

The Official Magazine of the Cougar Club of America

VOLUME 41 | ISSUE 1
SPRING 2022

ATSOTC

At the Sign of the Cat



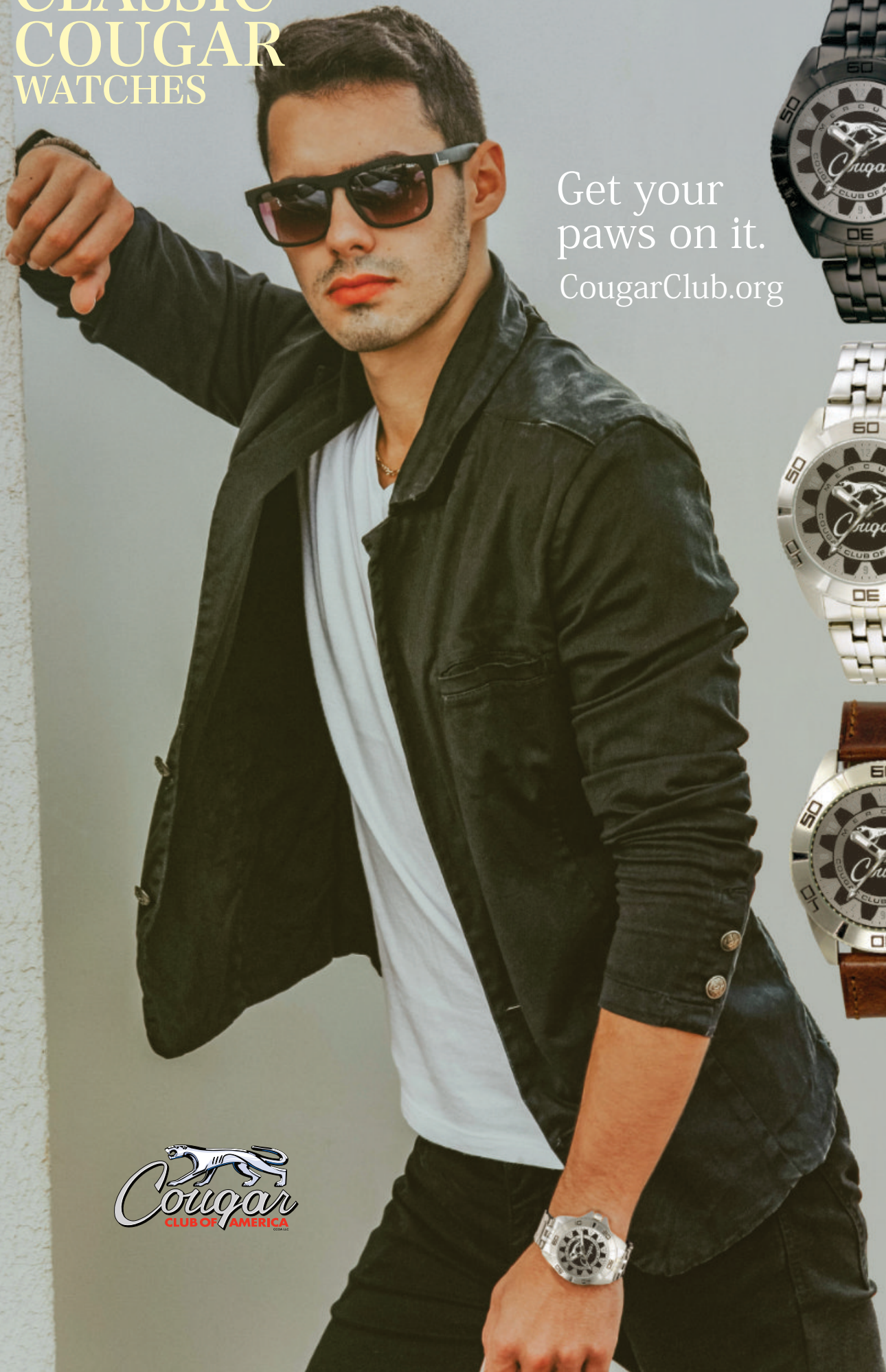
Rod
Maksimovich's
90' ULTIMATE
Cougar XR-7



DIABLO
GATO
'73 Cougar by
KTL



CLASSIC COUGAR WATCHES



Get your
paws on it.
CougarClub.org



CONTENTS

IN THIS ISSUE



FEATURES

23 **DIABLO GATO**
TIM WITHERS

SECTIONS

08 M1 Woodward Event
Brian Carpenter

10 One Hot Jalapeño!
George Temes

14 Club Report
Barrie S. Dixon

16 Two-Tone
Kamran Waheed

18 Cougar Wagons
Kamran Waheed

20 1971

28 Convertible
Gary Rhodes

1990 Cougar LS
Rod Maksimovich

32 1986 Mercury Cougar
Ronald Keister

34 My 1972 XR-7 Convertible
Skip Humphrey

36 Our 1968 Cougar
Teresa & Kevin Brennan

38 2022 Prowl Report
Heather Whitaker

44 Prowl 2022 Winners
Heather Whitaker

45 Prowl 2022 Event Photos
Conan Tigard

55 Postage Stamps 2022

DEPARTMENTS

02 ATSOTC
Media & Contacts

04 View from the Chair
Gavin Schlesinger

37 Membership Application
CCOA

52 Letter from the Editor
Dave Hyatt

53 Member Report
Charlie Brown

54 The Puzzled Cat
Word Search

56 eBay Cats
Kamran Waheed

57 Submissions Guide
David Hyatt

COVER

Cover Design: **David Hyatt**





VOLUME 41 | ISSUE 1 | SPRING 2022



MEDIA

Editor / Layouts

David Hyatt – editor@atsotcmagazine.com

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

Submissions Editor

editor@atsotcmagazine.com

Winter 2022 Deadline - send your submissions no later than October 31st, 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.

ADVERTISING POLICY

Rates & Rules:

Rates may be waived for Cougar-specific advertisers who support the CCOA with reciprocal advertising or discounts for CCOA members.

Advertisements must be related to the automotive hobby and deemed of value or interest to the members.

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

Display Rates:

	Color
Inside & Back Covers	\$375
Full Page	\$350
Half Page	\$275
Quarter Page	\$225
Eighth Page	\$200
Business Card	\$200

Prices are per issue. Ads are in color on all pages for the electronic version at no extra charge.

Classified Ads (up to 100 words) - FREE to members, 10¢/word per issue for nonmembers.

Contact Kamran Waheed for details at: advertising@cougarclub.org

ATSOTC (At the Sign of the Cat) Volume 41, Number 1 is published quarterly by Cougar Club of America LLC, 33 Cayuse Lane, Rancho Palos Verdes, CA 90275, Tel. 904-588-4670. Periodicals postage paid at Owasso, OK, and at additional mailing offices. POSTMASTER: Send change of address to: CCOA LLC, 19455 E 72nd St. N, Owasso, OK 74055.

Copyright ©2022 Cougar Club of America LLC, ATSOTC™ is a trademark owned by Cougar Club of America LLC. All rights reserved. Reproduction without permission from the publisher is prohibited. Spring issue, Volume 41, Number 1 ATSOTC is published quarterly except for supplement issues by CCOA LLC, 33 Cayuse Lane, Rancho Palos Verdes, CA 90275, Tel. 904-588-4670 cougarclub.org

Subscription inquires, including address changes: Visit us at cougarclub.org or write to CCOA LLC, 19455 E 72nd St. N, Owasso, OK 74055 or call 918-760-2269.

BOARD OF DIRECTORS

GAVIN SCHLESINGER

Chairperson – chair@cougarclub.org
33 Cayuse Lane, Rancho Palos Verdes, CA 90275
(904) 588-4670

MARK KULWIK

Vice Chairperson – vicechair@cougarclub.org
2319 Roselawn St, Wolverine Lake, MI 48390-1942
(248) 669-2358 (H)

MARK SMITH

Financial Director – finance@cougarclub.org
2644 Bridle Lane, Walnut Creek, CA

CHARLIE BROWN

Membership Services – membership@cougarclub.org
19455 E 72nd St N, Owasso, OK 74055
(918) 760-2269

CONAN TIGARD

Club Services/Webmaster – clubservices@cougarclub.org
4696 NW 62nd St, Redmond, OR 97756
(541) 728-6935

PHIL PARCELLS

Special Services – specialservices@cougarclub.org
7227 Heath Markham Road, Lima, NY 14485-9508

RANDY CHRISTIAN

Community Relations – communityrelations@cougarclub.org
10383 S 220th East Ave, Broken Arrow, OK 74014
(918) 398-3315

VEHICLE REGISTRARS

PHIL PARCELLS

National Database (all Cougars) – registry@cougarclub.org
7227 Heath Markham Road, Lima, NY 14485-9508

BRIAN MCDERMOTT

1967-68 DGS Registrar – dgs@cougarclub.org
Queensbury, NY
(518) 796-1347

BILL QUAY

1968 R-code, Non-GT-E – 68-r-code@cougarclub.org
7113 Old English Road, Lockport, NY 14094-5408
(716) 433-9267

MIKE BROWN

1969 390 – 69-390@cougarclub.org
5527 Bluebell Ave, North Hollywood, CA 91607-1909

MITCH LEWIS

1971 429 Cobra Jet – 71-429cj@cougarclub.org
1979 Chipmunk Ct, Eagan, MN 55122-2225
(612) 720-7504

SCOTT TAYLOR

428 Cobra Jet (69-70)– cobrajet@cougarclub.org
2151 W. Shawnee Drive, Chandler, AZ, 85224-1740
(480) 612-2998 (evenings)

DAVE WYRWAS

Eliminator – eliminator@cougarclub.org
21 Cathy St., Merrimack, NH 03054-2841
(603) 429-8437

BRETT IRICK

GT, XR-7 GT, 6.5 Litre – xr7gt@cougarclub.org
2 Brookwood Lane, Dearborn, MI 48120-1302
(313) 240-6418

JIM PINKERTON

GT-E – gt-e@cougarclub.org
20727 106th Ave. S.E., Snohomish, WA 98296-7166
(360) 668-0243

BRUCE WALLACE

Sports Special – sportsspecial@cougarclub.org
8709 Catbriar Lane, Orlando, FL 32829-8619
(407) 222-1021

KAMRAN WAHEED

Two Tone/Wagons – (see Advertising)

ROYCE PETERSON

XR7-G – xr7g@cougarclub.org
7709 E 85th Street, Tulsa, OK 74133
(214) 538-8838

CONAN TIGARD

Luxury 1974 – 1979 – (see Club Services)

MANAGERS AND VOLUNTEERS

DAVID HYATT

Editor/Graphics – editor@cougarclub.org
1981 Abbeyview Dr., Orange City, FL, 32763
Text: (386) 216-4298

DIEGO ROSENBERG

Assistant Editor - assistanteditor@cougarclub.org

KAMRAN WAHEED

Advertising – advertising@cougarclub.org
1419 Tierra Calle, Carrollton, TX 75006

TIM GLOVER

International Manager – international@cougarclub.org
Oxton Birkenhead, Wirral, England

SCOTT DYKE

Historian – history@cougarclub.org
1700 Kelly Ave., Crest Hill, IL 60403-2314
(815) 922-3017 (after 6 p.m. Central Time)

JODY HEIL

Legal Advisor – legal@cougarclub.org
500 Maple Ridge Road, Berlin, WI 54923
(920) 361-5258

RANDY GOODLING

Merchandise – merchandise@cougarclub.org
2046 Mill Road, Elizabethtown, PA 17022-9401

PHILLIP PAYNE

Brand Manager – brand@cougarclub.org
Mechanicsville, VA
(804) 550-1130 – www.propaynegraphics.com

DWIGHT GRIFFIS

Online Store Manager – store@cougarclub.org

VOLUNTEER PHOTOGRAPHERS

BILL WATKINS, Vacaville, CA
photo-bw@cougarclub.org

DAN HOUDE, North Conway, NH
photo-dh@cougarclub.org
wiseguycreative.com

LUIGI DIONISIO, San Ramon, CA
photo-ld@cougarclub.org
luigid.com

JEANNE CHRISTIAN, Bixby, OK
photo-jc@cougarclub.org

ANDREW CHENOVICK, Salem, OR
photo-ac@cougarclub.org
flyingaphoto.com

CHARLIE BROWN, Owasso, OK
photo-cb@cougarclub.org

CLIFF GARDINER, New York, NY
photo-cg@cougarclub.org
klphandjohnstudio.com

DAVID HYATT, Orange City, FL
editor@cougarclub.org

TED TAYLOR, Chino, CA
photo-tt@cougarclub.org

JEFF WIESER, Bixby, OK
photo-jw@cougarclub.org

A VIEW FROM THE CHAIR



GAVIN SCHLESINGER
CCOA Chairperson
CCOA #5780

CHAIR UPDATE

Ladies and gentlemen, start your engines...

10,000 Maniacs have a song titled "These are the Days." The first verse calls out, "These are the days you'll remember. Never before and never since, I promise. Will the whole world be as warm as this and as you feel it, you'll know it's true that you are blessed and lucky."

We are all so truly lucky to have our families, our friends, and each other. The summer of 2022 has been an amazing time to reflect on how much we have overcome, and how much we have in this world and our lives to be thankful for. Throughout social media, it has been heartwarming to see everyone around the world back on the streets and attending events. I am looking forward to the world continuing to open up as we brave the new world and safety concerns to do what we can to live the best life possible.

I would like to personally thank the individuals that attended the 2022 Cascade Cougar Club Prowl and the **CCOA Western Regional** event hosted by The Mercury Stray Cats Club. Unfortunately, I was not able to attend the Prowl, but it is on my list for one of the years to come. However, I was able to make the seven-hour drive to the Western Regional event with my son Jack, and friend Paul Taccone with his son Nico. It was amazing to attend and see everyone in person versus in a digital space. I want to commend Rob and Steve Crowder, John Swanson, Conan Tigard, Bill Watkins, and all the amazing volunteers that made the event such a success ... and, of course, all the attendees that made the journey to spend a day in the sun together despite the heat and fuel prices. It was especially nice to see Charlie Brown, Floyd Brown, and Randy Christian make the drive from Tulsa to attend. I look forward to the next big event I can attend—July 2023 in Tulsa certainly is a possibility.

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

If you haven't visited CougarClub.org and browsed the Cougar information that Conan has been adding, please check out the updates, most notably "Members Rides". Maybe you'll be compelled to email Conan (webmaster@CougarClub.org) so that the rest of us can see your cat in the next issue.

Speaking of photos, we love the footage of the events you attend or just photos of you cruising around in your Cougar. Maybe let us know about these events with ample time so that we can publish them in time for others to attend. Send an email to submissions@CougarClub.org for both future events and your coverage of such.

Also, don't forget to visit the online store at CougarClub.org. Dwight's Deals (named after Dwight Griffis) features the Buy One, Get Two Free sales event—all you have to do is use the code "**Hats&Shirts**" in order to score bargains galore.

Lastly, the **CCOA** wouldn't exist without your participation. Please share your Cougar story with everyone for our award-winning **ATSOTC Magazine**. Is it a restoration story? A memory of Mom's Cougar? The older kid in the neighborhood influencing your automotive dreams? Tell us what brought you here with prose and pictures for an upcoming **ATSOTC Magazine**.

If you are interested in more information about **ATSOTC Magazine**, our website; cougarclub.org, or the **CCOA 55th Anniversary** events, please email me directly at chair@cougarclub.org.

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



1970 El Gato Cougar

Read about it at
[https://cougarclub2.org/cougars/
uniquecougars/elgato/](https://cougarclub2.org/cougars/uniquecougars/elgato/)



Official Ballot 2022 Election of Officers

Ballot on page 6

Nominations:

Nominations were received for the Director positions that will expire at the end of the year: (1) Office of Chairperson, (2) Office of Special Services Director, (3) Office of Member Services 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 on page 6.***

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

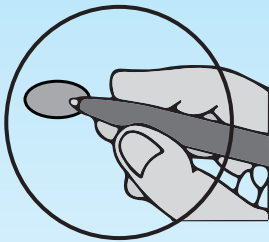


Official Ballot

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 Kulwik

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 Vice 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.



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 INDY 2022 • \$165,000

1970 MERCURY COUGAR ELIMINATOR • 428 COBRA JET, 4-SPEED, DRAG PACK

THE EXPERIENCE BEGINS AT [MECUM.COM](https://www.mecum.com)

For complete auction consignment
or bidding information, visit [Mecum.com](https://www.mecum.com)
or call 262-275-5050

CA License 81410
TX License P130162, P130163
Mecum Auction, Inc. License 464-53

MOTORTRENDTV // **MOTORTREND+**



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

M1 Woodward Event



THE CATS club attended the first-annual M1 Concourse show during the Woodward Dream Cruise on August 21, 2021.

The facility is located just south of Pontiac, MI on the northern part of Woodward Avenue. The cruise is generally between Ferndale and Pontiac, a nine-mile stretch that generally normally would take you 1½ -2 hours to cruise during the Woodward Cruise.

Seeing how this was M1's first Woodward event like this, there was some confusion in the months leading up. M1 kept changing the show as the date approached as they were feeling out how the show layout would be. M1 did a good job in sending email updates to the attendees. At first, each person would be charged \$75, which included his/her car. Later, towards the date of the event, M1 changed it so if you were displaying a car on the show field, you received four meal tickets, eight drink tickets, and all the pop and water you

wanted. Folks not displaying a car were charged \$100 for the day with all the above included. Sure, it was a little confusing along the way, but it worked out by show time.

Several Cougar owners went to M1 Concourse on a Friday afternoon, as lots of activities were taking place the day before the official cruise. I myself arrived Saturday morning at the beautiful view of Cougar owners all together on the grass by 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. If you wanted a better vantage point to watch the cruise. Special guests included the Ring Brothers, who brought several cars for display, including a 1968 Cougar they finished last year; other guests included Wayne Carini, Jim O'Brien, Bob Larivee, Chuck Miller, and a few others. Also, to present a large display of movie cars. The event wrapped up at 7:00 p.m. and the Cougars departed to enjoy the rest of the Woodward Dream Cruise.







GEORGE TEMES
GILBERT, AZ
CCOA #10317

By Bill Basore & George Temes

One Hot Jalapeño!



If you live in the Sonoran Desert of Arizona, it is not uncommon to find a jalapeño pepper on your plate. As George Temes approached retirement, his search for a Cougar ended when he found the right car in a color he instantly recognized.

U.S. ROUTE 99 historically was called the Golden State Highway. It ran from Calexico, Calif., by the Mexican border, through the Central Valley and, ultimately, to Blaine, Wash. Until 1964, it had been the "Main Street" of California—the West Coast equivalent of Route 66, if you will. By 1970, I-5 had absorbed most of the traffic.

By 1969, many of the small towns along the route were feeling the pinch, but Gridley, Calif., population 7,000 (about halfway between Sacramento and Redding), was doing nicely due to a strong agricultural economy and being near Beale Air Force Base. It was a noisy place: the SR-71s stationed there were constantly breaking the sound barrier as they transited to Kadena Air Base in Okinawa.

On Wednesday, December 17, 1969, at Ed McConnell Ford-Mercury in Gridley, an employee was busy submitting an order for a new 1970 Mercury Cougar to be painted a special-order color. We can be sure that the deposit had cleared the bank by then, as special orders could be a real dealer headache. The color? Ford just called it "green".

More than a month would go by before the Cougar was built on January 31, 1970. Special-color orders were built in Dearborn, so it also took a while to transport the Cougar across the country, finally arriving on February 27th. When the

Cougar arrived, it made quite an impression. The color was a deep, almost dark, green that must have really popped during typical Central Valley foggy winters. Jerry Risenhoover, the salesman that wrote the order, took note of the car; if it ever came in on trade, he would have to give it another look.

This particular Cougar did not have many options. It serves to remind us that, compared to a base six-cylinder Mustang or Camaro, the Cougar was very nicely equipped with no options at all. It came standard with the H-code 351 2V engine, itself a huge improvement over the base engines of the competition, and it was backed up by a floor-shifted fully synchronized three-speed manual transmission with a 2.75 ratio rear axle. The options that did make it on the list were very carefully picked: to really set off the special green paint, black full vinyl roof, and full tinted glass and, on the inside, an AM radio, console, and courtesy lights to provide some comfort.

But the best part was the Decor Group. On the outside, it stepped you up to Deluxe wheel covers and bright curb moldings with a horizontal paint-filled groove; inside, it practically upgraded the entire car: new-for-1970 high-back bucket seats with Comfortweave knitted vinyl in a new vertical pattern, custom door and quarter trim panels (with rear armrests), door-mounted courtesy lights, and three-spoke rim-

blow steering wheel with wood grain insert. The cost for this transformation? \$86.20.

As it turns out, Jerry Risenhoover did give this Cougar a second look, and he liked what he saw. George tells us, "Jerry had a habit of buying back his favorite cars from customers who wanted to trade up for a new car. He bought this car in January 1973, didn't drive it much, and kept it in his garage. When he died, he left each of his grandchildren one of his prized cars. With 93,500 original miles, it was completely rust-free, without evidence of any collision, in very good, mostly original condition, including the interior, paint, and vinyl top."

George isn't new to Cougars—he is one of us. As a kid, he could name every car on the road, but what held his interest was his older brother's 1970 XR-7. He loved it and dreamed of owning his own Cougar someday. George describes it this way: "My first Cougar was the same dark maroon color—a 1969 XR-7 with a black vinyl top. It wasn't quite 100% dependable, so I sold it as I had just begun fire recruit academy and the training officers would not have been understanding about missing roll call because of a finicky starter. I bought a Honda Accord, which was plain as vanilla, but it started every time." While parting with the Cougar wasn't ideal, his career choice worked out pretty well. "I'm a 55-year-old fire captain/paramedic, set to retire after 28 years on the job. Amy, my beautiful wife of 27 years, and I have three successful grown boys."

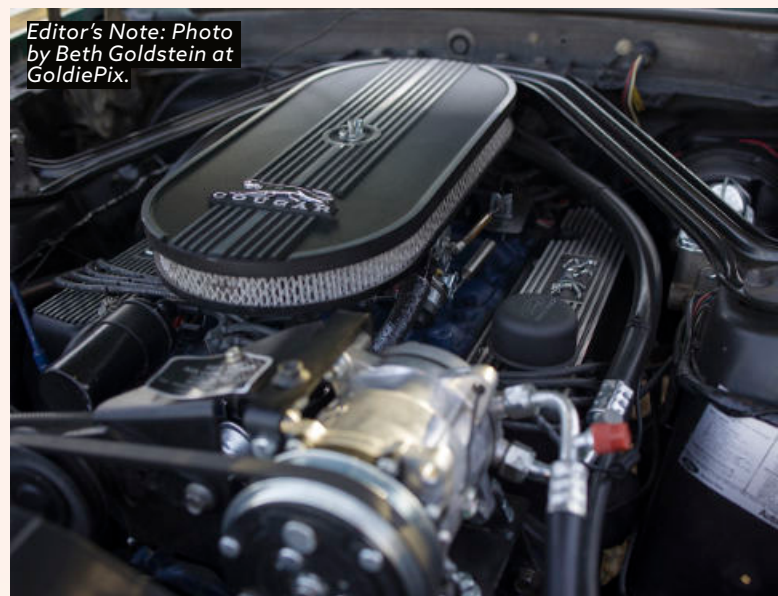
When we asked George how this California cat came to Arizona, he explained, "I first spotted what would become 'Jalapeño' in the classifieds section of Classic Cougar Community. I wanted to start with a clean, rust-free base. It happened to be owned by Jerry Risenhoover's grandson, a brother firefighter in Austin, Texas."

In case you were wondering how George was getting along with manual drum brakes and manual steering (kind of tricky parking a manual steering Cougar with rim blow wheel!), you needn't worry. George has been busy. "After purchasing the car in December 2019, I focused on safety and drivability. The engine bay was cleaned up and some of the previous owner's modifications were returned to the original. The 3-speed Toploader gave way to a Tremec T-5z and 3.50 Positraction rear. The front end was completely rebuilt, plus the brakes were upgraded to power front discs. Air conditioning and cooling improvements make Jalapeño a 12-month car. Chrome driver- and passenger-side mirrors, three-point front seatbelts, electric headlight doors, and full LED lighting were added for additional safety and visibility."

There is a lot to like about George's Cougar. When we asked him what he liked most, he put it this way: "My favorite attribute of the car is its unique original appearance, which lends to its name. I would never have believed I'd have a green Cougar, but it is the original special-order paint color that was sprayed at Dearborn, meaning only that it isn't a standard Cougar color for 1970. No mention of the car's color is made on the invoice or in the Marti Report. However, the words "HOOD FENDERS WT 7194" and "BLACK PAINT

STRIPES" can be seen in the 'Remarks' section of the build sheet, found in January 2020 under the passenger seat. It's difficult to say how many 1970 Cougars have painted this color, but only 32 1970 65A Cougar hardtops were built with "special paint" and black Decor interior.

If you come to Arizona, chances are you just might get to see this hot pepper cat. George has already put over 5000 miles on it cruising around the state.



Editor's Note: Photo by Beth Goldstein at GoldiePix.



Editor's Note: Photo by Beth Goldstein at GoldiePix.



NEW DEADLINES

'22-'23

As we take in submissions, it takes us 3 months to build an issue. This update gives us the lead time we need going forward.

Submission Due Date – Release Month:

October 31st, 2022 – Releases in JAN

January 31st, 2023 – Releases in APR

April 30th, 2023 – Releases in JUL

July 31st, 2023 – Releases in OCT

SUBMISSIONS

WANTED

Published
REWARD





BARRIE S. DIXON
MANCHESTER, ENGLAND
CCOA #156

Club Report



BACK IN 1964, like many others at that time, I totally fell in love with the Ford Mustang. Love at first sight! To me, there was nothing in the marketplace that could compare. Given that I was born in the UK and have never lived beyond ten miles from my place of birth, it comes as a tall order for me not to choose a British car as my inspiration but, no, it was the Mustang that was to drive my thought train for the next few years.

Late in 1967, the local Ford dealer had a car in his showroom window that changed my Mustang mind instantly: a red Mercury Cougar GT-E. This was, I later found out, one of two cars that Ford had made for the European car show circuit and, after its last stop in the circuit (Earls Court in London), the two cars were released to dealers in the UK. That red Cougar and its blue compatriot featured a 390 motor in place of the 427 we've come to expect from that model, but everything else on the car said "GT-E". Instantly, I was in love!

I became interested in drag racing a year later, but it wasn't until 1973 that I could afford to buy anything like the car I wanted to take me down the quarter mile. How I managed to afford the next chapter in my car-owning timeline isn't important, but I knew it had to be something from Detroit—something that would take me along the asphalt track a lot quicker than my beloved Ford Cortina ever had. My friend had a Mopar, which was okay but, as a Ford guy, I really needed something with a Blue Oval on it. I looked at several mid-1960s cars, but nothing quite bit me hard enough as a Mustang was still top of my options list until I saw an ad in June 1973 that said "For sale: 1967 Mercury Cougar, 289, blah, blah, blah".

I simply knew this was the car I needed to have and the car that would do everything I needed it to do. And the price was right, too! I still have the ad, my cleared deposit cheque, and my receipt. How much I paid for that car 48 years ago doesn't really matter, though I probably paid (in Pounds Sterling) what my American friends would have paid in dollars at the time, which was around \$3 to £1.

The following year, I was introduced to a friend of my friend's girlfriend and, in 1975, we got married... no, not to my friend's girlfriend, but to her bestie, Jeanette. Jeanette and I spent many hours and miles traveling around in our Cougar. Covered in green metallic paint back when I first purchased it, I decided on a respray in 1976, and on went a coat of red. I had no idea at that time the shade I chose was close to the original paint colour it was wearing when it left the factory. "ERT 522J" was the only car we had at that time, and we held onto it until a welding fire took it out in 1983. That's when 1967 Cougar number 2 took over.

My second Cougar, "ONU 511J", also was a 289, but with a 4V instead of a 2V, and a C-4 in place of a 3-speed stick. Plus, there were a bunch of options that the first one didn't have—options that we probably couldn't live without today but something of a luxury in the UK in 1973: power steering, power front disc brakes, A/C, tinted glass, and several other options I won't bore you with. Engine-wise, the car is as stock now as it left Dearborn except for the Edelbrock carburetor and Petronix ignition system. The steering was replaced some years ago with a power rack and pinion system, and the rear leaf springs got swapped for a coil-over four link, which gives a much



firmer ride. Not too long ago, it out-handled a similarly aged Corvette. Bragging rights? Oh, I've got 'em!

Having basically the same car for the past 49 (June 2023 will be my 50th Cougar owning anniversary) years has given me so much knowledge and information that I've probably forgotten more than I can remember. However, it has also introduced me to a lot of people, several of whom have handed me the keys to their cars when Jeanette and I have been on vacation, usually in Florida. Of those, I remember a 1969 XR-7 convertible with a ram air 428 SCJ that Jim Dunn trusted me with on more than one occasion. Jimmy let me drive his SCJ a few times, although on the first couple of "test runs" it broke down, probably through lack of use. The last time I drove it, we were out in Dunedin and Jim said, "Floor it!" I did. The speedo shot up to 60 before the tires even began to bite. I don't think he or his wife knew the car could go that quick.

My good friend Eddie Egan let me open the throttle on his 1967 Dan Gurney Special. Eddie trusted me with his car and, on that first occasion he let me behind the wheel, he took me to an industrial park after dark and insisted I put my foot down hard on the pedal. I think dear old Eddie had a bit of a shock when I took him at his word, and he was a shade worried as we began to run out of road. Trust me, Eddie—I knew the brakes would work!

Did that quash Eddie's trust in me? Nope! About a year after that, Jeanette and I were once again in Florida and met up with Eddie and his wife, Maxine, for the Saturday

Nite Cruise at Old Town Kissimmee. Eddie said something like, "It's cruise time. Let's get in line", and handed me the keys to his Cougar. Mention to people in the UK that you visit Orlando/Kissimmee, and they'll ask you if you've seen the Saturday Nite Cruise. "Seen it? I've driven in it!" I can state proudly.

Then there was the 1968 XR-7-G Hertz "rent-a-racer" that Dick Hertzler had for a while.

Jeanette and I had met Dick at the first CCOA Nationals in Ashland, VA, in 1982. Many years later, I drove the Hertz car for a few miles when I visited Dick at his home in the Sunshine State.

Has my driving experience in other people's Cougars been limited to Florida? Not quite. I've become friends with a Cougar owner or two in Canada, as well as my fair share here in the UK. At home, it's been more a case of "what do think is wrong with my car?" Or maybe a parking spot has been a bit tight and the owner has trusted me to move his or her cherished possession. Plus, I've test-driven a handful that I may have been tempted to buy. Indeed, I can say, hand on heart, that I've driven every generation of Cougar from 1967-73, plus there have been a couple of later models that I might just admit to, as I did drive a 1978 once, and a 2000 that the Manchester Ford dealer, H & J Quick, wanted my opinion on. I turned up in the parking lot in my 1967 and I took a photo of the oldest and youngest Cougars in town. All the salesmen were gathered around my '67 and none of them gave a hoot about the very latest model.





KAMRAN WAHEED
CARROLLTON, TX
CCOA #3679

TWO-TONE



SINCE THE establishment of the Two-Tone Registry in the spring of 2003, there has been more awareness of two-tone Cougars, resulting in about 75 new entries in the registry from both owners and CCOA spectators since the previous update. I hope to add many more with my next update, so please keep your eyes peeled and report any two-tone Cougars you come across.

A little history: two-tone paint was only available on hardtops from 1967-70, and could be ordered on any model except the XR-7-G, GT-E, and Eliminator.

A buyer could choose from an array of two-tone color combos in 1967-68, but in 1969-70 only white or black were available for the top. However, a buyer could special order a color combo of his/her choice for a fee. Currently, there is one two-tone Cougar with special-order paint in the registry: a 1969 XR-7 with a white body and a red roof. There are also some interesting color combos in the registry as well—one of the most interesting is a 1969 XR-7 with the paint code of W4

(yellow body with a Medium Emerald metallic top). I haven't seen a picture of it and can only imagine what it would look like. Another 1969 XR-7 has a paint code of IM (Medium Lime metallic with a White roof) plus an interior trim code of 6D (red leather)—yes, a green car with a red interior. There's even a 1970 standard Cougar in an Eliminator color: paint code DM (Competition Yellow with a Wimbledon White roof) with a trim code of AA (white Corinthian vinyl/white Ruffino black accents).

I don't know about you, but I haven't seen many classic Cougars with cloth seats. So far, we have two two-tone cats with cloth seats in the registry, with both being 1969 65A Cougars with the paint code of 2A (Light Ivy Yellow with a Black roof) and an interior trim code of KY (Décor Nugget Gold cloth). Are there any more cloth-seat two-tones out there prowling the streets?

How many right-hand-drive Cougars have you seen? There's an Australian two-tone 1967 65A Cougar that we have

documented. Another exciting discovery is a two-tone 1967 Dan Gurney Special with a bench seat. Not many of those around, and only one in the registry so far.

As with vinyl top cars, two-tone vehicles featured a trim strip dividing the roof and body. However, at this moment I am uncertain whether two-tone Cougars only came with the dividing trim in chrome or if a color-keyed vinyl molding was utilized as well. Hopefully, as time goes on, more info will become known to determine this trim mystery.

I would like to thank all of you who have registered or reported two-tone Cougars to me. I am very pleased with the progress the Two-Tone Registry has made since its establishment, and look forward to adding more two-tone Cougars that you find and report. Keep your eyes peeled and send me any info you can obtain, even pictures.

As of July 2022, there are 420 VINs of known two-tone Cougars in the registry. Some are in original condition while others are in a “work-in-progress” state and a few are in “Cougars heaven”.

For more information, Kamran can be reached at twotones@cougarclub.org.





KAMRAN WAHEED
CARROLLTON, TX
CCOA #3679

Cougar Wagons



WOW! This is the first update for the Cougar wagon registry since its establishment in January 2013. How many Cougar station wagons have you seen lately? My guess would be not lately or have never seen one. Neither answer wouldn't be surprising because Cougar wagons were only produced in two different years, 1977 and 1982. Cougar wagons are quite unique and not many Cougar wagons were made in either of the years so they are rarely seen today.

So far there are 30 1977s and 25 1982s registered. Cougar wagons are becoming better known since the registry began and I look forward to seeing how many more wagons are out there. Interestingly, there is a 1982 wagon reported from Léguevin, France.

If you own one of these unique Cougar wagons and would like to register it, please send your contact info along with the data plate info, documentation, and pictures to the address or email below so that it may be accounted for.

If you happen to catch a Cat wagon on the prowl or find one in "Cougar heaven", please send the data plate info to the address or email below.

For more information, Kamran can be reached at cougarwagons@cougarclub.org.





Mercury Cougar Villager



MERCURY COUGAR WAGON

Here's exciting new wagon action for the Cat Set. Cougar Villager and the Cougar wagon. The bold new look in wagons, with a luxurious ride. Inside, richness you'd expect for the Cat Set. The Villager standard Flight Bench seats shown left in saddle all-vinyl also are available in dark red, medium blue, jade or chamois.

Standard features on Cougar station wagon include: 351-2V V-8 engine • Select-Shift automatic transmission • Power front disc brakes • Power steering • DuraSpark Ignition system • 3-way tailgate • BSW steel-belted radial tires • Cut-pile carpeting; carpeted load floor • Inside hood release • Concealed windshield wipers • Simulated Rosewood woodgrain trim on instrument panel • Cougar vinyl trim. Additional standard features on Cougar Villager wagon: Power tailgate window • Deluxe sound insulation package • Electric clock • Deluxe steering wheel • Simulated woodgrain bodyside and tailgate treatment with bright moldings • Deluxe wheel covers • Flight bench seat with folding armrest • Other equipment shown is optional.





GARY RHODES
RIDGEDALE, MO
CCOA #9765

1971 XR-7 Convertible



Editor's Note: Photography by Bill Klaus of Black Wolf.

THIS 1971 Mercury Cougar XR-7 convertible has been in my family for 35 years. My brother Ted originally bought it in Mesa, Arizona, and, about four years ago, sold it to my wife Kim and me. I was interested in a restoration project I could do from the ground up.

This was a rust-free car even though it had been in Illinois over the past 35 years, as it had only been driven in nice weather. After stripping the car to bare metal, I found damage to both doors, each having been drilled and pulled back out, then fixed with body filler. Both doors were unusable, so I located a rust-free door in California and a NOS one in Indiana. Throughout my endeavor, I have found parts for the 1971-1973 Cougars to be very hard to come by.

I was very fortunate to have a young neighbor, Brent Wolke, finish and paint this beauty. He is a great body guy with an eye for alignment. Alas, Kim and I moved from Illinois to Branson, Missouri just before the car was finished. At my new home, I was referred to Branson Car Collector Shop for help with moldings and trim. Jason and his crew did a great job with the final details. This Cougar originally was Wimbledon White with a white interior and white convertible top—too much white for me—so I changed the color to PPG

Titanium Silver with a base and clear coat. The interior was dyed a light parchment, and the original convertible top was replaced with a new black one.

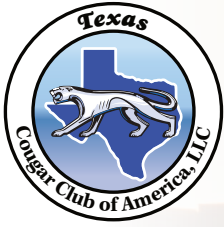
The motor is the original 351-2V Cleveland rebuilt by Eric Heightsman, and the original C6 transmission was rebuilt by Dan Day. The wheels were replaced with period-correct Magnum 500s by Legendary Wheels with 235/60 R15 BF Goodrich T/A Radials. Bumpers were chromed by Bumper Boys, and trim was buffed by Whitworx. All the lights, including the dash, interior, side marker, and taillights, were all converted to LED.

Kim and I have been to a few small local car shows, as most larger shows were canceled due to COVID last fall. We certainly get our share of thumbs-ups. We have been blessed to have found the right people to work with on this project, and their advice and assistance has been and continues to be greatly appreciated. Of the 1,717 Cougar XR-7 convertibles built in 1971, I'm very pleased with the final results on this rare "1 of 1".









TIM WITHERS
KELLER, TX



Feature



Editor's Note: Photos by Notstock Photography.

TIM WITHERS and his wife Dagirlea are from Keller, TX. His family consists of three children, one grandson, and a rescue dog named Bandit. He thanks us for our interest in Diablo Gato! Tim would like to share a bit about his interest in cars, and the biography of the devil cat.

Tim's interest in rodding started when he was in high school, with a sweet little Datsun 510 4-speed. It was affordable, easy to work on, and a blast to drive. He pulled the motor for a full rebuild, including a milled head, three angle valve jobs, hot cam headers, and a two-barrel Weber side draft carb. Tim took her to college, which was in the far West Texas town of Alpine. Driving home for Thanksgiving break, the car died around Fort Stockton, which was still very far from home. His father was unwilling to pay for a cross-state tow nor a repair. There was absolutely no love lost from his dad since during the rebuild the 510 was in his garage while his brand-new Regal was outside and consequently was peppered with hail during a typical Texas storm. Having no money, as a poor college student, he had no choice but to sell the car. Tim ended up selling her for less than the carburetor cost! Having the 510 was such a great experience and laid the foundation for the next automotive endeavor.

Long after college, starting a career as well as a new family, he once again got the itch. Answered a newspaper ad for a sky blue 1973 Cougar convertible. It was in a small Texas town, called Alvarado. Tim knocked on the door and as many car stories go, a little old lady answered the door. Her

name was Ruby, and she sold him his first American muscle car. He had done some research and discovered that 1973 was the last year the cougar was in the muscle category, it had a 351c 2v motor and a 3-speed automatic with a straight body. This particular car had been in North Texas its whole life and had no rust or rot, He immediately recognized a diamond in the rough. Now came the hard part, telling his wife that "In addition to our three miracles, (Tom, Mitchell, and Olivia), we had adopted a fourth that needed our loving care in order to reach its true potential". Lucky, his mother-in-law was visiting when he dropped this bombshell, so he only suffered whispered disapproval and a few darting glares. The next day, on a hot July afternoon in 2002, he trailered her home and thus began his next hot rodding experience. Everything on her worked, just not very well. For the next few years with our busy schedule, and limited funds, he kept her running the best he could. They enjoyed the weekend "Cougar Cruises", ice cream runs, and the occasional neighborhood car show. This is all she could handle at the time, but things were about to start changing.

In 2004, he had the stock motor rebuilt, and then in 2012, the C6 was rebuilt. Not all changes were necessarily good, however. In 2013, the front left tire blew while doing 80 mph on the highway, which resulted in a completely mangled fender. That was replaced and repaired. In 2014, a new carburetor came. The two-barrel carb was replaced with an Edelbrock 650, she really liked that upgrade. Another mishap occurred in 2016, which was actually quite exciting.



Again, he was going about 80 mph, top-down, passing a Sting Ray Vette, nearing his exit, and feeling pretty awesome, suddenly the car squatted. Something had obviously gone terribly wrong! The left rear wheel and axle had completely separated from the car. It was now a three-wheeler, he barely made his way to the shoulder and was unable to make the exit. However, somehow avoiding rush hour traffic, bouncing six feet in the air, and passing him was the tire and axle assembly. Tim watched from the side of the highway as the wayward pieces of his car made the exit, he was trying to get to go. A good Samaritan that had watched the whole thing was nice enough to retrieve the runaway parts, and they shared in disbelief at what had just occurred. The incredible news is that there was no damage to the body and only minor damage to the brake assembly. As disappointing as this incident was, a missed opportunity to move toward his ultimate goal of a manual transmission. Later that year, he had a Tremec TKO 5 speed with an Eaton Posi limited-slip differential installed. This was a phenomenal upgrade. The car was running great, but his original vision still wasn't quite there. As his kids were getting older and his time and money were getting some relief, that vision looked more attainable.

Tim began actively looking for a restoration shop that would be the best fit for his car. All roads led to KTL Restorations, the premiere Cougar restoration specialists. He contacted Kurt and Crystal Lawrance, owners of KTL, and asked if they would consider restoring a 73' convertible. They said yes, and were very welcoming and excited about my ideas for the big cat. His vision has always been simple and sweet, triple black with a badass motor! In early 2017, he transported her from Texas to Danville, VA, home of KTL, and the three-year restoration project began. What a journey it was!

In February 2021 at Birmingham's World of Wheels, Diablo Gato was revealed. Seeing his dream realized was an amazing moment that Tim will never forget. Over the last 19 years, this Cougar has been a part of their lives, and he has enjoyed watching it transform into a true muscle car that could redefine the collectability of the "Big Cat". In the coming year, he will get to enjoy seeing Diablo Gato in car shows across the country and see others' appreciation for a truly unique work of art, that happens to be a 1973 Mercury Cougar.

The sky blue country cruiser has been transformed into a big sexy black devil cat that his family and Tim will enjoy for years to come.





SPECIFICATIONS

Vehicle Specs

1973 Mercury Cougar Convertible "Diablo Gato"
Modified – Triple Black with custom-fabricated, inlay
bumpers

Engine

414ci Cleveland Ford, powered by a Holley Terminator
X Stealth 4150 EFI system from Holley. Features four
100LB/HR Fuel Injectors complete with Trick Flow
Specialties CNC heads and March Performance front
pulley system.

Transmission

Tremec TKO 5 speed

Suspension

Chris Alston's Chassisworks
Coil-Over / A-Arm Conversion Suspension System – Ford /
Mercury 60-77
Baer Brakes

Paint

Glasurit, a brand of BASF
Deep Black with custom "ghosted" Eliminator stripe in
custom mixed "Ghost Pepper"

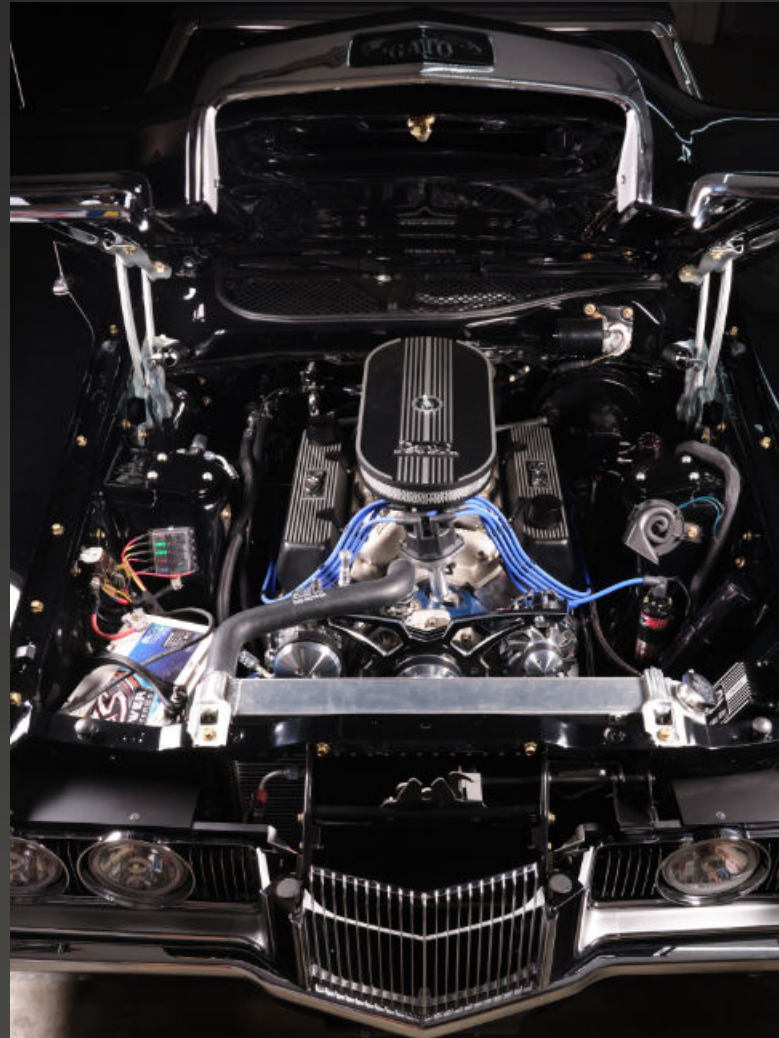
Interior

Stock appearance with '70 style high-back seats
Stock appearance dash with digital conversation
instrument cluster by Dakota Digital
Custom, KTL edition Cougar steering wheel by Con2R

Vehicle Partners and Sponsors

BASF Refinish North America / Glasurit
Sata by Dan AM
Dynacorn LLC
Chis Alston's Chassisworks
Baer Brakes
Con2R
Vintage Auto Air
Holley Performance
Trick Flow Specialties
March Performance
Car Buff Network

Griots Garage
Spanesi Americas
Klingspor Abrasives
ACC Carpet
FlowMaster
Tremec
McLeod
Hurst
Eaton
Python Restorations
Distinctive Industries
MSD
Billet Specialties
Trophy and Sign Center
CoverCraft
ACP
Liberty Engines
Griffin
SEMA 2020 Booth Selection: Spanesi Americas located
in North Hall









ROD MAKSIMOVICH
IMPERIAL, MO
TCCOA, SCCOA

1990 Cougar XR-7



THE BACKGROUND on Rod Maksimovich's Cougar really begins with his father. He modified his fair share of vehicles while Rod was growing up, and he was sure to raise him in kind. One of his first memories was "helping" him install a stout 383cid stroker into a Chevy C30 pickup when he was three years old. When Rod turned sixteen, his pop came home with a 1989 Cougar LS that had blown a head gasket and spun a rod bearing. They located a 3.8L V6 out of a 1998 Mustang a few days later, and Rod was told that if he could put it all together, he could have the car. It came together in short order.

About a year later, Rod started looking for another car to build. The plan was to keep the Cougar as a daily driver and use the new one as a weekend/nice weather toy. He was nearly sold on a red 1965 Pontiac GTO hardtop when his friend's sister happened to spin a rod bearing in her 1990 Cougar XR-7. Rod was quite fond of his '89, so the prospect of building an "ultimate" version of it was appealing so, \$250 later, the Cougar arrived at their little shop on March 8, 2001. Rod had the car disassembled and ready to leave for the paint shop by the next morning—you could say that he was a little eager to get working on it. A few days later, the body was sent to a friend's business, St. Louis Auto Body, for paint. He decided

to go with Twilight Blue metallic, the same color as his Cougar LS, though they also added a pair of stripes down the length of the car in a shade of silver from General Motors' palette. While his friend Dustin Heineke painted the topside, Rod painted the underside in flat black and treated the engine compartment to a three-part paint job featuring a gray base with black and white flecks and a clear topcoat.

At this point, Rod was working toward a degree in Industrial Engineering at the University of Missouri-Rolla. He traveled home to Imperial on weekends (and even some weeknights) to work on the car. When the Cougar started requiring more and more parts for reassembly, he bought a parts car. As he began to sell the parts that he didn't need on Thunderbird and Cougar websites, Rod realized that there was a rather large demand for used parts in good condition for the MN12 chassis (1989-1997 Thunderbird and Cougar). Being the typically poor college student, and seeing an opportunity to generate funds that could go toward the buildup of the Cougar, Rod bought another parts car. He didn't know it at the time, but he had just started the business, which not only financed the entire build but also ended up paying for seven of his semesters at UMR. AzzKicker Cars specializes in the MN12 platform, and it has gone on to produce its own line

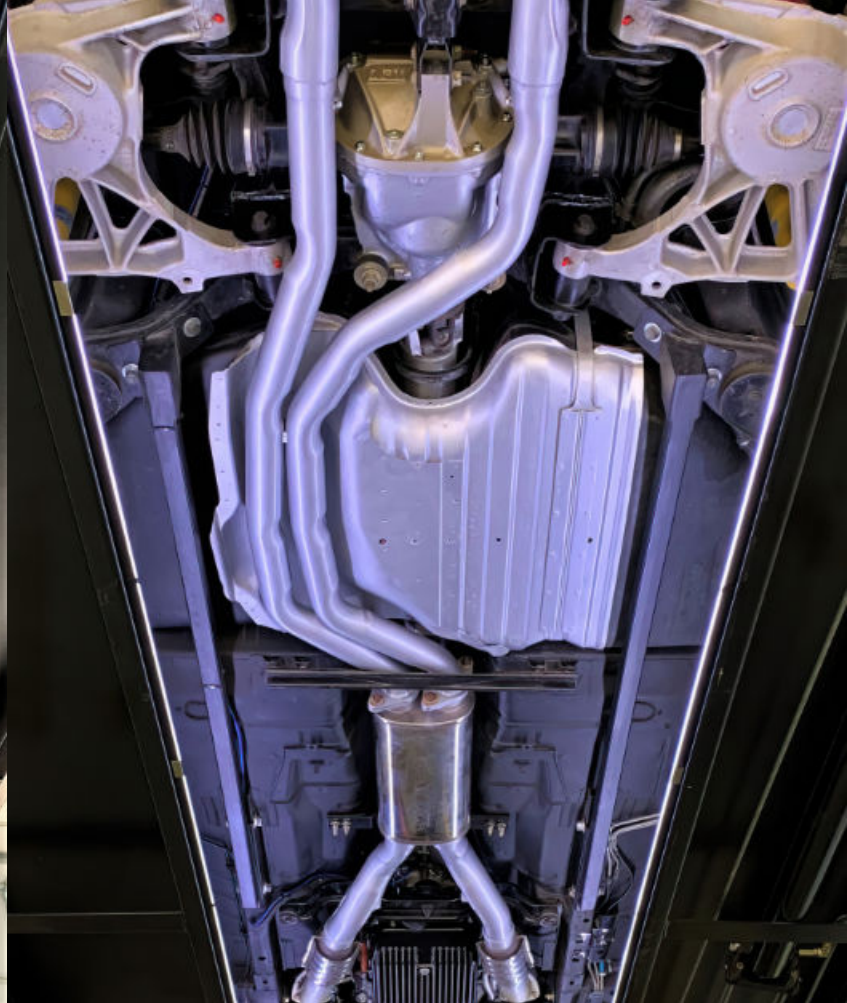


of aftermarket parts in addition to providing used OEM parts in good condition.

The Cougar came together with a new-old-stock 4.6L DOHC V8 originally destined for a 1994 Lincoln Mark VIII. Rod and his father were able to locate four of those engines in Detroit, and he was able to recoup the cost of the engine by selling the other three. Behind the engine, he used a 4R70W transmission from a Mark VIII parts car, to which he made a number of modifications before installing. Rod also chose to use the IRS from the parts car, as it had lightweight aluminum control arms. He also happened across a lightweight aluminum Ford Racing Performance Products 8.8" differential with 3.73:1 gears, which promptly replaced the stock 3.27:1 differential. Rod also lowered the car and stiffened up the suspension using Vogtland springs, ADDCO anti-sway bars, and a few AzzKicker Cars braces. In order to modernize the interior while remaining subtle, Rod elected to install the dashboard, console, and door panels from a 1997 Ford Thunderbird. Among other things, this required removing the upper firewall sheet metal and replacing it with the sheet metal from the T-Bird. "Let me tell you, it's a little nerve-racking cutting the firewall out of a car you've just painted and installed a brand-new windshield." Blending in with the new interior panels is a headliner with inlaid stripes to match those on the outside of the car, as well as an overhead console from a late-model Chevy Silverado. Black carpet from a Mark VIII, a gauge cluster from a Taurus SHO with custom silver gauge faces, Corbeau seats, the original 1990 XR-7 steering wheel, and other selected parts round out the interior. Tying all of this together is an EEC-V-based engine control system using an OBDII computer from a 1997 Thunderbird, along with a wiring harness made specifically for the car and its components. "I stopped counting the hours spent wiring this car when I reached one hundred, and I can say with certainty that I have well over three hundred hours in this car alone—not one stock wire remains," says Rod.

The Cougar was finished on August 30, 2005, and Rod was satisfied with the car in that configuration for around one year. "It was running high 13-second passes at Gateway International Raceway and, around town, it was simply a blast to drive."





Yet as a car guy, there is a constant yearning for just a little more power, so he installed a Kenne Bell twin-screw supercharger during the winter of 2006-2007. While working on the installation, his father created the all-steel cowl hood that now resides on the car. Starting with the hood from his first car (the 1989 Cougar LS) and using nothing more than body hammers, blocks of wood, a torch, vise, MIG welder, and a lot of ingenuity, his dad crafted the raised cowl hood with a small, open front scoop. "The best part, in my opinion, is that the sheet metal he used for the scoop came from a York home air conditioning unit and an under-sink garbage disposal unit. As Dad likes to say, 'sheet metal is sheet metal'". The supercharger, along with a new set of 4.10 gears, really woke the car up but, unfortunately, a rod bearing spun on March 29, 2007, with only 3,401 miles on the engine. A rebuild was in order, and a stock rebuild just wouldn't do, so Rod bought a forged stroker rotating assembly from Livernois Motorsports in Dearborn, MI; JCM Machine of Otto, MO, took care of the machine work and applied various ceramic and dry film coatings to the cylinder heads, pistons, and bearings. Alan at Dirty Dog Performance in Batavia, OH, decided to sponsor the car, providing Rod with a new, highly modified 4R70W transmission and a higher stall torque converter. Rod assembled the new stroker engine, fit the new transmission behind it, and fired it up. Using software from Superchips Custom Tuning, Rod was able to tune the engine to make 314 horsepower and 328 ft-lbs of torque at the rear wheels with 5 psi from the supercharger. Two weeks later, the Cougar was running 12-second passes at the annual SuperCoupe/XR-7 Shootout in Dayton, OH, where it took second place in the

Outlaw class and brought home three trophies.

Once again, Rod was satisfied for about two years, when he decided to install a methanol injection system and a smaller supercharger to sate his desire for more power. Now with 10 psi of boost, the output jumped to 478 horsepower at the rear wheels, with ETs dropping to 12.0s.

In the decade since, the Cougar has received numerous upgrades including complete subframe connectors (made and sold by AzzKicker Cars), Brembo 4-piston front calipers, Delrin bushings throughout the IRS, LPW Performance transmission pan and differential cover, etc. Rod typically adds or improves a few things each year, while focusing most of his "car energy" on other builds. "At this point, I consider the Cougar finished, but every car guy knows that projects are never really complete. With two decades of my life wrapped up in it, this car means the world to me."



“ It was running high 13-second passes at Gateway International Raceway and, around town, it was simply a blast to drive.





RONALD KEISTER
COLUMBUS, OH
CCOA #10119

1968 Mercury Cougar



AT THE BEGINNING of 2021 I started thinking about securing another Cougar—you know, the one you’ve always wanted or hoped to find with your favorite color combination, perhaps an early 390. If I found something I liked, fine; if not, I would casually keep looking. Then I received the May issue of one of my monthly auto magazines: For sale, 1968 Cougar XR-7, Augusta Green with 20k original miles. Seriously! Are cars like this still out there? Not the car that I necessarily envisioned, but an XR-7 with 20k original miles? I sent the appropriate emails and eventually established contact with the owners, who were located in Maryland. Arrangements were made and, before I knew what hit me, I had planned a road trip with my car-loving brother-in-law to check it out. Good grief!

It was a long trip with plenty of time to think about what the heck I was contemplating. We arrived, and I figured I will know within five minutes if this car was worth the trip. The sellers were very pleasant and very proud of their Cougar. They opened the garage door and there it was. At first, it seemed unassuming—not that “wow!” red and black combo or my favorite white and black combo. Then we started checking it out. After a visual walk around, I’m thinking, “Pretty nice!” I opened the door and sat inside, looking for damage or wear. It’s like you’re kidding me, as the interior was totally unmolested and absolutely factory perfect. Everything functioned properly, including all the lights in the overhead console. And that factory four-speed shifter nestled in a perfect center console! Then I was under the hood and on the garage floor with a flashlight, really checking it out.

Started and ran great. This car is for real. I realized this car was truly a time capsule in amazing condition, and I would most likely never find one like this again. We excuse ourselves and go to the end of the driveway to discuss. Needless to say, I decided to buy it. My brother-in-law, whose opinion I highly respect, was very comfortable with my decision. Purchase completed, and shipping arrangements made. The car was delivered to my home in Columbus on April 20, 2021.

This car was ordered on March 30, 1968, from Fiore Lincoln Mercury in Altoona, PA. The order started with the XR-7 trim level, which included a standard 302 2V. The only options added were an AM radio, console, four-speed manual transmission, and undercoating. No power steering, no power brakes, and no air conditioning—a very unusual order. The car was driven sparingly and garage-kept. The original owner passed away, and the Cougar was put into storage in 1988. In 2007, the car came out of storage and went to the second owner, who also lived in Altoona. He refreshed the car with necessary maintenance like brakes, tires, tune-up, etc. The couple I purchased the XR-7 from bought it from the second owner in August 2016.

It still wears the original Augusta Green paint. There is some light patina, but the paint is in remarkable condition. The original exhaust system is still intact. The functioning factory emissions pump is still in place. As previously noted, the interior is amazing. The undercarriage, engine compartment, and trunk are totally rust-free. When driving the Cougar, it is rattle-free and quiet, the latter I attribute



to the factory undercoating. Since the purchase, I have detailed the exterior and interior, had the soft brake lines replaced, and had new tires installed. Although the factory wheel covers are perfect, I find them to be unattractive, so I found a set of factory argent-styled steel wheels from a 1968 Torino GT and had them installed with the new tires. (Of course, I kept the original wheels and caps.) I have the original bill of sale and the bias-ply tires that were on the car when it left the factory. It's also interesting that the factory-installed tires were blackwalls versus the expected whitewalls.

I consider this Cougar a remarkable unrestored example. Some may question my evaluation, but I am not a novice. It's one of those cars I wish other Cougar enthusiasts could more readily enjoy. I do like to drive my cars, so this one now has just over 21K miles after attending a car show in northern Ohio late last summer. The lack of power steering can be challenging when parking and moving at very low speeds but, let me tell you, this car is fun as heck to drive!





SKIP HUMPHREY
CANYON LAKE, CA
CCOA #6877

My 1972 XR-7 Convertible



Editor's Note: Photography by Ted Taylor.

IN SEPTEMBER 1971, I was looking at a new Mustang convertible when I realized the trunk was too small. Then I looked at the Torino, but it was not sporty enough. What to do?

I went over to Hempstead Lincoln-Mercury in Long Island and found that the Cougar convertible would better fit my needs. I discovered that the 1972s were virtually unchanged from the '71s. At that point, I went through the options (couldn't get the 429—darn) and the biggest engine I could order was the 351 Cleveland Cobra Jet. That's where we started, and then I decided on the 4-speed with Hurst shifter and all the other options for my new car. The order was placed in early September, so I hoped I would have the vehicle for the introductory date of the 1972s. I gave the dealership a down payment and went on my way.

I expected delivery in mid-October, but the federal emissions people had other ideas because the engine paired with the manual transmission wouldn't pass. On November 17th, after many phone calls with Hempstead Lincoln-

Mercury, who offered to get the car built with an automatic (to which I kept saying "no"), the serial number was finally assigned. She was finally built on December 8th, and I took delivery of my 1972 Cougar XR-7 convertible on December 23rd.

I enjoyed the car, putting 39,000 miles on her when, on July 4, 1973, I read in the New York Times that Ford had built the last Mustang and Cougar convertibles. By this time, I really loved driving her and didn't want to trade her in with my usual two-to three-year schedule. I put her in my garage and bought a used Falcon station wagon so that I would always have my convertible for the New York summers.

In December 1974, I married my wife Nancy, and we built a new house with a three-car garage (I was tired of scraping ice and snow off of my daily driver). At some point, it was decided to keep the Cougar as a fun weekend car.

In the summer of 1988, I accepted a job offer in Southern California, and,

as soon as I bought a house, I had her shipped there.

If I had known that I would survive to the young age of 80 and still have the Cougar, I would have ordered the power seat and tilt wheel, as getting in and out is getting more difficult. She is all-original, including the convertible top. As I write this, she and I just returned from a 160-mile ride to a car show, where the odometer reached 89,000 miles. She has won multiple trophies and plaques, the most important being the Johna Pepper Award at the Fabulous Fords Forever show in April 2012 which was presented to me by Henry Ford III. This award is given to one car every year at this annual event, a perpetual trophy that you get to keep for a year, then pass on to the next winner. I was so proud that I commissioned a duplicate trophy to be made, which hangs by the stair landing in my house.

I have many fond memories of having 50 years together, and we look forward to spending many more.

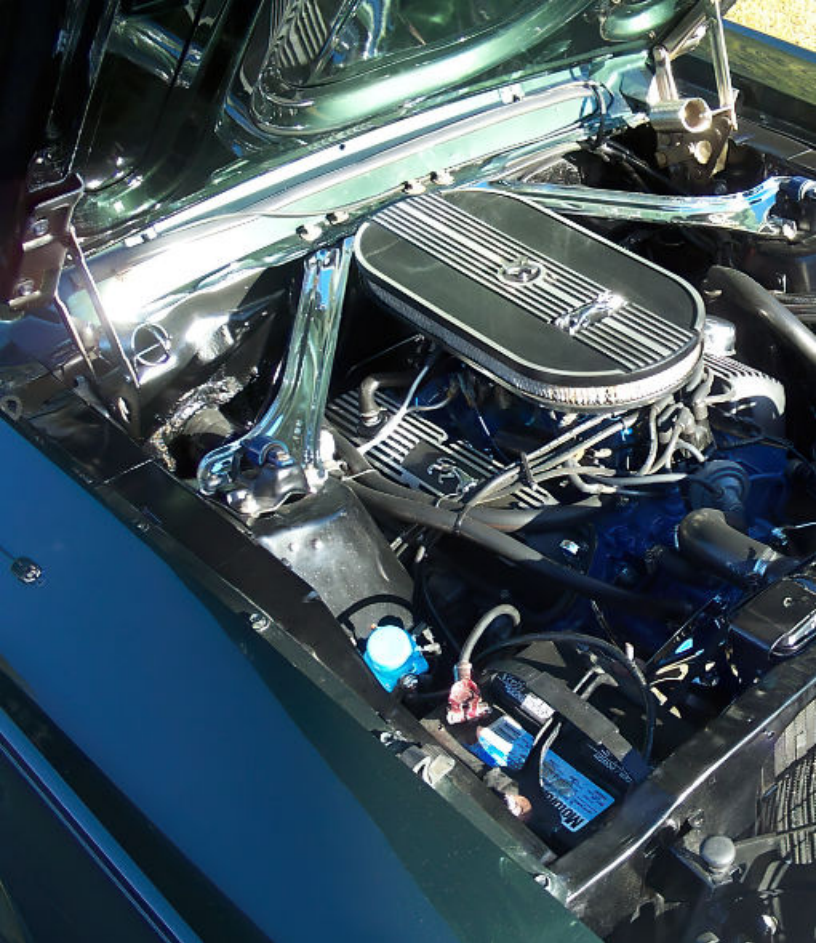






TERESA & KEVIN BRENNAN
SPOKANE, WA
CCOA #2419

Our 1968 Cougar



KEVIN AND TERESA Brennan of Spokane, Washington are members of the Cascade Cougar Club and own a 1968 (standard) Cougar they bought new. In fact, Teresa ordered the Augusta Green with Light Ivory Gold vinyl interior vehicle from Mercury dealer Enns Motor Service, Newton, Kansas in December 1967 while going to school to become an RN. They have all the original paperwork on the car, the whole ball of wax. This Cougar has not set foot in the rain or snow for over 20 years. The personal license plate reads SIXTY-8.



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# _____

E-mail: _____

(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.
PO Box 1715
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

Tell us about your Cougar!



HEATHER WHITAKER
LANGLEY, BC
CCOA #7477

2022 Prowl Report

Photography By Peter Peterson



Editor's Note: Vehicles in Modified Class.

AHH, Prowl. After months of preparation it was finally here, and what a “happening” (to use 60’s parlance) it turned out to be. Prowl Director Dave Nashif had worked tirelessly with his show committee to ensure that Cascade’s 38th Prowl in July 2022 went off without a hitch and results prove it turned out to be another great success.

The weekend event began on Saturday with a two-hour cruise organized and led by Chris Osborne and Juan Nunez in a Competition Yellow 70 XR-7 428 CJ which was easy to see as the lead car. Beginning at Chris and Juan’s home in Pacific, thirteen classic Cougars cruised the winding country roads of East Pierce County. During the scenic drive, there was a much-appreciated ice cream stop at the tiny town of Wilkeson, where we treated the locals to an impromptu car show at a public parking lot before heading out again to our final destination at the home of Jeff and Carol Bingaman in Puyallup for a pre-Prowl dinner.

The array of food provided by Red Robin was staggering. There was a half dozen large pizzas, boxes of burgers, a giant tub of potato chips, and tons of condiments. It was hard to believe that anyone had room for dessert, but the temptation of cakes, pies, and cookies was just too hard to resist.

While most of us relaxed to let dinner settle, some played corn hole on the lawn while Scott Ferguson played hide-and-seek tag with the few young children that were present. He was running around like a manic five-year-old having a great time until he missed his footing and fell down the sundeck stairs. Fortunately, the only thing hurt was his pride, but it was a lesson learned that old age and treachery were no match for youth and exuberance.

Sunday’s show started early, with some team leaders arriving around seven to get things organized. Participants

were already on site, so we had to hit the ground running. The weather was warm, but there was a constant breeze that kept the temperature reasonable, so during the day, everyone had a great time wandering the show field, taking pictures, and talking to car owners. Many brought picnic lunches but for those who did not, Tricia and Jeff Lewis were our saviours as 2022 was the year that the newly elected Cascade Chairman proved his mettle through trial by fire. While Jeff drove his blue 1970 XR-7, Tricia brought their F-150 to serve as a logistics vehicle, which was loaded with cases of bottled water, all the necessary show documents, and, last but not least, a barbecue. Tricia cooked up some chicken, which was very much appreciated, especially by us starving laborers.

Enough can’t be said about the efforts of volunteers and sponsors who brought this show together. The CCOA has been a great partner over the years, and we were honored to have CCOA board member Conan Tigard attend our regional show. We were also very pleased to have three Fordnutz members join Scott Ferguson and me from across the northern border, as well as Darrell Neimeyer and Scott Behncke who represented West Coast Classic Cougar in Oregon. I’m sure they enjoyed re-connecting with lots of friends they’ve made through the business, and Darrell was even lucky enough to win a number of coveted car books in our raffle. Door prizes contributed by sponsors and club members drew considerable interest, with the single most popular item being a reproduction 1969-70 rear valance.

Following the door prize drawings, awards were presented. This year, a memorial award was commissioned for long-time Cascade member Lonnie Sparhawk, who passed away during the COVID pandemic. Jeff Bingaman delivered an inspiring remembrance of Lonnie, then presented this special award to a car Lonnie would have liked: Don Rush’s highly modified 68 convertible, which was chosen by the

committee, and a fitting tribute to someone cherished by the Cascade Cougar Club (and could pass as a Jerry Garcia doppelganger). In addition, due to the number of Fordnutz members registered (from both sides of the border), the Prowl Committee decided to present a special Fordnutz award presented to a Fordnutz vehicle and decided by Fordnutz members. Bill Ronalds' triple black 70 XR-7 428 CJ took the honor this year.

Class awards for 2022 were a change from the past when Prowl Director Dave found something truly unique - a set of LED large display six-inch calipers in a hard case. These were distributed for 1st -, 2nd -, and 3rd-place winners. Awards for Cougar class winners had the addition of a facsimile 1967-68 trunk lock emblem. The Best of Show acrylic award went to long-time member Jeff Bingaman for his handsome 1970 sunroof car (featured in the last ATSOTC). Please check out the page with the full list of award winners.

A little sidebar: Even though our classic Cougars are lovingly well-maintained, we are constantly reminded that they are over fifty years old and, like their owners, are prone to the odd breakdown. Such was the case for a couple of Prowl visitors: Bill Ronalds drove his 1969 XR-7 428 CJ all the way from his home in Aldergrove, BC on Friday and began noticing a potential problem on I-5 just north of Seattle. Fortunately he was travelling with Scott Ferguson (in his 1968 XR-7) who arranged with Jeff Bingaman to borrow a little garage space and a compressor. Bill's suspicion of a broken valve spring was confirmed but, drawing on past experience, he just happened to have a supply of springs among an assortment of spare parts in his trunk. With some wrenching and a bunch of moral support, the broken spring was replaced and the black cat was ready for Saturday's cruise.

Steve Citrone was forced to drive his late-model Mustang on the cruise due to carburetor problems his Cougar experienced a short distance from his Ravensdale home on Saturday morning. He was able to get the carb fixed later that evening and had his cat purring along to attend Sunday's show . . . but that wasn't the end of it, as his Cougar overheated on the way home from the show, though he managed to limp home undamaged.

After the show, when Bill was heading out to dinner with a few Cascade members, another valve spring broke, so it was back to Bingaman's garage for repairs. (Just so you know, Bill made it home safely and immediately ordered a brand new set of valve springs.) Another victim was Nadine Meyers, whose 72 Cougar didn't have a mechanical problem, but the trunk wouldn't open, and of course, all Nadine's important stuff was securely locked in the compartment. With the help of Scott Ferguson, they finally succeeded in getting it open, but a permanent fix will be required.

These mishaps serve to demonstrate the benefits of the many friends made through club membership. Other classic car owners (aside from registered mechanics) may have been sidelined if any of these issues had occurred to them. However, we are all so fortunate to be part of various car clubs



Editor's Note: Best of Show.



Editor's Note: See winners on page 44 for names of Cougar class awardees.



Editor's Note: Vehicles in 1967 Standard Class.

throughout North America and beyond where benevolent and knowledgeable groups of people are always ready to step in where help is needed. So, on behalf of the unfortunate few, thank you!



Editor's Note: Vehicles in 1967 XR-7 Class.



Editor's Note: Vehicles in 68 Standard Class.





Editor's Note: Vehicles in 70 Hardtop Class.



Editor's Note: Vehicles in 68 XR-7 Class.



Editor's Note: Vehicles in 69 Hardtop Class.



Editor's Note: Vehicles in 71-2002 Class.



Editor's Note: Vehicles in XR7-G, GT-E, Eliminator, GT Class.



Editor's Note: Prowl Director Dave Nashif.



Editor's Note: Fordnutz Award Winner.





Editor's Note: Sparhawk Award Winner.

PROWL 2022 *Winners*

C1 67 Standard:

- 1st Dennis Hamline, Lime Frost
- 2nd Terry Purdy, yellow
- 3rd Randy Smithhisler, burgundy

C2 67 XR-7:

- 1st Karl Gehlhaar, black
- 2nd Peter Peterson, Cinnamon Frost

C3 68 Standard:

- 1st Mike Benson, Black Cherry
- 2nd Terry Viertel, blue
- 3rd Denise Smithhisler, yellow

C4 68 XR-7:

- 1st Bill Smith, Polar White
- 2nd Scott Ferguson, Saxony Yellow
- 3rd Justin Suina, blue

C5 69 Hardtop All:

- 1st Bill Ronalds, triple black
- 2nd Dain Jones, Lime Frost
- 3rd Brian Howson, yellow

C6 70 Hardtop All:

- 1st Chris Osborne, yellow
- 2nd Conan Tigar, gold Houndstooth
- 3rd Jeff Lewis, Blue

C7 69-70 Convertible All:

- 1st Dave Nashif, silver 70 XR-7
- 2nd Chris Osborne, blue 70 XR-7
- 3rd Gary Vogel, blue 70 XR-7

C8 71-2002 All:

- 1st Nadine Meyers, red 72 standard
- 2nd Neal Jacobson, blue 71 XR-7
- 3rd Richard Gallant, yellow 73 XR-7

C9 Modified:

- 1st Bob McManemy (Cameron Benoit), red 67 XR7-GT
- 2nd Ron Gehl, red 69 standard
- 3rd Elisha Pile, blue 70 Eliminator clone

C10 XR7-G, GT-E, Eliminator, GT:

- 1st Tim Ketchum, black 67 GT
- 2nd Bill Greif, red 67 GT
- 3rd Mike Banks, Competition Gold 70 Eliminator

MU Mustang All:

- 1st David & Marie Lane, red 65 Fastback
- 2nd Pete Ybarra, silver 71 Mach I

MELF All Mercury, Edsel, Lincoln, Ford (except Cougar and Mustang):

- 1st Sue Wright, Brick Red 27 Model T
- 2nd Kevin Merriott, red 56 Ford F-100
- 3rd Chuck & Kathy Hoops, black 64 Ford Galaxie

OMM Other Makes & Models:

- 1st Frank Perales, green 68 Dodge Dart
- 2nd Jim Pirie, red 64 Pontiac
- 3rd Dale Hodson, black 65 Chevelle Malibu

Lonnie Sparhawk Award: Scott Behncke, accepting for Don Rush's modified 67 Cougar convertible

Best of Show: Jeff Bingaman, 70 standard, Competition Green

Fordnutz Award: Bill Ronalds, 69 triple black 428 CJ



PROWL 2022

Event Photos

Photography By Conan Tigard

















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



1967-2022

Mercury COUGAR 55th ANNIVERSARY COUGAR CLUB OF AMERICA, LLC

Letter from the Editor

AS SPRING has passed, we have been pushing hard to work back-to-back on each issue as we strive to catch up on schedule by our Fall issue later this year.

This issue came together with some help from Crystal Lawrence of KTL Restorations to feature their award-winning Diablo Cat. You can find more information about their projects at <https://ktlrestorations.com>.

Head over to our new ATSOCT Magazine Showcase that display all the covers that we have to date! <https://cougarclub2.org/collectibles/atthesignofthecat>.

Send in your stories and photos to my new email: editor@atsotcmagazine.com, however, nothing to fear, 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!



www.cougarclub.org



atsotcmagazine.com

MEMBER REPORT



CHARLIE BROWN
Member Services Director
CCOA #8693

WELCOME TO CCOA

Spring is in the air! The smell of fresh gasoline is always a great way to start the day. We hope you have time to take your Cougars out to a show or a cruise-in, and if you do, please share your pictures on the **CCOA** Facebook page. Please keep posting pictures of your Cougars, no matter where you are on your build, on the Cougar Club of America Facebook page. I wish all of you a safe and fun-filled summer this year.

CCOA membership stayed fairly flat for the last 3 months. I wanted to share some statistics.

As of April 1st, 2022, Cougar Club of America has 787 active members, down from 794.

From April 1st, 2022 to June 30th, 2022, a total of 200 members renewed their membership

From April 1st, 2022 to June 30th, 2022, we added 21 new 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 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!

WELCOME NEW MEMBERS

Joining the club From April to June of 2022 are the following new members: Welcome new members!

CCOA#	Member Name	City	State
10428	NAWEED AZAM	CARY	NC
10429	TERRY PURDY	AUBURN	WA
10430	HOWARD MORTON	EL DORADO HILLS	CA
10431	LARRY JELLE	THOMPSON	IA
10432	JOAN METZGER	NUTRIOSO	AZ
10433	THOMAS & SHARON BALLMAN	LINDON	UT
10434	CHRIS HERM	WEST CHESTER	PA
10435	WILLIAM PLADL	FREEHOLD	NJ
10436	JAMES HITE	MANVILLE	RI
10437	JOHN MCTIGHE	IPSWICH	MA
10438	HEATHER BROWN	STEELE	AL
10439	CHET GROVE	PERRY	GA
10440	GLORIA CARROLL	YUKON	OK
10441	MICHAEL PAUL	POUGHKEEPSIE	NY
10442	CHRISTOPHER & DENISE DIZINNO	DORCHESTER	MA
10443	KERRY JACOBS	HARRISBURG	NC
10444	HOWARD SCHRIDER	DOLLARD DES ORMEAUX	QC, CAN
10445	TONY BARRANCOTTA	ALLIANCE	OH
10446	KIRK & TWYLA GRIER	SANTA BARBARA	CA
10447	MIKE BENOIT	ROSEVILLE	CA
10448	MYLES POLLOCK	REDCLIFF	AB, CAN

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.

THE PUZZLED CAT

WORD SEARCH

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

THUNDERBIRD	GARYRHODES	UNRESTORED	LIME
MANCHESTER	TIMWITHERS	IVORYGOLD	
EMISSIONS	BOMBSHELL	ACTIVITIES	
COUGARLS	TITANIUM	TRAILERED	
DIABLOCAT	WOODWARD	METALLIC	
JALAPENO	VILLAGER	EMERALD	
ASHLAND	CATSCCC	ARIZONA	
TWOTONE	SONORAN	WAGONS	
REBUILT	RACEWAY	DELUXE	




Postage Stamps 2022

Available for preorder!



MERCURY COUGAR



Price: \$6,800

TOTAL BIDS → 10

Year/Model:
1977 XR-7
VIN:
7A93S539513
Miles:
71,000
Condition:
3

Comments: *This XR-7 has the optional 400 2v/auto and believe to have only 71k original miles, but can't be proven. Was sold new and lived in California their whole life, has current registration and current California smog certificate. Have receipts for the following new parts: carburetor, heater core, radiator, gas tank, interior carpet, recovered seats, and headliner. Has 15k on the following items: rebuilt transmission, completely rebuilt brakes, and rebuilt front suspension. Has updated system that blows cold. It has PW, power driver's seat, tilt, and cruise control. This Cat has no leaks of any kind. Very straight with no rust. Comes with a Marti report.*

MERCURY COUGAR



Price: \$9,600

TOTAL BIDS → 17

Year/Model:
1973 XR-7 Convertible
VIN:
3F94H518386
Miles:
53,000
Condition:
1

Comments: *A great example of the last year for the convertible with only 53k original miles and has had only one owner. This XR-7 Cat runs and drives great!! Has new tires, shocks, brakes, and a fresh oil change. A great daily driver or a weekend show car.*

MERCURY COUGAR



Price: \$3,800

TOTAL BIDS → 3

Year/Model:
1996 XR-7
VIN:
1MELM6246TH616150
Miles:
103,157
Condition:
2

Comments: *This XR-7 has the rare option package called the Bostonian Edition! It has only 103K miles on its V6, it starts right up, sounds nice and quiet, and the tranny shifts well; the brakes are good. The body is rust-free and in near-perfect condition, even the cloth top (only on the Bostonian) looks great! The undercarriage rust free. The interior is in near perfect condition. Has power windows, power locks, power trunk, power seat, power mirrors, tilt, and cruise. Has new front control arms (ball joints included) and front sway bar links were installed just recently, also has a new battery. The sunroof does not work at all. Other than that issue, this Cat is ready to be driven daily or ready to hit the classic car shows!*

MERCURY COUGAR



Price: \$12,600

TOTAL BIDS → 18

Year/Model:
1969 Standard Coupe
VIN:
9F91562920
Miles:
108,000
Condition:
2

Comments: *This Cat has a rebuilt 351 2b carb that runs great. Has many new parts that include: dual exhaust, shocks all around, standard Craigers, front disc brakes, gas tank, fuel pump, and master cylinder. All lights work as should, including the vacuum-operated headlight doors. The bumpers were removed to have re-chromed while the car was being repainted. Needs an interior carpet and a headliner. It's an AC car. This Cat runs and stops well and is in good condition. The car was purchased from an estate sale.*

MERCURY COUGAR



Price: \$5,100

TOTAL BIDS → 19

Year/Model:
1994 XR-7
VIN:
1MELM6241RH657746
Miles:
75,499
Condition:
1

Comments: *Only two owners since new and both owners were adults and babied it, the second owner bought it on April 28, 1997. This Cat has always been garaged and covered since new by both owners, it is in amazing condition. Like new both in and out, the paint is like new and the body has zero rust or damage; a rare factory color and not many seen in this color (turquoise). The interior is like new with no rips or cuts in the leather/fabric seats and everything works. Has power steering, power brakes, power locks, windows, and a driver seat. Also has a CD changer (in the trunk). The V6 only has 75k original miles and runs like new. Comes with two sets of wheels and tires, the original tires and Cougar wheels and the aftermarket set of wheels and newer set of tires. Also comes with a custom-fit car cover.*

MERCURY COUGAR



Price: \$23,600

TOTAL BIDS → 43

Year/Model:
1971 Std. GT Coupe
VIN:
1F91J517930
Miles:
57,804
Condition:
3

Comments: *This GT coupe is one of only 20 that came with the optional J-code (429CJ Ram Air with functional hood scoop) and C6 that has only 57k original miles and the only one produced with the dark green on the dark green color combination in 1971. This car remained in one owner's possession until his recent passing. Other unique options include competition suspension: larger front sway bar, rear sway bar, heavy-duty shocks and springs (staggered in the rear), 31 splines 3:25 Traction Loc 9" rear axle, 27" heavy-duty radiator, 720CFM Rochester/Quadrajet carb. Has the convenience group, black vinyl top, power steering, power disc brakes, heavy-duty battery, dual exhaust, Air Conditioning, Tinted Glass, GT appearance group, Appearance Protection Group, AM-8Track stereo (a \$200 option at the time) and F70-14 tires on Rallye Wheels. The GT package included: a color-keyed functional hood scoop, short console, bright wheel trim rings in addition to deluxe hubcaps, dual color-keyed racing mirrors, instrument panel finish, and steering column all black, deluxe 3-spoke rim-blow, black steering wheel, and tachometer.*



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



1967-2022

Mercury
COUGAR
55th
ANNIVERSARY
COUGAR CLUB OF AMERICA, LLC

ANSWERS

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

T S

Available online
<http://cougarclub.org>



CODE: Buy One, Get Two
Free by entering "Hats&Shirts"

