 inches. The car is 180 inches long on a 102-inch wheelbase.

Lee A. Iacocca, Ford Division general manager and company vice president, said, "Although we have no current plans for production of this car, it is more down-to-earth than a dream car. American in style and comfort, it has a distinct flavor of the European sports car. The Ford Cougar 406 adds up

to plush excitement on wheels."

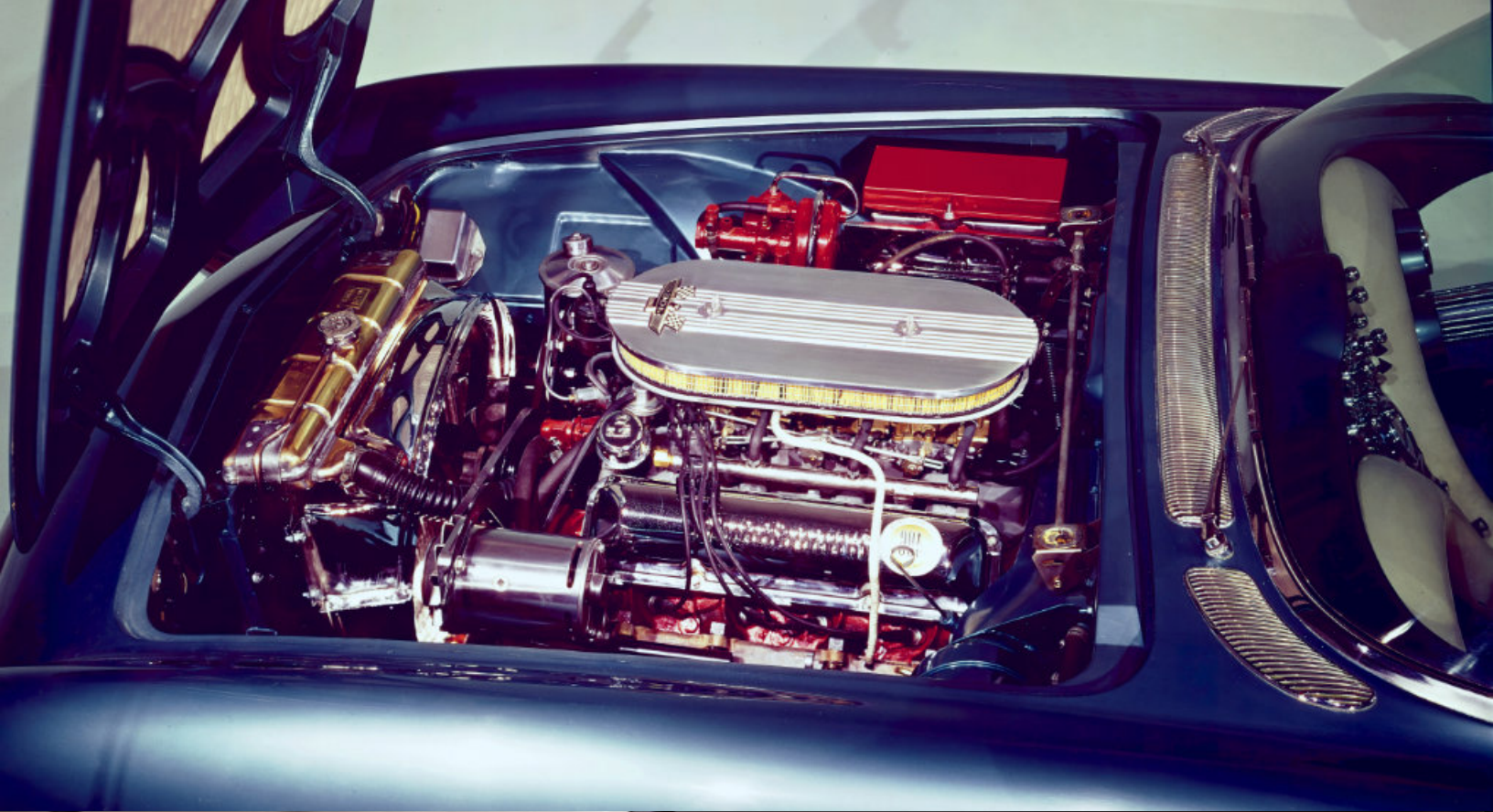
OAKVILLE, Ont. - The Ford Cougar 406, a new model from the company which pioneered the personal car.

A Ford of Canada spokesman said, "Although we have no current plans for production of this car, it is more down-to-earth than a dream car. North American in style and comfort, it has a distinct flavor of the European sports car. The Ford Cougar 406 adds up to plush excitement on wheels."







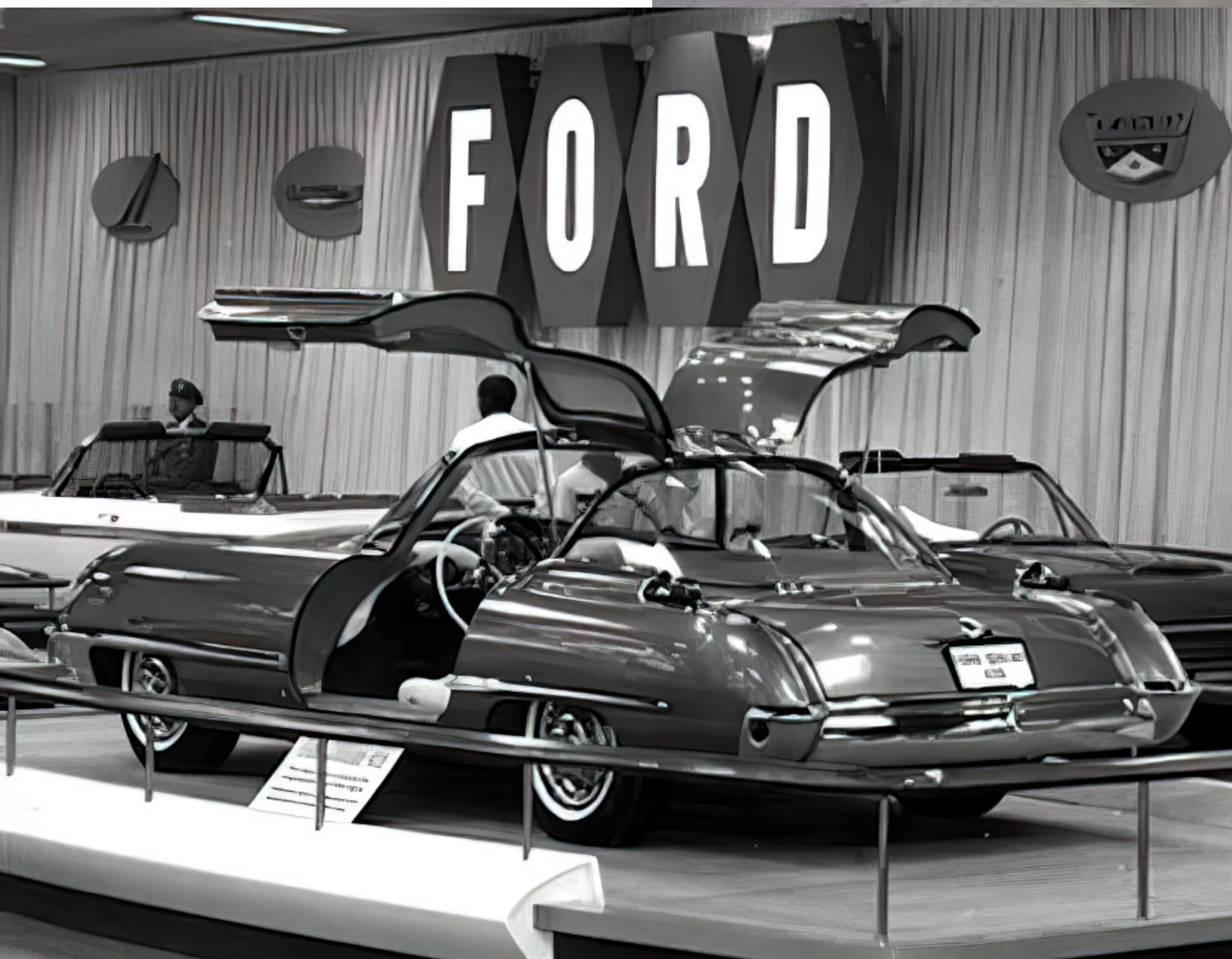
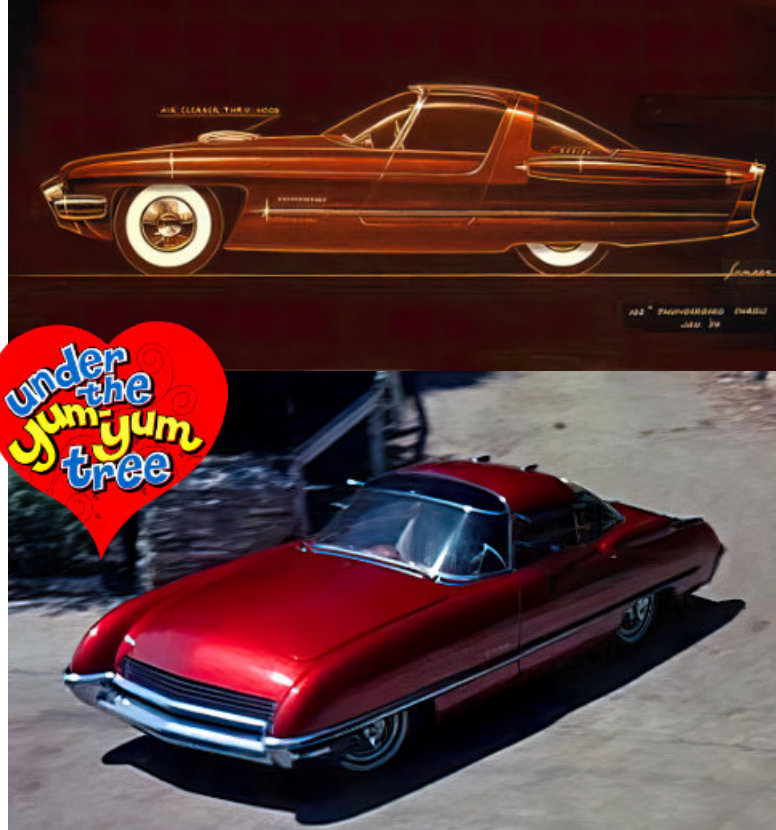


Continued

In 1954 J.R. Samsen designed the sketch for the 1955 Ford D-523, as a 2-door gullwing built on a mid-fifties Thunderbird chassis. The fully functional car was later renamed the Cougar 406 Concept and premiered at the 1962 Chicago Auto Show, sporting a 406 cubic inch/6.7 litre V8 engine with fuel injection and disc brakes.

The 1963 film, *Under the Yum-Yum Tree*, is a comedy classic starring Jack Lemmon and Carol Lynley. Lemmon plays the role of a playboy landlord trying every attempt to win over his new tenant (Lynley). For the film, Ford loaned the 1962 Cougar 406 Concept, which was repainted painted in Candy Apple Red.

George Barris later owned both the D-523 and a D-524 from Ford's Special Vehicles Department. Both cars were in rough shape and in need of a restoration. The D-524, a four-door sedan renamed the 'Beldone' was restored by Bob Butts in the early nineties. Little is known as to the current condition of the Cougar 406 Concept that is presumed to have gone to a collector in Canada.





JOHN & DEE BAUMANN
HOLLAND, MI
CCOA #1229

007 '69 Cougar... *Up Close & Personal*

I'M READING the last issue of the *At the Sign of the Cat...* it sure brings back a lot of memories for Dee & me!

Back in 2009, we helped supply a lot of original parts to restore the 1969 James Bond Cougar—no reproductions for this beauty! Try finding good used red interior parts. It was quite the challenge!

The car was part of a central Illinois collection of original James Bond movie items owned by a man named Doug, who had hoped to open a James Bond Museum. What a nice surprise it was when he invited Dee and I to visit his collection and, of course, the Cougar. In March of that year, we traveled to Chicago and met friends and fellow CCOA members, Irv & Joyce. We all traveled to a remote country area with two large pole barns.

We were greeted by Doug and were absolutely amazed at what we saw when he opened up the barns: a collection of 38 vehicles used in James Bond movies! There were boats, helicopters, a submarine, AMC Hornet, Mustang Mach I, and

in the center of the collection, there sat the red 1969 Cougar XR-7 convertible. After we picked up our jaws off the floor, we were given permission to get a hands-on look at the car. Doug even allowed us to sit in the car for pictures. What fun!

Doug actually had several questions about the Cougar, so Irv and I helped him with this. I was very impressed with the condition of the car and the way he was trying to have it restored.

At the time we were there, Doug was looking for a location to house the collection and start his James Bond 007 museum. Soon after our visit, the collection was sold, with both Doug and his beloved collection moving to Florida. We have heard from him several times, though we currently don't know the current status of the collection.

As a side-note, Dee and I went to visit the collection before it moved. This time we had the opportunity to take a green Jaguar XKR for a drive. This was the actual movie car from *Die Another Day*, though pieced together with a Ford 351





Editor's Note:
The CCOA thanks you both
for your contributions as our
Honorary Lifetime Members.



Cleveland motor, and no firewall. It was very noisy, with lots of heat coming off the motor, and I only could manage no more than 40 MPH.

Our Cougar business, John's Classic Cougars, has rewarded us with a few very special perks, and his one was definitely one of our highlights.





MARK KULWIK
WOLVERINE LAKE, MI
CCOA #9575

M1 Dream Show



AUGUST IS TYPICALLY the most popular month for car culture enthusiasts in Michigan and, each year, devotees far and wide look forward to the world-famous Woodward Dream Cruise on the third weekend of the month. For those not familiar, the Dream Cruise is the largest one-day car event on the planet. It covers approximately 16 miles of Woodward Avenue (otherwise known as Michigan M1, a local vessel from downtown into suburban Detroit) and attracts approximately 40,000 cars and one million participants and spectators each year. Spanning from Mustang Alley in Ferndale to the northern reaches of Pontiac, it's a car lover's dream come true.

For 2021, a new two-day event was added to the Dream Cruise: the M1 Dream Show at the M1 Concourse in Pontiac. The M1 Concourse is a sprawling 86-acre site that includes private car garages, a new hospitality pavilion and, most importantly, a 1½-mile road course from which owners can exercise the full capability of their classics and exotics in total privacy.

The Friday event included driving exhibitions, car show, an all-inclusive "Taste of Woodward" food experience (also on Saturday), presentations by the Automotive Heritage Foundation, and the exclusive "Cars and Cigars" evening social event.

The Saturday event consisted of a plethora of famous movie and TV cars, high-end and award-winning restomods, high profile show cars, and between 250 and 300 classics, exotics, and hot rods. Included was a wonderful gathering of 10 classic Cougars co-facilitated between CATS CCC and your CCOA. The cars were a particularly fine representation of 1967 through 1970 models. We were very fortunate to have a prime parking area along the inside of turn #9 on the road course, which also placed us conveniently close to the all-inclusive food and beverage tents as well as the main stage. It was a typical hot and humid Michigan summer day, though it did not succeed at spoiling our good time. The opportunity to reconnect with friends, share stories, and fill bellies with food and cold beverages was very satisfying after a long isolation period. Kudos go out to our attendees from Michigan, Illinois and especially to Jim Stickley who travelled all the way from Florida just to soak in the Michigan sunshine and enjoy some Cougar fellowship.

A video recap can be found on YouTube titled *Woodward Dream Show 2021 Recap*.

Please keep the third weekend of August 2022 open on your calendar. As this event grows in popularity, it will easily become a prime destination for all Woodward cruisers.







BRIAN MCDERMOTT
QUEENSBURY, NY
CCOA #6873

Dan Gurney Special Registrar Introduction



Editor's Note: Pictured from left - 1968 XR-7 GT-E 427 Black/black interior/vinyl top, 1967 Cougar GT Polar White/ black interior/ vinyl top, 1967 XR-7 GT 4-speed Nordic Blue/black interior. Update on the blue custom convertible (pictured right), was sold to Charlie and Floyd Brown.

MY LOVE OF COUGARS started over 30 years ago during my summer job after graduating from high school. I had a co-worker/friend named Joe DeFilippis who owned six Cougars: two 1967s, two '68s, and two '69 convertibles (and Joe, if you're out there, I want to thank for being my mentor who started me on these cars. I know you are still out there and eventually got your GT-E. Hope to catch up with you one day). I did not realize at the time how special these cars were—I simply liked the clean lines of the 1967-68s. Fortunately, several years later, he sold me an Inverness Green 1967 GT automatic with black standard interior. The original 390 GT engine was such a thrill! The Cougar just had so much torque, it threw you back in the seat when you hit the gas and chirped all the gears. I never had a car like that before.

In the past thirty years, I have owned a number of Cougars. As an East Coaster, I would buy an inexpensive, rusty old Cougar and spend too much money on it, only to have some life events come along and force me to sell it: college tuition, an engagement ring, a house down payment, etc. always got in the way of finishing a car, but I kept at it and enjoyed some great cars along the way.

My present life is more stable, and the kids are older, though college tuition (this time for my kids) remains a recurring challenge. I tried owning a 1970 428 CJ Eliminator, which was a great car, but it just was not the right fit for me; I also have had a few 1965-66 Mustangs, yet I keep coming back

to the clean lines of the 1967-68 Cougar. I am fortunate enough to own a 1968 427-powered GT-E, and I think this is one I'll own forever. Nonetheless, I derive the most enjoyment by driving my 1967 GT, which is similar to my first one—just hit the gas, spin the tires, and go. The car has rust bubbles in the door corners and rear quarters, and I cannot get the rear window to stop leaking, but I can get in it and drive any day of the week and enjoy the smell and feel of my old Cougar. It never gets old.

I enjoy all things 1967-68 Cougar-related, so when I noticed the Dan Gurney Special (DGS) Registry position was open, I felt it was time to participate and give back to a hobby that has given me so much. The entire Cougar Club of America in general has been welcoming, and I plan on being a proper steward of the registry information and to add to our collective knowledge of these cars. At current count, we have 341 cars in the DGS Registry, but most have only basic information listed; believe it or not, we only have two Marti Reports on file. I ask our club members if you know of any DGS cars out there, please forward me any leads and I will follow up. For those who have registered your cars, thank you. If you have a Marti Report, please send a copy my way so we can make the registry as robust as possible.

Lastly, I would like to thank Phil Parcells and Gavin Schlesinger for accepting me as the new DGS Registrar. I have been a CCOA member for many years, and I am in a place in life where I have time to give to a position like this. I hope I can give back to the hobby the way it's to given me.





BRIAN CARPENTER
CERESCO, MI
PRESIDENT CATS CLASSIC COUGAR CLUB
CCOA #8301

CATS 2022 Events Update

I HOPE 2022 finds you healthy, wealthy and wise (or at least one of the three). Your CATS Board of Directors had a meeting at the end of May, with the main topic of discussion being which events to support for the 2022 show season. In my last e-mail in December, I mentioned we were looking at a Route 66 cruise and Springfield, IL car show. We also considered the Arthritis Foundation Classic Auto Show & Cruise-In in Dublin, OH, the vintage racing/car show at Indianapolis Speedway, the M1 Woodward Dream Show at M1 Concourse (during the Woodward Dream Cruise), and the Mustang show at the Gilmore Car Museum. After some good dialog and input, we decided to put the Route 66 cruise on hold until possibly next year. The main reason for this is that the Mid-America Cougar Club is considering doing a national show next July in Tulsa, so the thought is that CATS could do a Route 66 cruise to the national show in 2023 if that event transpires.

The Arthritis Foundation and M1 Woodward shows fall on the same weekend, so a choice had to be made what to support. The Mustang show at Gilmore isn't really developed yet, and the muscle car museum they have been planning has yet to be built. Once Gilmore builds the muscle-themed attraction, CATS will plan a good show. Of course, COVID outbreaks or pandemic rule changes could affect any one of the events. With the above explanation, this is what was decided.

Our main event for 2022 is the Sports Car Vintage Racing Association (SCVRA) racing and car show at Indianapolis Speedway. This event takes place June 17-19, with the June 18 car show supported by Hagerty Cars & Coffee. On Friday, June

17, we have some opportunities we're working on, including possible tours of the Allison Transmission plant, Andretti Autosport, and the Ray Skillman Classic Cars showroom. Friday is very fluid at this point, and we'll let you know what events develop and the schedule for the day as it gets set. Saturday is the SCVRA race and car show, which will be in the infield at the Indy racetrack, plus we will have full access to the pit area. Vintage road course racing will be happening all day, and I know of two vintage Cougars that usually race at these shows. Additionally, the Shelby Club of America is having their national show at this event. If that's not enough, you also will have the opportunity to drive your Cougar to the "Brickyard"! For the SCVRA car show, you have to register online with them to attend.

It was also decided to support the M1 Woodward Dream Show at M1 Concourse. Last year was the inaugural show, with several Cougar owners all together in the grass on track turn 9 with a view on Woodward. Though it was a very hot and humid day, I really enjoyed our spot versus being on a hot sidewalk right on Woodward Avenue. Bleachers gave you a better vantage point to watch the cars cruising. Special guests at the event included Ringbrothers, Wayne Carini, Bob Larivee, and a few others. Ringbrother brought several cars for display, including the 1968 Cougar they finished not too long ago. Also, present was a large display of movie cars. The event wrapped up at 7 p.m. and the Cougars departed to enjoy the rest of Woodward events. This year, the facility will open to invited car clubs, members, and their cars for the entire Saturday, August 20. Cars will be on display in our arena and around the M1 circuit. We are creating car club corrals for invited car club members. There is no fee for the corral space and no charge

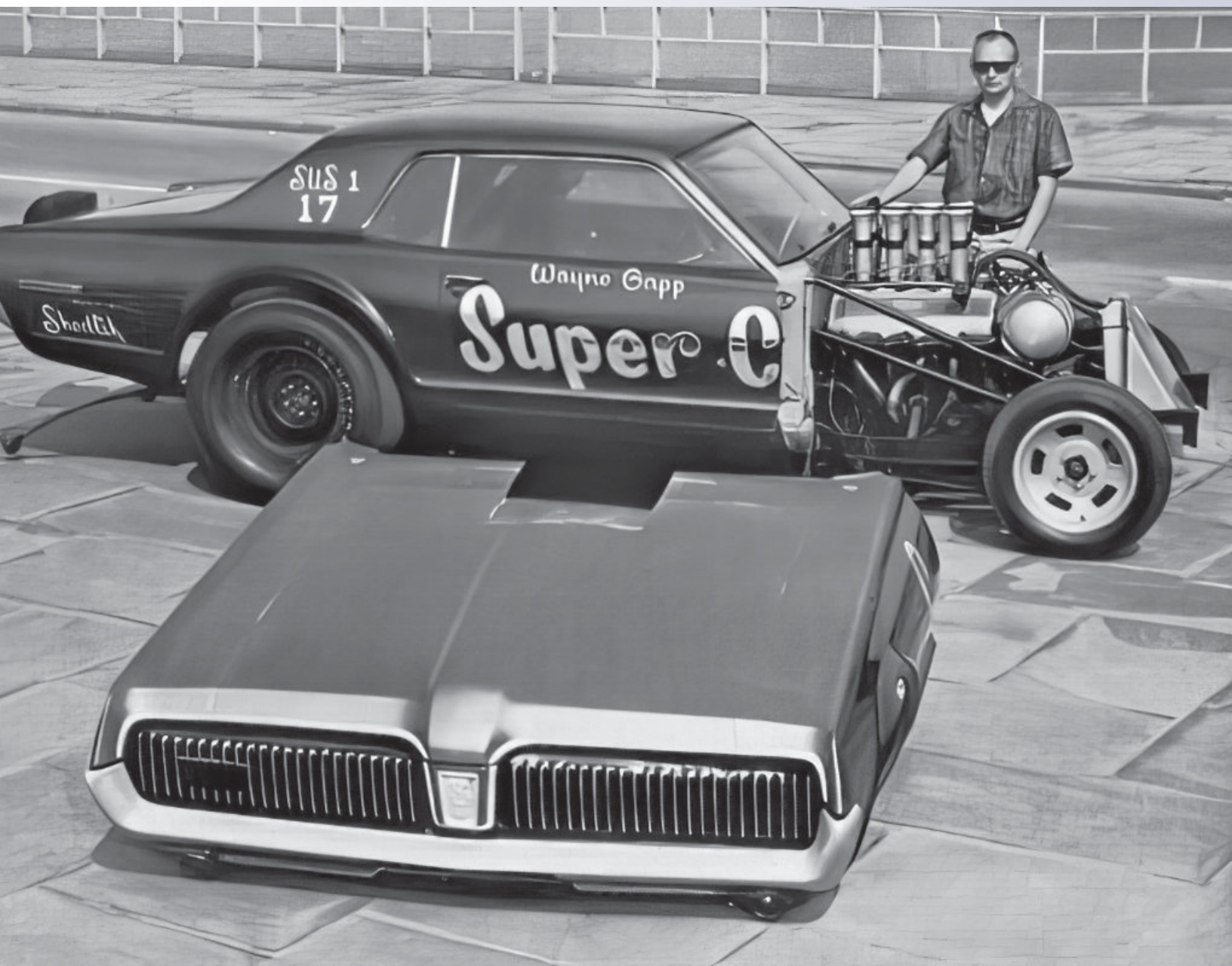
for participation. M1 Concourse is also organizing a Woodward Dream Parade on Saturday morning. This procession is for car owners to enjoy a safe and controlled experience cruising Woodward Avenue. The Parade will be composed of 200 club member cars and will start at 11 a.m. from the Woodward Avenue entrance of M1 Concourse and drive with law enforcement escort through the downtown area until returning to M1. The facility will open at 8 a.m. and, for those club members participating in the Parade, we will start pre-staging the cars at approximately 10 for an 11 o'clock departure. Each club will select ten of their members' cars to participate in the procession.





ROYCE PETERSON
TULSA, OK
CCOA #590

From the Archives



ROYCE PETERSON shares a story from the Mercury Cougar archives that few of us know about: a 1967 Super Cat.

The Wayne Gapp Cougar is a very interesting car because it is an anachronism. It was built as if someone was going by the 1966-67 rules for AHRA funny cars. The car has the rear wheels and the front wheels moved forwards on the chassis so that it maintains a stock wheelbase but shifts the center of gravity to the rear. The stock steel unit-body was modified by moving the rear wheel wells forward and adding a tube front axle and leaf springs from the 1963-65 Econoline. The Cougar does have a one-piece tilt front end, but the majority of the car is a modified-stock 1967 Cougar, so to speak.

This vehicle is in stark contrast to the state-of-the-art technology employed in Don Nicholson's 1967 Comet "Eliminator I" funny car, which was featured in many period buff magazines of the day. Nicholson's car featured a Logghe tube chassis, fiberglass flip-top body, and center steering. It would be the template for all funny cars for at least the next 20 years.

Gapp's car was raced in AHRA and NASCAR drag racing competition. It was somewhat successful, but nowhere near as successful as Nicholson was in NHRA.

It was raced in early 1968 when AHRA rules for funny cars were not as well-defined as they became later in the year. For

that reason, Gapp's Cougar was one of the last (if not *the* last) factory steel-bodied Cougar funny cars. It was run in various forms, powered by either a tunnel-port 427 or SOHC 427. Gapp was a Ford engineer, so he possibly obtained the car and engine gratis; perhaps there was even more factory involvement, as the Cougar showed up at races from 1968-69 and then disappeared.

Gapp went on to become head mechanic for the Ford-sponsored Gapp and Roush team that dominated NHRA Pro Stock racing in the early 1970s.





KAMRAN WAHEED
CARROLLTON, TX
CCOA #3679

Cougar Passion



Editor's Note: Pictured as reference, David Henry's (CCOA #9695) 1970 Mercury Cougar XR-7. Medium lime metallic, black vinyl top, black leather interior.

MY LOVE FOR COUGARS started at the young age of 18 months in Montreal when my parents bought our very first Cougar brand-new in 1970. It was a Medium Lime (my favorite color to this day) standard hardtop with a dark green standard interior and powered by a 351C-2V with FMX automatic transmission.

My parents drove the Cougar for four years before we moved to Dallas, though life up in the Great White North took a toll on its body as it was eaten up with rust from the salty roads. However, my parents drove “Old Cougar” (nicknamed by me) for another four years until one day the rusty right leaf spring broke, which made the rear tire rub the fender when driven. My parents decided it was time for a new car, plus Old Cougar didn’t have AC, which was especially necessary during Texas summers.

The obvious choice for a new car was a Cougar, so off we went to the local Lincoln-Mercury dealer to look at the new 1978 Cats. The first Cougar my parents picked out in the dealer lot was an all-gray four-door but, sadly, when the dealer went to prep it for us to pick

a few days later, it wouldn’t start as the engine was frozen. The dealer called and offered to sell my parents another four-door Cougar sitting on the showroom floor, this one being silver with a blue vinyl top and interior (Dallas Cowboys colors) with a few more options than the gray one. Several days later, my dad drove Old Cougar to work so he could pick up the new Cougar on his way home. As I watched my dad drive Old Cougar away, I cried because I had grown very attached to her over the years, even despite the rust holes and though the passenger door couldn’t open due to someone backing into it. The night before, I wrote a letter to put in the glove box for the new owner, asking him/her to take good care of it.

The new Cougar was nice, but I wanted Old Cougar back. Yet after a few weeks, I began to grow attached to the new four-door Cat. Then, one Sunday morning in July 1979, my dad was reading the classifieds and saw an ad for a 1972 convertible. He called and we went to look at it. The owner had it parked in his driveway waiting for us, and it was love at first sight: it was a red-on-red standard convertible with white top and wire wheel covers. It was

in near-mint condition in and out, with only a small rip in the driver’s seat. The original owner really didn’t want to sell it, but needed a down payment on a new 1979 F-150. My dad offered the owner \$3000, and he said he would think about it; the next day the owner called and accepted the offer—I was so excited! That ’72 Cat became my baby and was always garaged and covered, and I wouldn’t allow it to be driven in the rain. I was very happy having two Cougars but, as we Cougar enthusiasts know, there’s always that need/wanting for another one.

In early 1980, my dad and I were out for a walk when I got excited as I spotted a chocolate brown/tan interior 1969 XR-7 convertible sitting in a neighbor’s driveway behind a chain link fence. Upon closer look, it needed a new top and windshield. As soon as we got home, I wrote a note to put on the fence asking if the owner would be interested in selling it. It took two years before the owner finally called, but I never gave up and would say “that’s my car” any time we drove by to “check” on it. When the owner (who happened to be the original) called and asked if we were still interested in buying it, my 12-year-old



self naturally said yes. Luckily, my dad said yes and offered him \$100, thinking the owner wouldn't take it, but he agreed to it. The next day, my dad walked over and took the battery out and brought it home to charge, then returned the next morning; the XR-7 woke up right away and Dad drove home and put it in the garage next to our '72 convertible. Unfortunately, our '78 four-door Cougar gave up its inside spot. The '69 XR-7 convertible had a 351-2V with a factory three-speed, which at the time I didn't know how rare it was. With only 58,000 miles, it ran great and had no leaks and didn't smoke. We found a new windshield as well as installed a new top and four new "paws". Alas, six months after buying it, my dad made me sell it because he said we had too many cars. Then, in 1984, we had to sell the 1972 convertible because my dad lost his job.

In the summer of 1985, I saw an ad for a 1968 standard Cougar in the local paper and talked my dad into going to "just look at it". It was in rough shape mechanically and needed a new interior, but the body was in great shape, with no rust or damage. We made the owner a \$500 offer and drove it home very carefully, as the engine ran rough, and

the brakes were bad. I was still sad about having to sell the '72 convertible and wanted another red-on-red Cougar, so (like a dummy) I decided to change the colors in and out from the original gold with a tan interior and vinyl top. The new red interior looked really sharp, but my plans for red paint and white vinyl top never materialized by the time I sold it in 1991.

While working on the 1968 (and two weeks shy of graduating from high school in 1987) I found a 1970 XR-7—my favorite year—in the local paper. It had had a carburetor fire, but nonetheless I talked my dad into going for "just a look". Thankfully, the fire was contained under the hood and didn't go inside the car, so my dad thought he could save the Cat and offered the owner \$350. Once again, we had three Cougars, which made me very happy. It took all summer to rewire the car (under the hood to just behind the dash) and then, one Saturday evening, it was time to see if this XR-7 would live again; my dad turned the key and the 351C-4V came to life. I was elated that we saved this Cougar from being parted out. Although it had 125,000 miles and smoked some, it still had a lot of pep. Over a four-year period, I had the

original engine and transmission rebuilt, plus a new paint job in the original White. The original black interior and black vinyl top still looked great, so I left them alone. The CCOA West Nationals were held here in Dallas in 1994, so I entered my '70 XR-7—to my surprise, my baby won first place in its class. This was my first and only four-barrel Cougar I ever owned, and I truly loved it, but, unfortunately, I had to sell it in 1998 after 11 years of ownership.

Of course, old habits die hard, as I had found a 1970 standard convertible with 81,000 miles while reading the classified ads in 1995. Thanks to Old Cougar, I had always wanted a '70 convertible. The owner (believed to be the third) lived out in the country, about 75 miles from Dallas. When we arrived, the car was sitting in the driveway and, when I saw it, I knew I had to buy it: it was red with black interior/white top. The 351C-2V with FMX automatic ran great, the 81,000 miles odometer looked to be authentic, there was no smoke at start-up or while running, and it shifted perfectly. After getting, it home and looking at it more closely, I discovered it had been repainted red

(original color was Dark Ivy Green). My plan was to drive it until it hit 100,000 and then have it professionally restored and painted the original color, but unfortunately that never happened, and I sold it four years later in 1999.

While I was enjoying ownership of two 1970 Cougars at once (my dream), I decided I needed to buy the last year of the rear-wheel drive Cougar and preserve it. Of course, it had to be a 30th anniversary edition but unfortunately, I had to settle for a regular 1997 XR-7 with a V-6. It was dark green with a tan interior and a luggage rack—for some reason, I had always wanted a Cougar with a luggage rack, and I'm not sure why. For the first two and a half years, the XR-7 was garaged and covered, and only driven once a month to club meetings if weather permitted. After that, it was unfortunately relegated to daily duty, but driven carefully and washed almost every weekend. Sadly, it was totaled in a traffic accident in 2013. The XR-7 only had 32k original miles.

After having to sell my two 1970s in the late 1990s, which broke my heart, I was left with just the 1997 XR-7. In April 2001, I was looking on eBay and saw a lime green 1970 standard coupe with a white painted top, and when I noticed it was only 10 miles away, I just had to bid on it. A few minutes before the auction ended, I placed a \$1,550 bid

on it and won. I was elated because I always wanted another Medium Lime '70 ever since I "lost" Old Cougar in 1978. The owner had stated in the auction that it had only 47,000 miles, but couldn't prove it. Once at home and looking at it more closely, my dad and I concluded that the mileage indeed was authentic and not 147,000—for example, it still had the factory muffler hangers. The buck tag showed the paint code "GM", which was confusing because I had never seen a paint code like this. I contacted CCOA database manager Phil Parcells, who proceeded to tell me that this Cougar was ordered with a two-tone paint job. I ordered a Marti Report and discovered only 169 1970 standard Cougars were painted Medium Lime with a White painted top. I was excited to say the least, and that led me to start a registry for two-tone Cougars. When I bought this Cat, the previous owner had it repainted a dark green to match the interior, which looked alright, but I wanted to keep it original as much as possible and repaint it in the original two-tone color combo. I also ended up redoing the interior because it was faded from sitting in the Texas sun for many years. Yet sadly, in June 2009, I had to sell it.

Even though I don't own any 1:1 Cougars currently, the passion still lives on in my heart and always will, as I have many 1:64- and 1:18-scale replicas which will never part my side.





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Saturday July 9th there will be a buffet style dinner at a Cascade member's home. Schedule and directions will be sent after receipt of your registration information.

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**For more Information see back page or call Dave:
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JEFF BINGAMAN
FEDERAL WAY, WA
CCOA #6858

1970 Cougar



MY COUGAR journey started about 25 years ago when I purchased my 1968 Cougar XR-7. I owned several others since before setting my sights on a 1970 Cougar with a factory power sunroof. Having previously owned a sunroof Cougar and migrating through several convertibles, I decided that another sunroof vehicle gave me the perfect car for the climate of the Pacific Northwest.

As you can imagine, finding such a Cougar would not be an easy task, especially one that was fairly well-optioned. Shortly after the search commenced, I saw a 1970 sunroof Cougar show up on eBay. The pictures were poor and minimal, and not much in the way of a description either. It wasn't too far away since the vehicle was located in Northern California, but too far to look at it in person before the conclusion of the auction. In the end, I decided to pass on the car since there was too much uncertainty around it.

Fast-forward a few months and the very same Cougar

showed up at West Coast Classic Cougar. It looked spiffier than in the eBay listing and, as you would expect from Don Rush, there were many pictures and a thorough description. Based upon the ad and my friendship with Don, I pulled the trigger. My previous uncertainty on this car when on eBay ended up costing me double what it sold for, but I did save some on the transport, so that didn't bother me too much.

After quickly loading up my trailer and headed to Don's place, I wasn't disappointed. The Cougar had a number of issues, but it checked all of my boxes; 351C-4V, power windows, air conditioning, power disc brakes, tilt wheel, console, Décor interior, AM 8-track, left-hand racing mirror, and sunroof, among other items. In total, the car has 19 factory options, which was impressive for a standard Cougar! Its MSRP was over \$5,000—not far behind than that of a Lincoln Continental. That may explain why it sat on the showroom floor for nearly a year after its October 1969 production.



Before purchasing this Cougar, I already had a plan thought out and knew exactly how it would be built: Competition Green with no vinyl top over a black and white houndstooth interior. All this would be riding on 15x7 Magnum 500s with 235/60/15 raised white-letter tires. It also would be slightly lowered, have more modern suspension components from Opentracker Racing Products, and be set up for long distance cruising with an AOD transmission, cruise control, and air conditioning.

Upon getting the car home, I immediately began

disassembly and sent it off to be media blasted. When it returned in bare metal, all the sins of the past became evident. The floorboards were pristine and most of the sheet metal was rust free, with the exception of the lower door corners and around the vinyl-covered rear window. But the big surprise was that it looked like it had been in a demolition derby. Every corner had been worked on in the past; the doors and quarters had been significantly damaged, as were the fenders, hood, and decklid. After some serious body work, most of the original metal was able to be saved.

During the two years the Cougar was in body work/paint jail, I was able to do the following: get the engine rebuilt, acquire an AOD transmission from a 1993 Mustang, have the seats reupholstered with NOS houndstooth fabric, get all the trim chromed and/or polished and re-anodized, and detail all the various parts that would be installed during the reassembly.

Once the paint was complete, I hauled the Cougar back to my garage to begin the reassembly process. I vowed to do something to the car every single day and took a month-long vacation twice during the process in order to get it done and on the road within seven months. During the assembly, I made the following changes: added cruise control, power door locks, hidden alarm system, extended the seat tracks, so the bucket would slide back farther, installed a right-hand bullet mirror, improved the rear to 3.25:1 Traction-Lok, put in a NOS rear window defogger, and added a hidden Custom Autosound radio in the ashtray. An interesting note is that cruise control was discontinued for the 1970 model year, so I chose a late 1970s unit made by ZT, which is hidden and works great.

Aside of farming out the paint, upholstery, and engine rebuild, everything else was done in my garage with the help of some wonderful friends and Cascade Cougar Club members. The original plan was to make this Cougar a long-distance driver, and it worked out fabulously at that—I've driven all over the western United States and Canada, including along the California coast on Highways 1 and 101 and through the scenic redwoods. With AOD and 3.25:1 gears, it cruises at 70 mph at under 2,000 rpm while getting around 20 MPG. That's pretty impressive for a 351C-4V, though minor mods like a Holley 600 cfm carburetor and vintage Offenhauser dual-port intake (which admittedly isn't an all-out performance manifold) likely helped. After having it tuned on a dyno by a Ford expert, it delivers decent performance out of the hole while maintaining good performance across the entire rpm band. My intent was to have a fun, reliable driver, not a race car, and that is exactly what I got.

I finished the restoration in 2010, and now the Cougar has around 24,000 miles. It is always a pleasure to hop in it and enjoy a cruise, which I do regularly thanks to its road-proven reliability. The original vision I had was realized, and I have zero regrets over any of the choices I have made.

You'll notice in the pictures that the car is now sporting a different set of wheels than described above. That wasn't a planned choice but, when attending a recent open house at West Coast Classic Cougar, Don Rush had a raffle and I won the grand prize, which was my choice of any in-stock Legendary Wheels. I selected the Legendary GT6 10-spokes with light argent painted inserts along with black "Mercury Man" center caps. I still have the Magnum 500s and thought I would change them back and forth several times a year, but it's been a couple of years now, and I haven't done that—I think these just might stay on for the long term. Thanks, Don!



CCOA APPLICATION

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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
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Tell us about your Cougar!



JEREMY MALCOLM
SPRING GREEN, WI

Ringbrothers Reimagines the Mercury Cougar for Modern Day



THE SHOP'S 1968 Cougar restomod combines a respectable restoration with modern performance from its 460-horsepower Coyote V-8 and 10-speed automatic transmission.

Ringbrothers, the Wisconsin-based builder known worldwide for unique vehicles that capture the attention of automotive enthusiasts, has built a custom Mercury Cougar that incorporates the owner's personal flair while respecting the original vehicle's philosophy.

When the Cougar's owner approached Ringbrothers about working on his car, he said that he was looking for something powerful but comfortable. He wanted the car to be the strong-but-silent type—something that commanded attention with its looks rather than just a sweet exhaust note.

Although Ringbrothers has produced nearly 30 one-of-a-kind vehicles, this car was the company's first-ever Cougar build (though not their first Ford product). Ringbrothers proceeded to tick every box on their customer's wish list, adding a significant amount of modernity for comfort and reliability while maintaining the Cougar's classic American looks. The build started with a full restoration of the unibody

before adding fresh components to make the vehicle drive like new. Ringbrothers' custom bodywork added subtle refreshes to the bumper and grille that accentuate the Cougar's aesthetic, then topped off with Ford M3067 Augusta Green metallic paint by BASF.

The only initial indication that this car is more than just an exceptionally clean Cougar is its HRE three-piece forged wheels. With 18-inchers up front and 19-inchers in the back, the wheels are shod in Michelin Pilot Sport 4S tires, which hide Baer 6-piston brakes. A Detroit Speed Aluma-Frame and QuadraLink front and rear suspension systems provides a more confident ride and added adjustability.

The Ringbrothers Cougar maintains its entire powertrain within the Ford family, sporting a Coyote 5.0-liter V-8 plus a 10-speed automatic transmission taken from a F-150 pickup. This lends comfort and smooth drivability unknown to a car from 1968, but 460 horsepower can be unleashed at the click of a paddle shift. The Cougar's Flowmaster exhaust system, complete with custom Ringbrothers headers, is tuned to amplify the Coyote V-8's signature growl only when the owner desires.



Despite the host of bespoke touches that reflect the personalities of both owner and builders, this Ringbrothers creation maintains the ethos of the original Mercury Cougar: a comfortable yet capable pony car with a tasteful, premium style. In fact, this car was built with the Ringbrothers vision of what the Mercury Cougar would be like if it was still on the market today.

Jim and Mike Ring have created built-on-request custom vehicles with an emphasis on uncompromising performance and high attention to detail, setting the standard for how restomods should be built. Classic car and truck owners can also incorporate the signature Ringbrothers style into their own creations with the array of custom billet aluminum parts Ringbrothers manufactures and sells on its website (www.ringbrothers.com).



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RINGBROTHERS	CONTRIBUTORS	GEORGE CARLIN	CONSIGNMENT
CATSUPDATE	ANNIVERSARY	MELSDINNER	YUMYUMTREE
STATISTICS	SUBMISSIONS	ADJUSTMENT	NEWMEMBERS
DREAMSHOW	WAYNEGAPP	DANGURNEY	CARLISLE
SHOWCASE	ARCHIVES	BINGAMAN	AUCTIONS
PASSION	SIXTYTWO	CONCEPT	REBUILD
MARTI	LOGOS	CASCADE	UPCLOSE
VANITY	GAVIN		

// CARLISLE FORD NATIONALS

Event Photos

2021 PART 2

By Cliff Gardiner







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

Letter from the Editor



1967-2022
Mercury
COUGAR
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IT'S THAT time again. As we come to the conclusion of another really cool feature, the 1962 Cougar 406 concept came as fast as it left. But fear not, it is forever immortalized within this issue as the one that started it all for us: the Mercury Cougar. We hope you enjoyed this one as much as I had working on it in making my Andy Warhol tribute [see pages 26-27].

Conan and I have also worked hard to build out our new **ATSOTC Magazine Showcase** to display all the covers that we have to date, so head on over to <https://cougarclub2.org/collectibles/atthesignofthecat>.

Please send in your stories and photos to my new email is: editor@atsotcmagazine.com, or editor@cougarclub.org will continue to find me as well.

On a brighter note, we are grateful to have received our awards from *Old Cars* for 2019 and 2020!

Until next issue, stay safe out there!

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



www.cougarclub.org



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MEMBER REPORT



CHARLIE BROWN
Member Services Director
CCOA #8693

WELCOME TO CCOA

Winter is just about over and spring and summer is in the air. It is time to get those beautiful Cougars back out of winter storage and take them to a cruise or a car show. Please keep posting pictures of your Cougars, no matter the state they are in out on the Cougar Club of America Facebook page. I wish all of you a safe and fun-filled spring and how to see you at a show this year.

CCOA membership saw a slight decline over the winter, but this report is for only one month. I wanted to share some statistics.

As of March 31st, 2022, Cougar Club of America has 794 active members, down from 839.

From November 1st, 2021 to March 31st, 2022, a total of 338 members renewed their membership

From November 1st, 2021 to March 31st, 2022, we added 30 new members and two returning members.

MEMBERSHIP RENEWAL

Check your CCOA membership card for your due date. All e-members receive 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 and this link will take you to Cornerstone Registration for membership renewal 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!

WELCOME NEW MEMBERS

Joining the club since the last ATSOTC (through Oct 31st, 2021) are the following new members:

CCOA#	Member Name	City	State
10396	GARETH JAMES	PONTYPRIDD	UK
10397	RON TOLMAN	CLOVIS	CA
10398	JOEY FULFER	NAVARRE	FL
10400	MARK LOWNES	MOORE	SC
10401	SCOTT HOLMES	BLANCHESTER	OH
10402	RICHARD STEVENS III	CONCORD	NH
10403	DREW HELMANDOLLAR	CAPE MAY COURT HOUS	NJ
10404	MICHAEL CERTO	MILFORD	MI
10405	FRANK ELDRIDGE	PALMA SOLA	FL
10406	ROBERT & JOSEPH HEVEZI	VALPARAISO	IN
10407	ROBERT & BOB GARBULA	TECUMSEH	CAN
10408	GUY FARRER	ERIN	CAN
10409	RON SCHOFIELD	SALINE	MI
10410	GARY & JAN HART	WICHITA	KS
10411	MARK PRATLEY	MARSHALL	MI
10412	ANDREW PRESTON	UPPER BLACK EDDY	PA
10413	JEFF HURNDON	MILNER	GA
10414	GEORGE & GEORGE SNOW	ORWIGSBURG	PA
10415	GEORGE MARTIN	BRADENTON	FL
10416	DONALD WING	CENTERVILLE	IA
10417	MIKE & KRISTIE KENT	OLATHE	KS
10418	JODEE NICHOLS	JACKSON	MI
10419	RANDY GRACHEK	BLAINE	MN
10420	JASON R BISHOP	WESTHAVEN	UT
10421	MICHAEL PALERMO	BOLINGBROOK	IL
10422	RONDELLE & ALAINA JORDAN	RANCHO CORDOVA	CA
10423	ROGER & CINDY JOBS	LK STEVENS	WA
10425	MAUREEN HILL	BUCKEYE	AZ
10426	RAYMOND O'DONNELL	MANASSAS	VA
10427	THOMAS & TOM SEBASTY	PHOENIX	AZ

Be sure to let Cornerstone Registration know if you change your postal or email address. We use this data to mail out the ATSOTC. You can also change your personal information on their site. It pains me when mail is returned undeliverable. If you have an issue updating your personal information please don't hesitate to contact Cornerstone Registration.



Vanity Plates



Cougar MEMORABILIA & TOYS



Editor's Note: Wall Art from
Stu Nembrotti



MERCURY COUGAR

**Price: \$15,000****TOTAL BIDS** 37

Year/Model:
1973 XR-7 convertible
VIN:
3F94H559445
Miles:
15,321
Condition:
1

Comments: A great example of the last year for the convertible Cat with only 15k original miles, all original both in and out. Bought it from an owner that had it for close to 30yrs who only drove it in the summertime, the owner previous to him took it to car shows and won a lot of trophies. Has power steering, power brakes, dual side view mirrors and AM/FM/8 track radio. The interior is in great shape for being nearly 50 years old and the body is excellent and is absolutely beautiful, the convertible top is in great shape. The underneath is solid. All 4 "paws" (tires) are in good condition. Comes with a pile of receipts that were in the glove box plus another folder of receipts that as well as the original window sticker, pamphlets and a whole series of books on how to repair this car, doesn't like the books were ever opened. Also comes with the original parade boot and all with the trophies this Cat has won over the years.

MERCURY COUGAR

**Price: \$7,900****TOTAL BIDS** 8

Year/Model:
1988 XR7
VIN:
1MEBM62F9JH717080
Miles:
70,900
Condition:
2

Comments: Not your average Cat! Has a 5.0 347 stroker and very fast car, the ultimate sleeper. The suspension has been lowered with tube steel lighten sub-frame, has optima yellow top battery in trunk with shutoff. New BF tires with SVT wheels, stock rims and tires comes with car. Strange coil overs and shocks. Has Hi flow fuel pump in tank, has full MSD ignition. Full 21/2 inch exhaust with headers. Electric fan. List goes on and on. Ice cold air. This Cat was originally from California and has zero rust. The right side mirror doesn't work and the right rear trim molding is cracked. This XR7 is in nice condition, but isn't perfect. Really comfortable and fast.

MERCURY COUGAR

**Price: \$4,400****TOTAL BIDS** 25

Year/Model:
1979 XR7
VIN:
9H93H734918
Miles:
54,399
Condition:
2

Comments: This XR7 has the optional 400 with only 54k original miles. Has power steering, brakes, windows, door locks, seat and the rare option moon roof. This Cat has a 110% rust free body, frame, etc. The paint is original and looks close to show paint. The interior has one cigarette burn and one small crack in the dash under protective cover, the rest of the interior is in great condition. This big Cat runs, drives, starts and stops great.

MERCURY COUGAR

**Price: \$35,100****TOTAL BIDS** 50

Year/Model:
1968 XR-7G
VIN:
8R93X555414
Miles:
102,000
Condition:
2

Comments: This XR-7G is 1 of 62 out of the 612 XR-7Gs built with the 390 2v. Originally sold out of Hollywood, CA and is rust FREE. Only has had one repaint (in its original color) in its life. Runs and drives great! Everything is there including: the original wheels, radiator and luggage rack; replaced radiator with aftermarket so it can be driven. There are a few parts that are missing: 3rd horn, and original air cleaner. The heater core have been bypassed because it's leaking slightly; the heater box has never been removed from car. This XR-7 is the most unmolested. Comes with a Marti report. You will not find a better un-restored XR-7G.

MERCURY COUGAR

**Price: \$1,676****TOTAL BIDS** 6

Year/Model:
1981 Standard
VIN:
1MEBP76BXBG604721
Miles:
33,000
Condition:
3

Comments: This Cat has only 33k original miles!! Current owner purchased it in June of 2018. The only thing done on this Cat was change the spark plugs and wires, the oil, air, fuel filter and new exhaust. There is no catalytic converter. The tires are still like new. Has broken window crank on driver side. A/C blows cold. This Cat is in good condition.

MERCURY COUGAR

**Price: \$2,950****TOTAL BIDS** 1

Year/Model:
1970 XR-7 coupe
VIN:
0F93H546400
Miles:
Unknown
Condition:
4

Comments: XR-7 coupe in need of a full restoration, has a 351c 2v/C6 (appears to be original). The engine turns over and starts. The frame, floor, and trunk pans are in good condition and mostly rust free, as well as body panels. Has original seats, needs front windshield and trim for vinyl top. Additional parts come with the car including: extra glass, new panel where rear speakers go, steering column and other parts. This Cat came from Wyoming, now registered with PA title.



Submissions

SUBMISSION GUIDELINES:

In order for your photos to be considered for publication, we will require the following information.

Member Name:

CCOA Number:

Club Name:

Submission to be considered for?

Car Make/Model Info:

Location:

Photographer Credit:

Is article write-up included or being penned?

*The article should be in attached as a word, doc or pdf file preferred.

NOTE: Photos included should be submitted in high-resolution format. Be sure to rename the images to best describe the photo.

- Submissions may be emailed to:
submissions@cougarclub.org & editor@cougarclub.org

- For large-format files; due to email limitations, you may send them using WeTransfer:

<https://wetransfer.com/>

Send to: submissions@cougarclub.org & editor@cougarclub.org



ANSWERS

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