

AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA

APRIL 2009



**XR7-G Registrar
helps deserving Cat
find New Home.**



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APRIL 2009

Temporary Editor
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ATSOTC welcomes submission of material for future editions. Send your submissions to the above address or to the Assistant Editor at

assistanteditor@cougarclub.org

Our next issue is planned for July 2009. Please send your submissions no later than **June 22**.

Membership

Annual Membership in the Cougar Club of America costs \$25 for U.S. residents and \$30 for overseas and Canadian residents (certified U.S. funds only). To apply, point your internet browser to:

<http://www.cougarclub.org/about/membership.aspx> or contact the Membership Services Director listed on the Club Contacts section of this newsletter.

Advertising

Members may place a Cougar-related classified advertisement of up to 100 words per issue at no charge. Non-members may place classified ads at a rate of 30 cents per word.

Display advertising rates are also available. Contact Kamran Waheed for details at

assistanteditor@cougarclub.org

Disclaimer

Members receive this publication with the understanding that the Cougar Club of America, 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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**Dedicated to the appreciation and
preservation of the Mercury Cougar.**

Temporary

Letter from the Editor

Rob Merritt, CCOA # 8323.
Membership@cougarclub.org

The Club has suffered without an editor since the last issue of *At the Sign of the Cat* was published in January 2007 ("Big Double Issue"). The beautiful, glossy magazines produced by all of the volunteers during Dan Houde's term as editor/publisher are fading into memory. A very special thanks goes out to Dan Houde and his crew for the years of hard work and dedication that made this first class, Cougar-only publication possible. Dan's resignation has left some huge shoes to fill.

Immediately, you will notice two major changes with this edition of *At the Sign of the Cat*. First, it pales in comparison to the professional quality produced by Dan. While the Club thanks Dan, we also curse him for setting the bar so high for those who follow. Filling the editor position has proven to be a challenge for the Board – perhaps in part because of the inevitable comparison to prior editions. One of the goals of this issue is to lower that bar (and I humbly assert victory in that respect). To be clear – I'm referring to the editorial input and formatting, not the content. I think you'll agree that the articles submitted for this issue remain first class.

The second change you'll notice is that you might be reading this edition on your computer screen rather than paper. Producing the glossy magazine simply isn't in the budget right now. The Club needs to evolve to take advantage of the internet. The costs of printing and postage have been the largest expenses of the Club over the years. Personally, I prefer my *ATSOTC* on paper, but even a Luddite like me can't deny the advantages of electronic publication. One advantage (and enticement for those who have not yet provided an email address to us) is the on-line version of this newsletter includes color, while the printed version is the more economical black and white.

As Kamran mentions in his report, we're still looking for someone to grab the reins and run with *At the Sign of the Cat*. If you are interested, contact our Volunteer Coordinator, Chris Boback, whose contact information is listed with the rest of the CCOA officials elsewhere in this newsletter. As editor, you can aspire to the glossy magazine era or continue a scaled-back version. The most important thing is keeping the fires burning at the only, Cougar-only publication available.

Personally, I would love to see a return to the glossy magazine level for *ATSOTC*, but do not foresee that happening in the near future. In the interim, we happily welcome submission of material for publication. Submissions can be sent to membership@cougarclub.org or assistanteditor@cougarclub.org, or by regular mail to the Membership Services Director. Fully researched, peer reviewed articles aren't required (but we'll take 'em); a paragraph or two sharing information about events in your area, technical tips, or other aspects of the hobby would be great. Photos/drawings are good too. A Cougar comic would be fun. If it interests you, odds are it will interest other Club members too.

To get the ball rolling, here's a topic for submissions: What is the best Cougar of all time? Now, I'm not trying to start a war, because everyone already knows it is the 1969 XR-7 Convertible. But, let's hear from you: which model do you think earns the title and why. Send your thoughts by June 22 and we'll publish the best responses in the next issue of *At the Sign of the Cat*.

A very special thanks goes out to Dan Houde and his crew for the years of hard work and dedication that made this first class, Cougar-only publication possible. Dan's resignation has left some huge shoes to fill.



A Word from the Assistant Editor

Kamran Waheed CCOA # 3679.
assistanteditor@cougarclub.org

Hope all of you are doing fine. I know it has been a long while, but thanks to Rob Merritt (CCOA Membership Director) for stepping in as temporary editor ATSOTC is now up and running once again. Due to the increase in printing and postage cost it was decided by the CCOA board of directors that the bulk of ATSOTC will be electronic with some printed copies mailed to those who do not have email. However, if things improve ATSOTC may go back to a printed publication. We shall see.

I know that many of you may have thought the CCOA/ATSOTC had "died" never to be heard from again. It may have seemed that the CCOA/ATSOTC took a "cat nap" for awhile, but I assure all of you that the CCOA/ATSOTC is back! There has been many working hard to get the CCOA/ATSOTC back on track and like with any big project it will take time to turn things around, but we believe that we are headed in the right direction and have made great progress so far. I would like to thank each of you for your patience and continued support during this, we appreciate it!

Although Rob has agreed to be editor for now, we are still in need of someone to step up and become the permanent editor of ATSOTC. We would like to fill this position as soon as possible. We look forward to hearing from you soon!!

Spring is here for most of us and summer is just around the corner which is a great time for us to get our Cats out of hibernation and looking pretty as they ever did and drive them around town and take them to shows for all to see! We all know that our Cats like to prowl the streets, so I encourage all of you to enjoy your Cat(s) by letting them prowl the streets. They will love you for it! Cougars were built to be driven and enjoyed!

The show season has just started for 2009! If your club is having an event and would like to have it listed in the next issue of ATSOTC and have not sent it in yet; please email it to: events@cougarclub.org (subject: Events) with the details so it can be listed in one of the upcoming issues of ATSOTC. We thank those of you who have already sent in your 2009 event schedule. As

always, we will include as many as possible as space permits and as the event nears. We thank you for your continued support.

I hope each of you have a great summer and enjoy your Cat(s). Until next time, keep those Cougars safe and running strong.

What is it?

Dan Gurney Special Registrar Scott DeFriez (CCOA # 2369) sent this photo of a Ford, Lincoln, Mercury plastic bag. Scott writes:

"A friend gave this to me, I have no idea what year it is from. This came from a dealer, but again have no idea from what year."



Have you seen one of these before? Was it a local dealer's promotional item? Maybe it is the elusive, special ordered, optional Trash Receptacle.

If you know something about this or have similar items, let us know!

MEMBERSHIP REPORT

Rob Merritt, CCOA # 8323.

Membership@cougarclub.org

Greetings fellow Cougar enthusiasts!

I took over the Membership Services position after the resignation of Beverly Pike. Many thanks to Bev for the work she did on behalf of the Club during her term. It is obvious from the records, forms and materials which I inherited that Bev spent a considerable amount of time serving the Club. Thanks Earl & Bev!

Email Initiative

As mentioned elsewhere in this newsletter, the CCOA is trying to take advantage of electronic means of communication. If you are reading this on paper and have an email address, please let me know by sending a short message to membership@cougarclub.org.

DUDE! WHERE'S MY RENEWAL?

The Club has not actively solicited renewals since the last issue of *ATSOTC*. The CCOA's Board of Directors determined that since the newsletter wasn't being published, it just wasn't right to ask members to send in further dues. The consensus on the Board is that anyone who has paid dues since January 1, 2006 will be considered a member in good standing. We hope that a permanent Editor will step forward soon. Once we can regularly publish the newsletter, we'll let everyone know if and when they need to renew. If you are uncertain of your status, feel free to send me an email.

NEW MEMBERS

185 new members have joined the CCOA since the last edition of *At the Sign of the Cat*. These members own everything from a '67 "plain Jane" coupe to the 1994 XR-7 Bostonian, with a couple of GTEs, Eliminators and CobraJet convertibles thrown into the mix. It looks like the majority found the CCOA through the internet, but a large segment came to the Club through print publications.

Welcome to the new members!

Mal Rogers	S.A. Australia
Mitch Sprokkreeff	AB Canada
Len Hal	AB Canada
Carson Styranka	AB Canada

David Ellis Tremain	AB Canada
Robert Waine	BC Canada
Thomas R. Cooney	BC Canada
John Fettes	BC Canada
Jason Smith	MB Canada
Don Welch	ON Canada
Steve Town	ON Canada
Brent Rynard	ON Canada
John Warwood	ON Canada
Rev. Dennis Carrothers	ON Canada
Stuart Elen	ON Canada
Charles Robertson	ON Canada
Stuart Elen	ON Canada
Cliff Maunder	ON Canada
Bruce Street	ON Canada
Scott Legge	ON Canada
Trent Lalonde	SK Canada
Gregg Olson	SK Canada
Jason Smith	SK Canada
Kim & Susanne Høgh	Denmark
Geoffrey Blaney	England
Athol Elliott	New Zealand
Jan Sanfridsson	Sweden
Gary Hudgins	Talladega AL
Rich Kepler	Toney AL
Larry Murry	Fort Smith AR
Henry Ray Wood III	Grady AR
Willis Ream Jr	Phoenix AZ
Larry A. Axley	Skull Valley AZ
William Guarino	Tucson AZ
David Zeh	Anaheim CA
Carol Caspillo	Concord CA
Jude Kennedy	Elk Grove CA
Christey Schreiber	Montrose CA
David Pinson	Mountain View CA
David W Kennedy	Pasadena CA
Bill Ballerini	Playa Del Rey CA
Rick Jennings II	Sacramento CA
Carlos Gutierrez III	San Francisco CA
Juli Oatham	San Jose CA
Patrick Murphy	San Jose CA
Phil Williams	San Leandro CA
Candido Vasquez	Santa Cruz CA
Walton B. Whitty II	Santa Maria CA
Gary Woodward	Sunland CA
Roger & Mary Murphy	Thousand Oaks CA
Dennis King	Trinity Center CA
Bruce Swartz	Vista CA
Jerry McCall	Yuba City CA
Chuck Wehrwein	Centennial CO
Brian Lowry	Colorado Springs CO
Michael Still	Fort Collins CO
Ray Chesney	Fruita CO
Dennis Brush	Golden CO
Tom Pinciaro	Trumbull CT
Bob & Beth Wamer	Vernon CT
Joseph & Janet Messina	Smyrna DE
John E. Brownlee	Deland FL
Luis Costa	Ft Lauderdale FL

Bodvard Haheim	Holly Hill FL	George Johnson	Pahrump NV
Tom & Cathy Tate	Homosassa FL	Gregory Galway	Silver Springs NV
Don S Anderson	North Fort Myers FL	Lewis P Brown	Altamont NY
Bob Gordon	Plantation FL	John E. Fordham, Jr.	Bay Shore NY
David W. Turner	Winter Haven FL	Frank Visintini	Brooklyn NY
Gary Veit	Youngstown FL	Renee Charbonneau	Cohoes NY
Jason Keeline	Marietta GA	Scott Skolnick	Fairport NY
Gary Neitzke	Suwanee GA	Jack Komorowski	Kenmore NY
Elmer H. Schrimshire	Thomas ton GA	Clayton Bowden	Lake Katrine NY
Matt Jones Warner	Robins GA	Holly Davidson	McDonough NY
Terry Jackson	Bellevue IA	Tracy J. McNeil	Plattsburgh NY
Patrick Langreck	Fredicksburg IA	Frank De Rop	Rego Park NY
Thomas B. Kelly	Johnston IA	Charles Stabnau	Rochester NY
Edward Claver	Blackfoot ID	David Massaro	Scotia NY
Norman Brower	Deary ID	Darrin Overly	Bellefontaine OH
Robert J. Degenhart	Chicago IL	Andrew Wadsworth	Fremont OH
Channing Greene	Chicago IL	William E. Robinson	Jefferson OH
Jim Steinhoff	Chicago IL	Steven Thomas	Marion OH
Curtis Thomas	Chicago IL	John Teevan	Milford OH
Michael Hogan	Dwight IL	Anthony Monterdini	Painesville OH
Shawn Congdon	Earlville IL	David B. Dunbar	Westerville OH
Ed Andrews	Evans ton IL	Al Fromm	Bartlesville OK
Tracy Cline	Boonville IN	Rock Lyons	Edmond OK
Janiece Scherer	Fort Wayne IN	Jack & Dottie Bishop	Grants Pass OR
James Moss	Munster IN	Jeff Western	Phoenix OR
Kenneth Poe	Sharon Springs KS	Francis B. Whitman	Prineville OR
Nadine Lagarde	Amite LA	Keith R. Seward	Annville PA
Robert Evans	Holden MA	Robert M Culbertson Sr.	Erie PA
Steve Padovano	Leominster MA	Ira Bartholomew	Greenville PA
Paul O'Brien	Quincy MA	Robn R. Nagle	Lebanon PA
Cindy Ghizzi	Shrewsbury MA	Fran Cosentino	Lower Burrell PA
Richard Etling	Stoughton MA	Peter Watson Lower	Gwynedd PA
Chuck Porter	Baltimore MD	Donald G. Thomas	Pipersville PA
Johnny Jones	Baltimore MD	Loren Kemp Johnson	Pittsburgh PA
Brian Greenfield	Jefferson MD	Keith L. Tillman	Hilton Head Isl SC
Terry Cruz Silver	Spring MD	Robert Johanns	N. Myrtle Beach SC
Amherst Turner	Ann Arbor MI	Jeffrey & Wendy Pace	Piedmont SC
Chris Boback	Garden City MI	Gregory Worth	Chatanooga TN
Doug Fricano	Spring Lake MI	Tommy D. Frizzell	Jacksboro TN
Douglas Blake	Sterling Hts MI	Jason Adkins	Jonesborough TN
Denny Reamer	Traverse City MI	Richard & Katrina Fleener	Murfreesboro TN
Mitch & Nicole Watkins	White Lake MI	Nick Harper	Dallas TX
Keith A Garrett	Alexandria MN	Ellsworth & Diane Machcan	El Campo TX
Ron Eads	Saint Clair MO	Keith Magruder	Houston TX
Charlie Ware	Springfield MO	Alan Wagner	Keller TX
Paul A. Eschbacher	St Joseph MO	Darrell Nordeen	Kingsville TX
Dan Roy	Bozeman MT	Chuck Harris	Rowlett TX
Randy Strending	Laurel MT	Kevin Crites	Texarkana TX
Linda Runski	Fayetteville NC	James E. Byrum	Troup TX
Tim Cleary	Matthews NC	John Starlin	Wichita Falls TX
Matthew Kessenich	Salisbury NC	William Huffling	Fieldale VA
Mark Kingsly	Smithfield NC	Steve Watson	Hampton VA
Jerrold Burns	Cartwright ND	Susan Streaker	Madison VA
Erik Del Buono	Bridgeton NJ	Andy Boyd	Staunton VA
Chuck Gill	Oakland NJ	Andy Hirsch	Bellevue WA
Stu Nembrotti	Randolph NJ	Steve Harden	Brier WA
Corpus Mercado	Ridgepark NJ	Curtis Maki	Lacey WA
Ralph C Smith	Sandyston NJ	Scott R. Dalton	Burlington WI
Daniel Murphy	Verona NJ	Frank Hiltonberry	New Berlin WI
Robert L. Good	Alamagordo NM	Tim Stanffer	Plum City WI
Mike Magnes	Albuquerque NM	Jeffary & Kathleen Zunker	Washburn WI

Cougar Cave Quest

Royce Peterson, CCOA # 590
XR7-G Registrar
RoyceGTE@earthlink.net

Marshall Long was in the market for a new Mercury in March 1968, so he stopped by the local Lincoln Mercury dealer, Behle Motors of St Charles, Missouri. Marshall wanted to have something impressive to drive because he had invited and received an acceptance letter from none other than Jacques Passino to be the keynote speaker at the annual banquet of the St Louis Engineers Club. Mr Passino was at that time in charge of Ford's Total Performance program, the racing activities group of Ford Motor Company. To top it off, Mr Passino offered to bring a GT-40 race car to display at the banquet. Needless to say Marshall had no objections to that offer!

**Now There Are
Five Ways
To Go Cougar Hunting**

**ANNOUNCING the Exciting New
Cougar XR7-G**



**Styled with Excitement
of a Dan Gurney Victory**

- Hood Scoop Styling
- Competition-Type Hood Locking Pins
- Twin Fog Lamps
- XR7-G Medallion on the grille, roof and rear deck
- Racing-type remote-control side-view mirror
- Oxford vinyl roof

**Built with the Heft
of a Fine Road Car**

- Heavy-duty suspension—Performance Handling Package
- Styled wheels with spoke design
- FR 70 x 14 Radial Ply or Fiberglass belted wide-tread W.S.W. tires mounted on 6" safety rims
- 302 CID 210 H.P. V-8 engine—standard
- New 428 CID Cobra Jet V-8 engine—optional (335 H.P.)
- Die-cast aluminum valve covers
- Triple horn
- Dual exhausts and quad trumpets

Marshall was driving a 1963 Mercury Comet S-33 at the time. Marshall's S-33 Comet hardtop was equipped with bucket seats and a 260-2V engine in front of the 2 speed Ford – O – Matic transmission. Not the sort of thing Mr. Passino would find impressive. He wanted something that was cutting edge, powerful, and flashy. The salesman showed Marshall the brochure announcing Mercury's newest muscle car, the Cougar XR7-G. The salesman explained that the XR7-G was a joint project between Carroll Shelby and Dan Gurney, and that the "G" stood for Gurney. Marshall looked at the brochure and knew immediately he wanted one, and that his new XR7-G needed a potent 390-4V GT engine under the hood. The 390-GT engine was the repository of a mountain of torque, ready to propel the little Cougar to low 15 second quarter mile times if desired, yet capable of 16 miles per gallon if driven with finesse. A select Shift Merc – O – Matic transmission, better known as the C6 these days, was

selected along with air conditioning, power steering, and power disc brakes. The salesman offered the hot ride to Marshall at a cool \$200 over dealer invoice. Hands were shook, a deposit of \$100 was placed, and the order form filled out.

The long wait began.

The XR7-G became Marshall's sunny day driver after a year or so. The girls were getting older and the Cougar back seat, even with the shoulder harnesses, was not that comfortable. Marshall accepted a new position in Portland Oregon, and the car made the trek westward but spent most of its time in the garage. Somehow in the mid 1980's the car lost a front wheel in St. Louis and was towed to Marshall's daughter's garage to await repairs. At about 92,000 miles the car became an inanimate object, waiting for fate to intervene.



Someone who would appreciate the big power, the cool styling, and the uniqueness of the XR7-G.

I keep a list of people who are looking for cars, and another list of people with cars for sale. I try to connect the right car with the right buyer. In this case the right buyer was Mike Early. Mike has an interesting collection, specializing in unrestored original 1968 Cougars. He already had a nice 427 GT-E in Black Cherry, and a 302-4V powered XR7-G in Augusta Green. Mike made a deal over the phone with Marshall and headed west with an empty trailer.



A few years later Marshall saw another XR7-G that looked like a near twin to his. He became acquainted with another St Charles resident, Virgil Brown, who had purchased a nearly identical car. Virgil first tried to buy Marshall's car, but the answer was always no. A friendship developed, and Virgil introduced Marshall to the Cougar Club of America. Virgil reported the car to the XR7-G registrar at that time, Randy Marble. Still the car never moved, and Marshall kept thinking he would one day get it back on the road.



I will let the pictures finish the story. Mike picked up the car, brought it home, washed it, changed out the fuel system, gas tank, and replaced some hoses. Take a look at the car in its original paint and interior. It is my hope that no one ever restores this one.

Fast forward to November 2008. Marshall had saved the phone number of the XR7-G Registrar from an old issue of "At the Sign of the Cat" and called me one night. He had serious health issues, was confined to a wheelchair, and would not be able to fix the car. He wanted it to go to a good home. His friend Virgil Brown had passed away a couple years earlier. Marshall wanted to see his G in the hands of someone with the same passion he had.





Marshall did not care for the original blue painted air cleaner assembly, so he purchased this Shelby unit to compliment the finned valve covers that came on his XR7-G.

The original interior is quite impressive. Marshall's careful use is obvious.



The ultra rare original Rader wheels are still on the car. These were recalled by Lincoln Mercury a month after Marshall got his car. Only a few sets remain today! These beautiful unrestored Rader wheels really accent the gorgeous Augusta Green finish.

Club Reports & Events



Lone Star Cougar Club

This past February (valentine's weekend) the Lone Star Cougar Club helped host the 49th annual Dallas AutoRama.

We had six Cats on display and all received awards. Dwain Baker won Best in Class with his '77 XR7, Dr. Joe Valenti took home two Outstanding in Class awards for his '69 Drag Pack and his '69 XR-7 convertible. Gene Mullenberg won Outstanding in Class with his '72 XR-7 convertible, Doug



Bodensteiner was awarded Outstanding in Class for his '69 Eliminator and Chuck Harris won a place award for his '71 STD coupe. It was a fun filled three day event and we look forward to next year's AutoRama!!

It had been many years since the LSCC had a newsletter out, but in early March of this year our

newsletter reappeared once again thanks to one our members, Kamran Waheed. This time around our newsletter will be going electronic and will be quarterly.

The two other big shows our club participates in annually in the Dallas/Ft Worth area are the AER (Authorized Engine Remanufacturer) and the Yellow Rose. The AER car show hosted by N. TX Mustang club is the first Saturday in May and all makes/models are welcome. The Yellow Rose is a two day event and is an all Ford/Mercury indoor show hosted by N. TX Mustang club; The Yellow Rose will be on Aug 8-9. For more info on these and other shows in the area please visit our website:

www.lonestarcougarclub.com

Until next time, enjoy your Cats as much as you can.

Kamran Waheed
LSCC-Editor



Cougar Club of New Jersey and Pennsylvania

The Cougar Club of New Jersey and Pennsylvania invites you to the Cougar Prowl at Carlisle. This year we have asked the Hotel Carlisle to group us together and give the AAA rate of \$111.96 plus tax. The rooms will be in an area called 300 Hallway. We reserved 25 rooms so we can park our cars in the same lot and show off the Cats. If you want one of these rooms, call the hotel and tell reservations that you are with the Cougar Club. The reservation is listed this way and only this way. You also have to ask for in house reservations extension 1-178. The cut off is May 5th. Any rooms that are not reserved in our block will be put back into circulation to be sold.

Hotel Carlisle-Embers
1700 Harrisburg Pike
Carlisle, PA 17015
(717) 243-1717

When signing up for Carlisle either online or by mail please list CCNJPA because we need a certain number of cars to enter under our club for a tent.

<http://www.carlisleevents.com/ce/events/ford-nationals/>

Remember ; there are Caravans to Carlisle leaving from all the points of the compass so let us know where you are coming from and there should be someone from your area to drive to Carlisle with.

If you are not staying at the Hotel Carlisle or just thinking about going to Carlisle All-Ford Nationals please join us as a good time is had by all.

We hope to see you at the show and in the hotel parking lot!

Any questions let me know.
Stu Nembrotti
ww2gamer@optonline.net

Great Lakes Cougar Club

Here in southern Ontario and in the U.S, the western New York region, the Great Lakes Cougar Club is still around. We now have a roster of about 30 members on both sides of the border. The only problem with our club is that everyone is spread around a large geographic area so needless to say we don't get together too often. In combination of our club's efforts and the help of the American Shelby club of western New York still hosts an annual all Ford show in the Buffalo area every June. Although no date has been set yet, we will do it again this year.

The only big change we did make was to go to an electronic newsletter due to the cost of printing and postage, but now we have Troy Allen who is our club webmaster, Troy has done a great job in setting up our website, you can check us out at: www.greatlakescougarclub.com I still have plenty of our club hats left over if any other clubs out there wish to make a trade, contact me.

The only thing we Canadians have to keep in mind is that beginning June 1st all Canadians will require a passport to enter the U.S.A. by road. If you haven't applied yet the easiest way to do so is to visit the passport Canada website and download the application, you can do so at www.passportcanada.gc.ca and if you go to the passport office with the forms and everything else you need you can have your passport in about ten business days at a cost of \$88.00.

Well I guess spring is almost in the air, no doubt one more snow storm and we can get the Cougars out of hibernation once again, till next time have a safe season.

Jim Megannety: President; Great Lakes Cougar Club
jmegs@sympatico.ca



KENTUCKIANA CLASSIC COUGAR CLUB

The Midwest Cougars and All Ford Show will be hosted by the Kentuckiana Classic Cougars. The show date is August 15th starting at 10:00 am. at the Masonic Homes of Kentucky, off of Frankfort Ave. in Louisville, Ky. The

www.cougarclub.org

show site is an all grass area with plenty of shade. We will have door prizes at our show as well as a 50/50 drawing. Awards will be unique "Cougar" trophies. Pre-registration is 15.00 (before July 30th). Day of show registration is \$20.00.

Gary Townsend
President
Kentuckiana Classic Cougars

Arthritis Foundation Show

Ben Brace (CCOA # 2796) sent this picture of his Cats. Ben is the original owner of this beautiful 1968 Dan Gurney Special that he bought off the showroom floor in August, 1968. Oh, and that other cougar... that's "Baby." Ben says she weighs in at 160 lbs but thinks she's a lap cat. We aren't going to argue with her.



Ben invites everyone to bring their Cougars (the Mercury kind) to the 27th Annual Arthritis Foundation Classic Car Show in Columbus, Ohio on July 10 & 11, 2009. There will be a Cougar show within the show and he's hoping for a big turnout. Looks like a great event for a wonderful cause. More information is available at www.arthritisautoshow.com or contact Ben at (614) 795-6627 or benbrace@benbrace.com.



Specialty Registry Updates

Cougar GT-E Update

Jim Pinkerton, CCOA # 5909
Cougar GT-E Registrar
pinktuo@worldnet.att.net



Progress accounting for more of the 394 GT-Es produced has continued apace during the last several years. We've now accounted for 257, or 65% of production. This progress has been made in part by information supplied by CCOA members.

Perhaps the biggest news is the fact that a version of the Registry itself is now available online at www.theclassiccougarnetwork.com From the main

page click the Cougar headlight section next to the GT-E Registry listing.

This version, referred to as the "public version," has been suitably purged of VIN number and data code plate specifics, as well as the names and locations of the owners. This was done because we do not have the owners' permission to share that information.

We intend to update the "public version" approximately twice a year. Those updates may include listing more specific car and owner information, if the owners of record have submitted written authorization for it to be included.

As always, if you have any information on, or memories of, GT-Es please contact the Registrar.

1971 429CJ Cougar Registry Update

Mitch Lewis, CCOA # 5420
1971 429CJ Registrar
71-429cj@cougarclub.org

Since the last update a few cars have been added to the registry. We are now at 73 cars/serial numbers reported, several are reported as scrapped.

That data on several cars is incomplete. They are a result of partial door data tags and serial number research records done by Lois Eminger and partial VIN numbers reported from engine/transmissions and or other components.

Two cars have been identified in magazine articles since the early to mid 80's. These cars have not been matched to an actual car in the registry.

Breakdown By Model and Engine Code			
Model	Number of J Codes Registered	Number of C Codes Registered	Total of Each Model Registered
Cougar Convertible	16		16
Cougar	4	2	6
Cougar GT	2	3	5
Cougar XR7 Convertible	6	4	10
Cougar XR7	22	13	35
Unknown Engine/Model			1
Sub Total:	50	22	
TOTAL:			73

Breakdown By Model and Transmission			
Transmission Code	Number of C6 (U Code) Registered	Number 4 Speed (6 Code) Registered	Unknown
Cougar Convertible	0	16	
Cougar	4	2	
Cougar GT	1	4	
Cougar XR7 Convertible	6	4	
Cougar XR7	26	6	3
Body Style Unknown	1		
TOTAL:	38	32	3

While the 1971 429CJ Cougar remains one of the rarest cougars based on survival numbers, this rarity has influenced the surviving cars values. Even with the economic downturn the few examples of these cars that have come up for public sale have enjoyed strong bidding. With the resulting values only rivaled by 68 ½ CJ cars, 428CJ Conv, 428CJ/Boss 302 Eliminators & GTE's.



1971 XR7 HT J-Code C6
Sold at auction- \$82,000
plus buyer's premium
January 2007

1971 XR7 HT C-Code 4spd
bid at auction \$65,000
October 2008.





1971 Cougar Convertible
J Code 4spd
Sold at auction \$97,900
plus buyer's premium
Jan 2009

One of the biggest highlights for the 429CJ registry has been the amazing restoration of a 1971 Cougar GT by Chris Long. With the exception of the machine work – Chris did all of the restoration himself in just 8 months.



1971 Cougar GT
Left for dead 2003!

A Phoenix, risen from the ashes
October 2008!



**1969 – 1970
428 COBRA JET
COUGAR
REGISTRY**

Progress Report #42

(3/15/2009)

<u>1969 COUGARS (R & Q code - 428 CJ)</u>	<u>1970 COUGARS (Q code - 428 CJ)</u>
Total Number of Q codes (all body types): 376 Total Number of R codes (all body types): 1164 <u>Cars Registered / Known</u> XR7 Hardtop 95 XR7 Convertible 49 Standard HT Eliminator 82 Standard Convertible 7 Standard HT NON-ELIM 34 Total Cars Registered 267 % of Total Production = 17.3%	Total Number of Q codes (all body types): 840 504 Ram air & 336 Non-Ram air 428CJ cars <u>Cars Registered / Known</u> XR7 Hardtop 26 XR7 Convertible 31 Standard HT Eliminator 83 Standard Convertible 2 Standard HT NON-ELIM 8 Total Cars Registered 146 % of Total Production = 17.9%
1969 Paint COLOR Breakdowns: Totals Bright Blue Metallic (6) 38 Competition Orange (3) 25 Bright Yellow (9) 24 Red (T) 22 No Information 21 White (M) 18 Black (A) 16 Dark Ivy Green Metallic (C) 16 Maroon (B) 13 Medium Lime Metallic (I) 11 Burnt Orange Metallic (Y) 11 Light Yellow (W) 12 Medium Blue Metallic (P) 7 Medium Emerald Metallic (4) 6 Light Ivy Yellow (2) 6 Medium Gold Metallic (S) 6 Dark Aqua Metallic (F) 4 Pastel Gray (D) 3 Special Order (blank) 4 Light Aqua Metallic (E) 1	1970 Paint COLOR Breakdowns: Total Competition Blue (J) 22 Competition Orange (1) 21 Competition Gold (U) 12 Competition Yellow (D) 14 Red (T) 8 Black (A) 8 White (M) 9 Competition Green (Z) 7 Dark Ivy Green Metallic (C) 5 Deep Gold Metallic (K) 5 Bright Blue Metallic (6) 8 Medium Lime Metallic (G) 2 Special Order (blank) 2 Pastel Blue (N) 1 Yellow (9) 1 Medium Gold Metallic (S) 1 Medium Blue Metallic (O) 1 Dark Aqua Metallic (F) 0 Chestnut Metallic (Y) 0 Light Ivy Yellow (2) 0
1969 Axle/Trans Code Breakdowns: Totals C6 Auto (U) 173 4 speed (6) 77 2.75 Open (2) 1 2.83 Open (5) 7 3.00 Open (6) 26 3.00 Traction Lock (O) 17 3.25 Open (9) 1 3.25 Traction Lock (R) 50 3.50 Open (A) 43 3.50 Traction Lock (S) 40 3.91 Traction Lock (V) * 23 4.30 Detroit Locker (W) * 17	1970 Axle/Trans Code Breakdowns: Totals C6 Auto (U) 67 4 speed (6) 59 No Tranny info 19 2.83 Open (5) 1 3.00 Open (6) 16 3.00 Traction Lock (O) 10 3.25 Open (9) 6 3.25 Traction Lock (R) 5 3.50 Open (A) 14 3.50 Traction Lock (S) 17 3.91 Traction Lock (V) 19 4.30 Detroit Locker (W) 13
Note: 53 1969 XR7 hardtops were made with V or W code Axle	

Send all inquiries to: CCOA - 428CJ Cougar Registry

**Scott Taylor
2151 W. Shawnee Dr.
Chandler, AZ. 85224
cobrajet@cougarclub.org**

Cobra JET

Eliminator Registry Update

Dave Wyrwas, CCOA # 7558
Eliminator Registrar
eliminator@cougarclub.org

Eliminator Registrar Dave Wyrwas reports that he currently is working on materials to be included in the Cascade Cougar Club's 40th Anniversary of the 1969 model year Cougars magazine. If you haven't seen the Cascade Cougar Club's version of these for the 1967 and 1968 model years, you really need to take a look. They are truly remarkable. Check them out on their web site at www.cascadecougarclub.com. We all look forward to the 1969 edition and future issues.

Progress accounting for the Eliminators continues. Out of the 2,250 Eliminators built in 1969, the Registry has accounted for 511 or 22.7%. Of those, 291 are M-codes with the 351 Windsor 4V engine; 82 R-codes equipped with the 428 CobraJet and RamAir induction; 52 are S codes with 390 cubes and 4-barrel carburetion; 51 have the legendary G-code Boss

302 power plants; and 35 sport the 428CJ without RamAir, a.k.a. Q-code.

For the 1970 Eliminator, the Registry reports that out of the 2,267 built, we have accounted for 557 or 24.6%. Of the 557 reported, 260 have the 351 Cleveland M code; 184 G-code Boss 302's; and 113 Q codes, which includes both with and without RamAir for the 1970 engine code designations. We're not missing the S-codes - Mercury didn't include that option in 1970.



Send any Eliminator finds to Dave at the email listed above. Dave took over as Eliminator Registrar in October 2006, replacing Frank and Sharyn Bowers. Frank and Sharyn served since 1999. A belated but sincere thanks to Frank and Sharyn for all they did.

Cougar Curmudgeon

There seems to be a nation-wide shortage of blinker fluid. Folks just don't use their turn signals anymore. It can't be some difficulty operating the lever – since I always see drivers answering cell phone calls or tapping out text messages with their thumbs. Clearly, it isn't a question of manual dexterity. Maybe other drivers have just decided that it is none of my business which direction they intend to point their 2-ton vehicles.

Mercury had a better idea with the classic Cougars and their sequential turn signals. This signature feature made turning fun. We should all write to Ford and our congressional delegations to demand a new highway standard requiring sequential blinkers. If everyone could enjoy using their blinkers like owners of classic

Cougars (and those traveling behind us), maybe, just maybe, more drivers would go to that extra effort of signaling lane changes.

So let Ford know we want turning made fun again. Either that, or I'm going to start demonstrating my rim-blow horn.

Harrumph!

Editor's note: Got some curmudgeonly comments you want off your chest? Send them in and we'll print them here.

Classified Ads

Classified Ads will return in our next issue. Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by June 22 to ensure inclusion in the next *ATSOTC*.

Blast from the Past...

A lot has changed over the last 17 years. Sometimes, though, the more things change, the more they stay the same. This news clipping sent in by Mike Derosé (CCOA # 3235) for the Jan/Mar 1992 issue of *ATSOTC* is a good example. The article first appeared in a Hartford CT newspaper in 1991, but seems like it could have been written yesterday. Note the author's special mention of the Cougar Eliminator – which we think is a good investment regardless of the economy.

Recession brings collectible auto prices back to earth

It's the time of year when owners of collectible cars are out strutting their stuff. Vintage roadsters, tail-finned 1950s behemoths and wide-tired 1970s muscle cars are seen cruising the roadways, their proud owners grinning from ear to ear.

Unfortunately, a recessionary bursting of the collectible-car pricing bubble has tempered some of those smiles just a bit in 1991.

"Collectible cars have taken quite a beating as one of the first disposable objects that people used to raise cash during the past year and a half," observed Rick Cole, president of Rick Cole Auctions in North Hollywood, Calif. "We believe, however, that the trend has bottomed out."

The speculative market had careened out of control before reality set in. For example, a car such as the 1958 Pontiac Bonneville had jumped from \$20,000 to \$60,000 at auction in just one year. This year, it has settled back to around \$35,000.

"Prices had become outrageous, and recession brought them back to earth," said Frank Peiler, publisher of *Collectible Automobile* magazine. "I think this points out that you should really like the car you're buying in the first place, since the collectible market can be volatile and price appreciation difficult to predict."

Collectors who bid feverishly for the highest-priced exotic models have been hit hardest, since hype surrounding these vehicles had been the greatest.

"Anybody who bought a collectible Ferrari a year ago has a real problem and, if they're lucky, their children might get some of the money back some day," said Don Williams, president of the Danville, Calif.-based Blackhawk



Successful investing

By ANDREW A. LECKEY

Classic Auto Collection and director of the first Tokyo World Vintage Car Auction.

"Yet classic cars such as the Duesenberg roadster and the Mercedes gullwing coupe have held their price despite the recession."

Other cars have also weathered the storm: A 1958 Chevrolet Impala convertible, for example, sold for \$12,000 in 1985, \$45,000 in 1989 and currently fetches about \$55,000. But collectible car experts admit the same money could have gained better return elsewhere the past year.

William Jacobs, a Joliet, Ill.-based car dealer who owns 25 collectible cars, became wary as prices escalated and he unloaded all his vintage racing Ferraris.

"The prices went up so fast and, even though I love the cars, I sold out just before the peak of the market," said Jacobs. "They were purchased by individuals who weren't necessarily collectors, but looking to buy and sell for profit."

The other side of this coin is that collectible cars are great fun. They represent the dreams of drivers' childhoods and have the ability to catapult them back into time. In good economic periods, select models in mint condition can offer price appreciation as well.

I would caution, however, that one remember that cars have definitely improved over the years in terms of braking and handling ability. Having driven a few sleek beauties from the 1950s, I've found them to be great weekend cruisers but deficient for everyday freeway driving unless you alter your driving style to compensate for their shortcomings.

Bearing the sometimes-harsh realities of the collectible car market in mind, Rick Cole Auctions offers this 1991 "gold list" of cars currently valued at less than \$25,000 but expected to appreciate:

- 1962-72 Volvo P1800 Coupe, currently \$5,000 to \$8,000, and projected to reach \$10,000 to \$13,000 over five years. It was Roger Moore's car in "The Saint" series.

- 1956-57 Lincoln Continental Mark II, \$15,000 to \$20,000, and projected to bring \$35,000 to \$45,000 in five years. Considered an automotive styling classic.

- 1955-1962 Nash Metropolitan convertible, \$5,000 to \$7,000, and projected to reach \$7,500 to \$10,000 in five years. The original "cartoon-look" car.

- 1969-1970 Mercury Cougar Eliminator, \$6,000 to \$8,000, and projected to reach \$10,000 to \$12,000. The Boss 302 engine is best choice in this bargain-priced muscle car.

It has indeed become much more of a buyer's market than at any time in the past few years, say the experts. While prices are still hefty, most offers will receive full consideration these days.

Before buying, do your homework. Bennington, Vt.-based Hemmings Motor News is loaded with classified advertisements. Chat with members of collector clubs as well.

eBay Cats a sampling of recent auctions

Condition: #1 Excellent; #2 Very good; #3 Average; #4 Fair/Poor; #5 What are they thinking?



Year/Model: 1968 STD
VIN: 8R91CXXX
Miles: 105,000
Condition: 3
Reserve: yes
Reserve met: no
Final bid: \$3,510.00
Total # of Bids: 13

Comments: Purchased this Cat 5yrs ago from a nd elderly gentleman in Tucson, AZ who had it garaged. The body and the paint are in good to very good condition with no rust. Interior needs some attention; needs headliner, carpet and dash pad. The 289 runs strong, great daily driver.



Year/Model: 1970 Sunroof Eliminator
VIN: 0F91MXXX
Miles: 128,102
Condition: 3
Reserve: yes
Reserve met: no
Final bid: \$8,600.00
Total # of Bids: 13

Comments: '70 Eliminator with rare factory sunroof with a non matching 351 4v that runs well. The correct carb is installed, but may need a rebuild. Has new exhaust with larger 2 1/2" pipes with factory style turn downs. Many new parts under the hood including the radiator, reproduction radiator hoses, plug wires, radiator, reproduction battery cables with factory part numbers, etc. Orig. window sticker. Originally Competition Gold, now red.



Year/Model: 1970 STD coupe
VIN: 0F91MXXX
Miles: 0
Condition: 1
Reserve: yes-\$22,950.00/make offer
Reserve met: no **Final bid:** Unknown
Total # of Bids/offers: 2
Options: 4spd Hurst, décor interior

Comments: This is a 100% numbers matching Cat with its orig 351c 4v/4spd. It's mostly still in survivor status, although was repainted its original dark green poly color recently. Has absolutely zero rust and has been garaged its entire life. The engine was pulled when the car was painted and it was also detailed and painted. Interior is mostly survivor original with the exception of a new rear package tray. This Cat runs and drives like a dream. Marti Report included. Only had two other owners.



Year/Model: 1969 XR7 CobraJet convert
VIN: 9F94RXXX
Miles: 78,330
Condition: 2 - 3
Final bid: \$44,400
Total # of Bids/offers: 10

Comments: Rare "R" code 428-4V CJ Ram Air engine. A/C, am/fm, tilt wheel and power windows. Good driver condition. Chrome is very good condition as is the grille and exterior components. Has been garage kept. Leather interior is very nice, original carpeting looks good. Interior components such as wood grain, chrome, and dash are all in very nice shape as well. Car runs out very well. Purchased sight-unseen by a well-known West Coast Classic Cougar expert.



Year/Model: 1976 XR-7
VIN: 93S5XXX
Miles: 79,000
Condition: 3
Final bid: \$3,050.00
Total # of Bids: 17

Comments: One family owned car. Bone stock, unmolested original car. Running, driving, roadworthy vehicle with working a/c and original am/fm 8 track player. Everything works except the dock. Power windows, power door locks, and power seats cruise control and power steering. Has a tilt wheel. Original paint - baby blue with blue interior. Engine is a 400 cubic inch V8 motor with 4 barrel carburetor, all stock.



Year/Model: 1967 STD
VIN: 7F91CXXX
Miles: 999,000
Condition: 2 - 3
Final bid: \$4,353.00
Total # of Bids: 26

Comments: 1967 cougar with the original 289 engine an automatic transmission. The car runs and drives great. Same owner for 31 years. Recent rebuilding of engine, transmission, front-end, brakes. New shocks, battery, and tires. The car has power steering, and drum brakes. Body in great shape with no rust or rot in doors, quarters, or floors. Trunk in great shape.

In Memoriam: Lois Eminger (1920-2008)

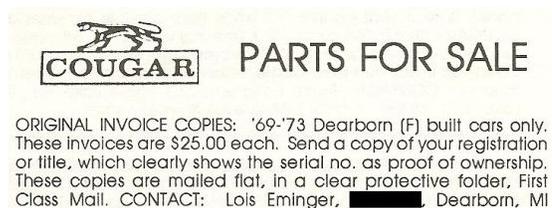
Known as "Mrs. Thunderbird" at Ford Motor Company

Lois Eminger joined Ford Motor Company during the early part of World War II as a 19-year-old secretary to the manager of the airplane factory. Later, she transferred to the Patent Department. In 1967, Lois needed to research a particular 1955 T-Bird. Earning her moniker "Mrs. Thunderbird," she had been given the task of communicating with Thunderbird owners who corresponded with Ford about their cars, especially if it were an older model that was no longer under warranty. When she asked the people in archiving for the invoice, she was told that they were all thrown away after 10 years, which of course meant that the information she needed had been destroyed two years earlier. Concerned about this newly revealed information, she asked Ford management for permission to have the archive send her all invoices instead of destroying them.

These invoices were the #2 sales copy, and were one part of the multi-part form that also produced the window sticker that appeared on new car windows. These were the original documents that were used by Ford for billing the dealer. They contained the complete option list and, generally, the wholesale and retail costs of the base vehicle, options, shipping and other incidental charges (like 4 gallons of gas for \$1.33). The invoices also identify the dealer to which the car was originally shipped.

Into her retirement years, Lois supplied original invoices to vehicle owners. They only needed to provide proof of ownership for their vehicle, and pay a modest fee. Countless rare cars have been documented over the years thanks to her foresight to retain these invoices.

Lois reportedly was thrilled to receive an invoice request and discover it was for a particularly rare car, and was happy to know that it had survived and was in the hands of someone who was caring for it. As early as 1992, Lois advertised these invoices for 1969-73 Cougars in *At the Sign of the Cat*:



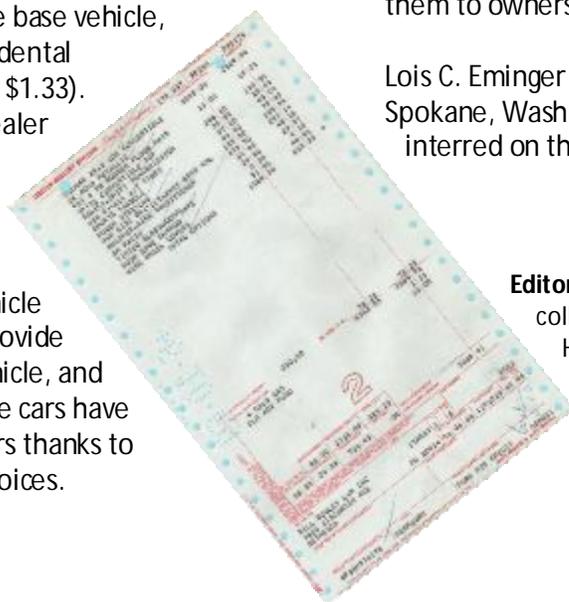
COUGAR PARTS FOR SALE

ORIGINAL INVOICE COPIES: '69-'73 Dearborn (F) built cars only. These invoices are \$25.00 each. Send a copy of your registration or title, which clearly shows the serial no. as proof of ownership. These copies are mailed flat, in a clear protective folder, First Class Mail. CONTACT: Lois Eminger, [REDACTED], Dearborn, MI

Eminger was a gracious lady who usually dressed in one of her trademark pink outfits. She was the original owner of the "Pink Lady," a 1957 Dusk Rose Thunderbird. A true Mustang fan, she also owned a 67 convertible, a 67 Hardtop, a 71 Mach1. All her cars were painted pink. Her 1962 Thunderbird Sport Roadster was featured in Ford licensing literature and is one of the only Thunderbirds featured in *Automotive Quarterly*.

As her health declined, Eminger sold the invoices to Kevin Marti of Marti Auto Works, who now provides them to owners with proof of ownership.

Lois C. Eminger died on Sunday, August 24, 2008 in Spokane, Washington after an extended illness. She was interred on the family farm in Michigan.



Editor's Note: Information for this article was collected from various sources including Hemmings Club News, www.automotivemileposts.com and www.martiauto.com.

Financial Director's Report

Greg Fritz CCOA #5269

finance@cougarclub.org

INCOME STATEMENT

	12/31/2008	3/31/2009
Revenue		
Membership Dues	\$0.00	\$360.00
Advertising	\$0.00	\$0.00
Calendars	\$0.00	\$0.00
Merchandise	\$0.00	\$0.00
Net Revenue	\$0.00	\$360.00
PayPal	\$0.00	\$0.25
Total Revenue	\$0.00	\$360.25
Expenses		
Postage	\$0.00	\$126.33
Office Supplies	\$0.00	\$0.00
Advertising Refund	\$0.00	\$130.00
Bank Fees	\$0.00	\$8.75
Check Printing	\$0.00	\$29.10
Total Expenses	\$0.00	\$294.18
Net Income	\$0.00	\$66.07

BALANCE SHEET

	12/31/2008	3/31/2009
Assets		
Bank One	\$6,376.36	
US Bank		\$6,441.93
PayPal	\$414.00	\$414.00
Total Cash	\$6,790.36	\$6,855.93
Accounts Receivable	\$0.00	\$0.00
Total Current Assets	\$6,790.36	\$6,855.93
Inventory Assets	\$994.00	\$994.00
Fixed Assets	\$0.00	\$0.00
Office Furniture & Eqmt	\$0.00	\$0.00
Computer Software	\$0.00	\$0.00
Total Assets	\$7,784.36	\$7,849.93
Liabilities		
Current Liabilities	\$0.00	\$0.00
Long Term Liabilities	\$0.00	\$0.00
Total Liabilities	\$0.00	\$0.00
Equity		
Current Earnings	\$0.00	\$66.07
Total Owners Equity	\$7,784.36	\$7,916.00
Total Liabilities and Equity	\$7,784.36	\$7,916.00

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(585) 624-8011

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7113 Old English Road, Lockport, NY 14094-5408, (716) 433-9267

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

1971 429 Cobra Jet: Mitch Lewis 71-429cj@cougarclub.org
1979 Chipmunk Court, Eagan, MN 55122-2225, (612) 720-7504

428 Cobra Jet ('69-'70): Scott Taylor cobrajet@cougarclub.org
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(505) 544-4444

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