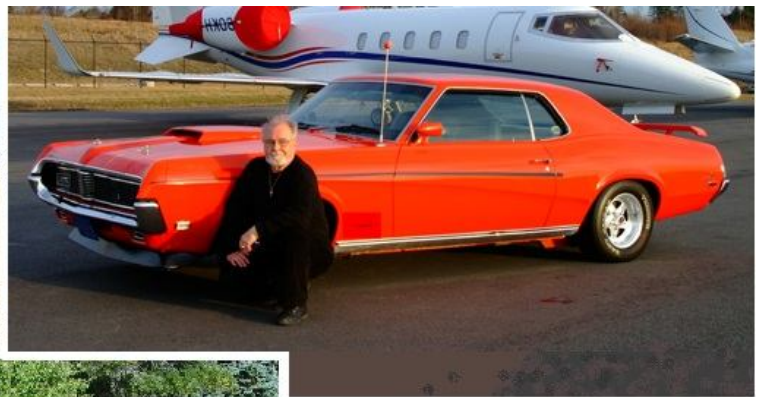


AT THE SIGN OF THE CAT

*THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA
JUNE 2010*



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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 October 2010. Please send your submissions no later than **September 15**.

Membership -- NEW RATES **Effective 1/1/10.**

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

- \$20 for members who receive the newsletter by email.
- \$30 for members who receive the newsletter by postal mail to a U.S. address.
- \$35 for members who receive the newsletter by postal mail to a non-U.S. address.

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 10 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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JUNE 2010

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**Dedicated to the appreciation and
preservation of the Mercury Cougar.**

Letter from the ^{Temporary} Editor

Rob Merritt, CCOA # 8323.

Membership@cougarclub.org

I had hoped to get this newsletter out before the All Ford show at Carlisle. Good thing I can't be fired, since I've missed another deadline. Sorry folks.

I think this issue is another winner with great submissions from fellow members and local clubs. Wouldn't it be great to be able to attend all the Cougar events around the country?! Most of us will just have to settle for the event reports here, so if you're having an event this summer, send in some photos and a short write-up. We'd all love to hear from you!

Also, a few members sent in stories in response to the call-out to Original Owners. I love these stories and hope some more will be sent for future newsletters. What a thrill to hear from people who have owned their Cougars since day one. These are a special breed, no doubt.

The next issue is planned for October. We're aiming to have re-caps of summer shows and maybe some technical articles to get us all ready for the winter season, when many of us undertake projects on our cars.

Remember to let your Cougar growl on **July 9**. The U.S. Senate has designated July 9, 2010 as **Collector Car Appreciation Day**, recognizing the passion, cultural heritage and preservation of technological achievements represented by our hobby. You can read Senate Resolution 513 here: <http://thomas.loc.gov/cgi-bin/query/z?c111:S.RES.513>: Is this a great country or what!?!

Here's to hoping everyone has a great summer enjoying the hobby and people.



...in 1969 the Mustang was introduced as a new model for 1969.

A WORD FROM THE ASSISTANT EDITOR

Kamran Waheed (#3679)

assistanteditor@cougarclub.org

I know in most parts of the country and overseas the show season has started. I hope all of you are able to get out and enjoy and take your Cats to shows near you. A few weekends ago I went to a small car show here in Florida and saw one Cougar; an one owner '68 STD. I talked to the owner and found out he also has a '97 XR7 which he bought new and it has less then 50k original miles. The owner said he is planning to give both of his Cats to his grandson when he is old enough to drive, grandson is 14 now.

Sorry Phil, once again I forgot to get the VIN/data plate information for you; I was too excited to see it. However, the owner is a member of the local club here; The Sunshine State Cougar Club.

What another great looking issue of ATSOTC Rob has done!! Thank you Rob!! Although Rob has ATSOTC looking great, please remember he is only acting as a "TEMPORARY" editor. We are still looking for and waiting for the right person to step up and become the permanent editor for ATSOTC. Is that person you? It very well could be you!! Don't be shy or afraid, I know that we have members out there who can take the reins and do a great job as editor of ATSOTC. We would like to fill this position as soon as possible, so if you are interested in this position please contact me or any of the Board members listed on the Contacts page. We hope to hear from you soon!!

Hope each of you have a great summer and get out there and enjoy all the shows and events. Most of all take your Cat(s) out for a prowling on the streets for all to see!!

Until next time, keep those Cougars safe and running strong..



MEMBERSHIP REPORT

Rob Merritt (#8323)

Membership@cougarclub.org

Greetings fellow Cougar enthusiasts!

RENEWAL DRIVE UPDATE:

After a period of inactivity, we began the process of soliciting renewal dues, starting with members who last paid in 2006. The "Class of '06" membership drive is now complete – although anyone in that group who has not yet renewed is, of course, welcome to do so.

We're turning now to those members who last renewed in either 2007 or 2008. If you last renewed in 2007 or '08, the mailing label affixed to this newsletter (or a note in the email) will indicate that.. If you think our records are incorrect, let me know. Otherwise, we hope you will choose to renew your membership. If there's no notation on your mailing label or email, you're good to go (and thanks for being a member).

A membership form is available on the Cougar Club of America website at:

<http://www.cougarclub.org/about/membership.aspx>.

You can print and mail the form or use the convenient PayPal button if you prefer. A copy of the form is also printed near the end of this newsletter.

As mentioned before, we've **decreased** the annual membership cost for members who elect to receive the newsletter by email. The new rates are:

- \$20 for members who receive the newsletter by email.
- \$30 for members who receive the newsletter by postal mail to a U.S. address.
- \$35 for members who receive the newsletter by postal mail to a non-U.S. address.

As a renewing member, you will receive a new membership card (with your original member number), the CCOA's official publication, *At the Sign of the Cat*, and an eye-catching window decal for your Cougar that identifies you to fellow Cougar enthusiasts wherever you go. And most

important, you'll belong to a worldwide network of enthusiasts dedicated exclusively to the Mercury Cougar.

If you are currently receiving the newsletter by email, and want the paper version, you can renew at any time. You'll get credit for renewing early with an extended date for the next renewal cycle.

NEW MEMBERS

Joining the Club since the last *ATSOTC*, are the following new Members:

INTERNATIONAL CLASSIC	SKOKIE IL
JIM SALMONS	HYDES MD
JOHN REDFORD	BOONVILLE MO
EDWARD MICHNIEWICZ	LOUDON NH
RICHARD BOTT	NEW YORK NY
KEITH CORK	NEW CARLISLE OH
ROBERT BUNYON	GLENMOORE PA
MATTHEW SLAY	DALLAS TX
GENE MULLENBERG	GRAND PRAIRIE TX
STERLING MOELLER	SHERMAN TX

Welcome to the new members!

If you know someone who enjoys Cougars, but who isn't a CCOA member, feel free to share this newsletter with them and invite them to see the web site at www.cougarclub.org.



KEEP YOUR CATS PURRING!



Member Messages

Mercury was the wing-footed messenger of the Roman gods. What better inspiration for CCOA members to share their Cougar stories?! Send your Member Messages to the Membership Director (see contacts page) and share your stories with the Club.



Jim Royce (#7961) of San Lorenzo, CA wrote in with this cautionary tale. The other morning I took my classic 1970 Cougar XR7 Convertible for ride. No sooner did I achieve 70 MPH on the freeway when suddenly CLUMP CLUMP CLUMP CLUMP CLUMP....oh no....a blowout.

AAA promptly arrived...looked at the tire and told me it was SHREDDDED!

At the tire shop the owner told me that my tire blew out because it was OLD! He also told me my other tires had signs of old age, including bubbling and cracking, and that they were all about to blow. I could have experienced a catastrophe.

Fellow Cougar Club members -- check the age and condition of your tires. They do not last forever. A blowout can cause serious injury or death. Don't take chances riding on old tires.



Hard to see in this reduced-size photo, but there is a pretty little kitty standing guard at the passenger side quarter of Jim's convertible. —ed.

Roger Werchan (#8433) of Montgomery, TX wrote that his '69 XR-7 had developed a serious problem. Running down the freeway at 60-70 mph changing lanes became quite scary. The car tended to "dart" in the direction desired. Casual lane changes were not to be had.

During the course of a complete rebuild I purchased a Randall's Rack rack & pinion system including new pump, hoses, brackets, etc. It was installed along with several other mods and turned out to be well worth the money.

The kit simply bolts right in with no cutting, drilling, or fabrication. The only minor complaint I have is that it could use a little more power assist when doing tight parking. The billet pulley on the pump cannot be easily changed due the fact that it is heated when installed (from factory) and allowed to "shrink" around the shaft. One could always use the OEM pump to gain more finger tip steering as the pressures are higher, however I really prefer the setup as is.

All in all, a simple bolt in unit that improved the drivability a lot.

I have made numerous other mods to the car including a 351W bored .030, aluminum heads, roller rockers, alum. intake, fuel injection, Pertronix ign., upgraded A/C, Mustang AOD tranny, cruise control and a few other things that don't come to mind right now. No sheet metal has been cut and for all practical purposes the car looks stock.

C.J.Mawson (#7526) of Somerdale, NJ wrote: thanks to everyone for picking up what was left of the club and putting it back together. I think that is great! I love my cat, plan on keeping it forever, and am curious to know how many other 1976 cougar owners there are out there. As with other cougars it is extremely difficult to come across new/used parts. As of approximately 2006 I believe there were only about 27 of the 1976 Cougars registered nation wide.

Who knows, C.J., maybe your note will prompt some other owners of the big cats to write in! —ed.

New Member, **Sterling Moeller** (#8979) of Sherman, TX, sent in this picture of his pride & joy - an original paint '68 -. Sweet ride!



CASCADE COUGAR CLUB



MUSTANGS AND COUGARS AT THE COURTHOUSE

MAY 2, 2010

BY: CHRIS FARMER
COMMUNICATIONS DIRECTOR

The alarm clock went off way too early on Sunday at my house, but as usual I sprang into action as a result.



Thanks to our honorable State Ferry system my only realistic option, short of a much longer drive, was to catch a 7:10 sailing. On the trip from my house to the dock I encountered a group of mustangs from Mustangs Northwest that was attempting to catch the same boat.



The weather was sketchy at best so I decided to leave the cougar in the garage in the interest of cleaning time after the trip, a decision I regretted most of the trip as it turned out.

Despite the weather we had a great club turnout and great Cougar turn out in general. There were 13 cougars, 11 of which were club members. We also had club members show up with their street rods to round out the count of club cars to 13.



My 2 highlights were: First, getting to finally see Jeff & Carol's 70 sunroof car all put together.



It is a gorgeous car and is done to the level I have grown accustomed to for one of his cars.

The second highlight was getting to see Dave Emmett's car. I really look forward to seeing Dave's car again in the sun.



He painted his car with a roller and Rustoleum, although it's not easy to tell. It came out great so make sure to watch for it at Prowl this year to see if you can tell.



Awards for club members were as follows: 67-68 Cougar 1st Larry Decker, 69-70 Cougar 1st Jeff & Carol Bingaman, 2nd Bridgett Schoolfield, 3rd Dave Emmett, 69-70 Convertible 1st Tony Fisher, 71-73 Cougar 1st Rand Gilbert, 2nd Lonnie Sparhawk, 3rd Victor Higgins Specialty Cougar 1st Scott Ferguson and Heather Whitaker and last but not least Jim and Elaine Pinkerton placed 3rd in the custom class with their deuce coupe.

As in previous years I will close with a call for more participation at this event. It's a great event in a neat town that is well worth the drive out to Port Angeles.



This year the host club even did a pony trails cruise on Saturday that I did not get to attend.



Here's hoping to see you at more events this year and back at Mustangs and Cougars at the Courthouse in 2011.



SUNSHINE STATE COUGAR CLUB

BY: NANCY ELDER (#7151)

**PHOTOS BY NANCY ELDER AND
ROB WARD (DAYTONA FIELD SHOTS)**

13th Annual Daytona Spring Show March 26-28

The SSCC's biggest event of the year is held inside the Daytona International Speedway during their spring show. Our host hotel, the Jameson Inn, allows us to cordon off their back parking lot, which becomes Cougar Only parking over the three-day weekend.



We had several new members in attendance. The days were spent roaming the show field, looking at cars, trying to find that elusive Cougar part in the vendors and chatting with other members. At the hotel dinners Friday night and Saturday night were provided for free to members by the club.



Some years at the spring show are more memorable than others, and this year was one of those.



Vice President and Events Coordinator Keith Hammersley (CCOA #8519) had been working for three years to coordinate an on-the-track photo shoot for the Cougars and this year it came to fruition!



Over a dozen Cougars were escorted onto the track's apron by a contact person Saturday afternoon, and individual photos of each car were shot with the DAYTONA lettering in the background. We were fortunate to have that honor.

13th Annual Mustang and Mustang Show April 17

This show is held on the grounds of Fantasy of Flight in Polk City, Florida – site of the largest privately held vintage aircraft collection in the world. Nearly a dozen Cougars were in attendance. Everyone had their cars photographed next to a genuine P-51 Mustang upon entering the show field and enjoyed watching the P-51s, a WWII-era Navy plane, bi-planes and other antique aircraft taking off and landing and flying over the airfield full of Mustangs and Fords.



Their art deco facility is home to over 40 rare and vintage aircraft, many of which have been restored to flyable condition. We enjoyed a variety of guided tours, including visits to their working restoration and maintenance areas.

Also, Jeff and Linda Stone's 1969 XR7 convertible was photographed on site by Joe Greeves for an upcoming issue of Modified Mustang and Ford magazine. Congratulations!

3rd Sunrise to Sunset Cruise Across the State - April 30 - May 2

Every year or so we gather some Florida Cougars and get together on the east coast of Florida to watch the sun rise over the Atlantic and drive west to watch the sun set over the Gulf of Mexico Saturday evening. It's the only state in the contiguous 48 that you can accomplish this in a car! It was a welcome 'problem' to walk into restaurants all weekend and have to ask for a table for twenty.

Up too early for a Saturday morning, nine Cougars and a Dodge Magnum backup vehicle drove to a nearby beach to park and take photos of the cars and their owners as the sun rose. Next we headed for breakfast at Allen's Diner, a small, 60's-era



diner with excellent food. It's such fun to be part of a rolling car show. You stop for gas, you attract a



crowd. You stop for lunch, you attract a crowd. You stop for a photo opp, you attract a crowd.

Then it was off to Sebring Raceway for a photo opp. They had cars on the track, an open track day, but we were content to get shots of our Cougars with the speedway in the background.

It made for a very cool stop! Heading back to the backroads, our next stop was Spook Hill in Lake Wales. According to legend, a native American warrior chief and an alligator fought there, both dying in battle. When you park your car at what appears to be the bottom of a dip in the road and throw the car into neutral, it appears to roll backwards...UPHILL! Spooky!

Supposedly it's either the alligator dragging you back into the swamp, or the American warrior chief trying to defend his land. Lunch was next, at

At the Sign of the Cat

Woody's Barbecue, followed by a visit to the Hardee County Animal Refuge, to meet Sunshine (Coincidence? We think not!) and Dakota, two beautiful cougars.

We continued on westward to Sarasota, taking up three lanes of traffic side by side, attracting glances and thumbs-ups. Our historic motel was built back in the late 1940's. Eclectic and unique only begins to describe the quaint little place, jammed in between high-dollar high rise condos and hotels. Nowhere else so close to high-class St. Armand's Circle will you find beachfront accommodations for as low as \$80 a night! We checked in and headed off to a beach parking lot to stage the Cougars for

We're all looking forward to the next Cruise Across the State, whenever and wherever it will be. Thanks



and kudos go to Keith and Julie Hammersley, who spent so much time and energy researching the entire trip, as they have the two previous ones.



their sunset photos. Then it was off to the Sarasota mainland for a local cruise-in and dinner.

Sunday morning we had breakfast at First Watch. Some of the group had a long drive home and headed out for the interstate. The rest of us headed for the Sarasota Classic Car Museum, the second oldest continuously operating antique car museum in the country. Some hundred cars, motorcycles and horseless carriages are housed there, including two Ford concept cars, the 1975 Ghia Manx and the 1996 Ghia Vivace. There were cars that the Beatles had owned, too. Of course while we were checking out the vehicles in the museum, cars were circling the museum parking lot, taking in the free show of Cougars outside!

New Smyrna Balloon Fest - May 22

This will be the club's first experience at a hot air balloon festival. It takes place at the New Smyrna Airport and will have 25 hot air balloons in

attendance, airplane and tethered balloon rides, live classical and jazz music, skydiving, P51 and B25 fly-bys...and about a dozen Cougars!

Route 66 Tour - May 17 - June 11

For anyone interested in virtually riding along, SSCC member Barry Margolis and three friends are driving up to Chicago, out to Santa Monica and then back to Florida. Barry will be pounding those 7000+ miles on his 1968 Cougar convertible! To enjoy his daily blog entries, go to <http://cruise66.blogspot.com>.

This should conclude our larger club events until the weather cools off again here in Florida! The summers here are time for restorations and working on the Cats, not prowling the hot asphalt.



LONE STAR COUGAR CLUB
Kamran Waheed (#3679)
LSCC-Editor



Things are gearing up here in Dallas and looks to be a fun and great show season for the LSCC.

On April 24th four LSCC members ventured out to Bridgeport, TX for a show.



Although this was the first time for any of our members to attend this show, the Cats drew attention all day. Dwain Barker won the '70's class with his newly acquired '73 STD convert.



All who went enjoyed it and want to make it an annual event.

The 20th annual AER show in Carrollton, TX was scheduled for Saturday May 1st, but was cancelled due to rain and was rescheduled to the following Saturday. It was a great show!!



Our next big show is The Yellow Rose Classic-all Ford/Mercury show in Ft Worth, TX hosted by the North TX Mustang Club. Show dates are **August 7th & 8th**. We are planning on a 10 car display again this year. For more info about this show go to: www.ntmc.org

In May elections were held again, this time for VP and secretary as well as two board members. The voting was held by email and results were announced at our May club meeting. The results for the newly elected are: VP: Barry Rowe, Secretary: Chuck Harris, Board members: Ken Stovall (re-elected) and Richard Bartow. Congratulations to each of them, I know they will do a great job in their positions!!

Our annual pool party/cook out at Joe and Connie Valenti's (home of the Valenti Collection) is scheduled for **July 17th**. This is a family affair and it is always enjoyed by all. Dr. Joe is a wonderful and gracious host and he sure can cook those steaks!

For more information on the Lone Star Cougar Club, and other shows in the area please visit our website: www.lonestarrcougarclub.com

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



Original Owners

In the last issue of *At the Sign of the Cat*, we asked original owners of Cougars to write in about their cars. We received several responses, whose stories follow. Did you too drive off the lot in a brand new Cougar that you still own today? We'd still like to hear from you. If you are an original owner, send in a couple of pictures of your car and write a short story. The questions below can be used as a guide. Pictures can be mailed or emailed. Ideally, you have a vintage photo from when the car was relatively new, and something more recent.

1. Basic car data - year, model, engine.
2. Where did you buy your Cougar?
3. What other cars did you consider at the time?
4. What attracted you, back then, to the Cougar?
5. Did you buy any other Cougars later?
6. Did you special order it or was it a lot car?
7. Current mileage
8. How have you used the car over the years - at

what point did it change from driver to collector or is it still a driver?

9. Why have you kept the car all these years?

10. Any special memories (publishable, please) involving your Cougar?

Send your stories to Membership@cougarclub.org or by postal mail to Rob Merritt, 28 West 8th St., Duluth, MN 55806-2515.

1TOPCAT

BY: TERRY JACKSON (#8842)
BELLEVUE, IOWA

I bought my 70 Cougar XR7 in March of 70 From Anderson Weber Lincoln-Mercury in Dubuque, Iowa. I special ordered the car with a 428, 4 speed, 3.50 traction loc, right hand racing mirror, power steering and power disc brakes, AM with 8 track, black with white leather interior. The 8 track still works. I wanted power windows, AC, and factory Cougar wheels but I ran out of money. The car listed for \$4539.10. I bought it for \$4025.00.



According to the Marti Report, there were only 35 XR7's in 1970 with a 428, 4 speed. There is only ONE XR7 black with white interior in 1970: MINE.

When I graduated from high school in 1968, My friend Danny bought a 68 standard Cougar and I fell in love with Cougars after riding in his. Both Danny and I had always danced to a different tune. Around here, Mercury was merely a suggestion in this GM infested hell we called our home town. We were the only two Cat men in the area. This area has and will

always be a GM junkyard so you had to be brave or incredibly confident to own a Merc; especially one that really stood out.

Cat stayed and I adiosed her. Only the strong really do survive.

My Cat not only stood out, IT LEAPED OUT. Most of the Fords were ponies. They were simply CAT FOOD. They could run but they couldn't hide. Road Runners were put on the endangered species list. Chevelle's and GTO's bowed with respect. All the other muscle cars were just a cliché. No one even thought of a Cougar as a muscle car.



My most special memory is having something as unique as this. We have Gary's Graffiti Nights every Thursday from Memorial Day thru Labor day in East Dubuque Illinois. I finally brought it out of retirement and have become a semi-regular at the event. People who hadn't seen it for a while are surprised that I still own it. The car has now become a sleeper. Almost no one gives it a second look 'till I open the hood. Then they look at the Hurst T handle shifter. Then they start asking questions. Then I pull out the Marti Report and I come back from the dead. It's one of those things that really makes me come alive. I am so proud of this car. We also have a 69 Mach 1, 428 4 speed (my 2nd wife's baby and still cat food also) and a 57 Ford with a low riser dual quad 427 FE engine in it.



No one had anything, like THIS.

Currently it is in nearly excellent original condition and the car has 30,200 original miles. It still has the same paint and interior. I don't have the window sticker but I have the original bill of sale, the owner's manual, and all the warranty cards. I never drove it in the winter. I made my dad so mad because I kept my 63 Chevy and drove that in the winter. (I guess GM's were good for something after all.) He never lived long enough to appreciate where I was coming from with that Cougar. He couldn't appreciate how much I love that car. I put 23000 miles on it before I married my last wife. I decided to store it and refused to sell it. The



But this Cougar will always be my ...
1TOPCAT.

NOT JUST FOR THE STREET

BY: JIM STAGNER (#241)
FALMOUTH, VIRGINIA

I read the "call out" to original owners in the last newsletter and thought I'd share the story of my 1969 Eliminator with the R code 428 CobraJet engine. I bought it new at Sierra Lincoln Mercury, in Fullerton, California. I wasn't in the market for anything else, and didn't consider any of the competitors' models. The next year, however, I buy a one year old 1969 CJ428 Mustang Mach 1, but I only kept it one more year and sold it to my sister-in-law and bought a 1970 Cougar Eliminator.



I saw the Eliminator prototype write-up in Motor Trend. Then when the car was offered I called my Mom who was General Manager at the LM dealer in Fullerton and asked about that model. She said they had one in stock and that it was orange and did I want it. I said yes, and I flew down from the San Francisco Bay area (where I lived) and picked it up.

I didn't have to special order the CJ Eliminator since it had everything I wanted (except it didn't have traction lock gears--it had 3.50s and the new car dealer misunderstood that it was ordered without traction lock). To my surprise it was a loaded R code CJ car. The new car sales manager was not too thrilled as it was attracting the attention of potential buyers and I got it for dealers cost. It had the AM radio 8-track which was the hot deal in 1969. I had the dealer install traction lock, and the 427 mechanical advance dual point distributor installed too.

The car currently has 92,294 miles. I drove it from San Francisco to Boston to go to an FAA technical school in 1971, and back to San Francisco after a

few months. In 1970 I drove it to Oklahoma City to go to a school and hauled a U-haul trailer with me both ways (picked up a trophy at Irwindale raceway on the way out of California). On both trips I competed in NHRA Pure Stock at the drags and picked up trophies at Connecticut Raceway, Oklahoma City Raceway, and Frontier Race Way. I would have gotten one a Nashua NH, but my wife got sick before eliminations and we had to leave.

In 1998 it was driven from San Diego to Virginia where I have lived since 1989.

The car was our main family car from 1969-1972. I drove it back and forth to work all that time. I ran it at the drags from 1969-1972 (picked up over 40 trophies--only lost my class NHRA G

pure stock or AHRA Showroom Stock F/Automatic two times in four years).



My best time racing in G Pure Stock was 13.69 at 104 mph (strip record Fremont Drag Strip). In F showroom stock automatic, I ran 13.50 at 106 mph (strip record Fremont Drag Strip).

I've kept the car all these years simply because is a cool looking car. It has always ran well no matter how I treated it. You don't see one everyday. I sold the Mustang (a four speed car) since my Eliminator running street tires was 1/2 second quicker in the quarter with the C6 (and since my wife wanted a car she felt she could drive too).



block from the dealer-- since I was not dragging showroom stock anymore I had a set of Hooker Competition Plus headers installed as well as a Holley Electric Fuel Pump. In 1998 the Gear Vendor company in the San Diego area installed a gear vendors overdrive in the car. Now I can drive it on the highway

again (and it made the trip from San Diego to Virginia just fine).

I still love the car. However, I promised it to my son, the other Eliminator to my oldest daughter and the convertible to my youngest. They periodically remind me of that promise.

We bought other Cougars after the Eliminator. My wife mentioned to me in 1972 that our two family cars were both CJ cars (I had the Mustang by then too), and that we could use a little more comfortable better gas mileage car (especially with two young kids). So, my Mom said that they had just ended a two year lease on a 1970 M code Eliminator with air conditioning. Would I like that?

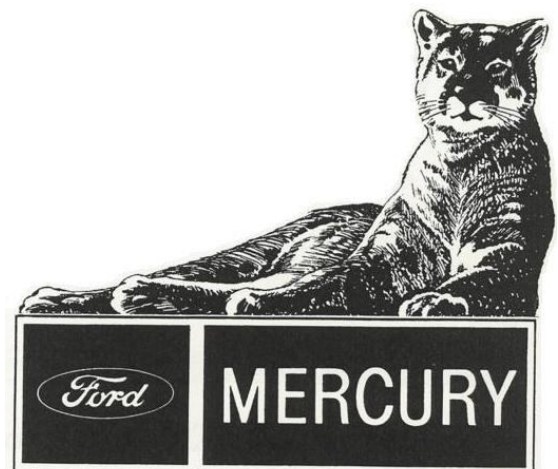
I said if they would paint it to match my 69 (Competition Orange) I would take it (it was Competition Gold). The lady that was their painter agreed to do it for just the cost of the paint (free labor). Boy was I spoiled having a Mom in the business. In



1994 I got a bonus to retire from the government and I bought a 1969 Q code CJ428 XR7 convertible for a retirement present to myself. I still have all three Cougars.

Special memories: winning lots of drag races. Not so special memory: getting clocked at 137 in 70 mph speed zone. The car would bury the tach at 6000 rpm in top gear.

The car looks stock, but isn't quite anymore. When I sold the Mustang I had the dealer swap the traction lock rear for the Detroit Locker in the Mustang and I changed to a 4.30 rear end (not taking road trips any more after that). The CJ engine blew on my way to work one morning in 1976 (No, I wasn't speeding). Got a new short



PLAINLY BEAUTIFUL JANE

BY: KEVIN & TERESA BRENNAN (#2419)
SPOKANE, WASHINGTON

Just a little note on our 'Plain Jane.' My wife ordered that car new in December of 1967, making it a one owner car. We have all the paper work including the price sticker. I kid her and ask her why she went so cheap and ordered a Standard with a 302, when she could have had the 427. She just says she was in nursing school studying to be an RN and didn't have a clue what she was ordering.



She just liked the looks of the Cougar over the Camaro, Firebird, GTO, Mustang and a few others she looked at. We had it restored about 6 years ago and it has done real well at most the shows we have put it in around here.

(Editor's Note: I've used the term "Plain Jane" in reference to standard models with minimal options. After seeing Kevin & Teresa's '68, I think we need to find another phrase.)

COUGARS IN MINIATURE

Bill Quay #1515
wquay@aol.com

As I mentioned in the last newsletter, this article is on the Aurora Racing Cougars. The two cars, on top in the picture, are of the AFX Aurora Cougars. These cars were to be used on the AFX track which differed from the traditional T-Jet cars and track. The pick ups were much wider than the T-Jet and the front wheels are pointing to the left. The car on the bottom right was my first Cougar slot car. I had this Cougar long before I bought my first (real) Cougar for the street. In the next newsletter, I will cover the larger 1/32 slot cars.



All of the toys shown in my Cougars In Miniature articles are from my personal collection.

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **September 15** to ensure inclusion in the next *ATSOTC*. Ads run twice unless renewed.

FOR SALE: Body and Collision Parts catalog sheets. 15 pages of parts identified 1969 Cougar \$12.00 USA. Checks only. PO Box 471147, Charlotte, NC 28247 panther@cougar-cats.com

WANTED: Cougar Convertible – any year in excellent to mint condition. Please contact Mark Russo at russomr@optonline.net or call 973.865.4371

FOR SALE: 1970 XR7 351-2v (changed to Edelbrock 4v) FMX, PS, PB Brandywine Candy, Crager SS, 82,000 miles. Have original parts. Asking \$15,000. Paul at 765/459-3094 (Kokomo IN).

FOR SALE: Parts: 1968 stroker 302: Eagle 347 rotating assy, ported & polished heads, roller rockers & stud girdles, Ultradine solid lifter cam, Edelbrock Victor Jr intake, Holley carb, MSD dist, ARP main & head studs, etc. \$4,800. 1967 GT 390 carb cast # C7OF-9510-A, list 3793, date 784, good core \$250.00; 390 short block \$450.00; N.O.S. 87-88 Cougar red headliner part number E7WY-6651916-ABD, \$150.00; 1972 351C 4V intake, \$100.00; 351W heads, cast #E7TE, date codes 4B16 & 4B18, \$100 for the pair Keith Litteken, St. Louis MO (314) 351-1789 or email kslitteken@aol.com

WANTED: Looking for Rocker mouldings, fender mouldings, and left headlight assy for 71 cougar convert. Reply to robertgood5@Yahoo.com

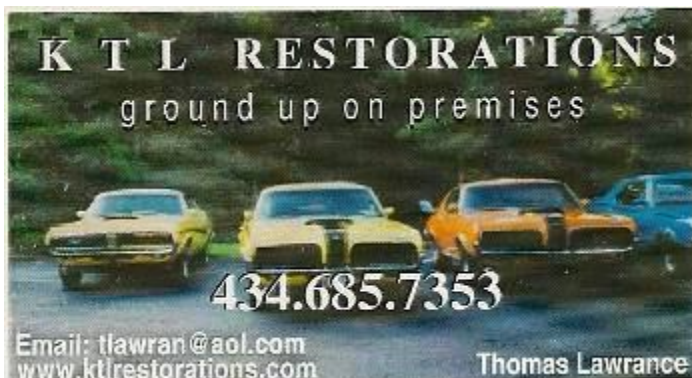
WANTED: About 70% complete on the restoration of a 1970 CJ Eliminator. Looking for dash pieces. Denny at 541/567-9550 or doctort@eoni.com.

WANTED: Prowling for parts for 1968 standard being restored. Need lots, including white, standard interior with console. Will consider a parts car with white interior. Kevin at 905/885-8903 (Port Hope, Ontario).

WANTED: 1969 Cougar XR-7 in "turn-key" condition. I plan to use as a daily driver - not a show car. Absolutely no rust ever. Contact: Don Bougher (503) 868-7500 or rainbow.farms@onlinenw.com

WANTED: Carburetors part # on air horn C8OF-AB & C8OF-AA; FE distributors Part # on housing C8OF-D, C8OF-F, C8OF-H. 1968 red dash pad. Keith Litteken, St. Louis, MO (314) 351-1789 or email kslitteken@aol.com

FOR SALE: Parts: Gas tank for 67-68 Cougar XR-7. Original equipment. Good condition. Asking \$100. Oil Pan and gasket set for 67-68 Cougar XR-7. Reproduction from Auto Krafters. Brand new. Asking \$85. Will negotiate shipping costs. Contact Bob (757) 412-0448 or gman72@cox.net



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Financial Director's Report

Greg Fritz CCOA #5269

finance@cougarclub.org

The financial reports published in the previous issue contained incorrect information. Corrected and combined reports are shown below. We regret the error.

Balance Sheet

	As of 9/30/2009	As of 12/31/2009	As of 03/31/2010
Assets			
US Bank	\$5,910.79	\$6,790.24	\$10,639.69
PayPal	\$1,058.14	\$1,789.61	\$2,800.13
Total Cash	\$6,968.93	\$8,579.85	\$13,439.82
Accounts Receivable	\$0.00	\$0.00	\$0.00
Total Current Assets	\$6,968.93	\$8,579.85	\$13,439.82
Inventory Assets	\$937.00	\$907.00	\$902.00
Fixed Assets	\$0.00	\$0.00	\$0.00
Office Furniture/Equipment	\$0.00	\$0.00	\$0.00
Total Fixed Assets	\$937.00	\$907.00	\$902.00
Other Non-Current Assets	\$0.00	\$0.00	\$0.00
Computer Software	\$0.00	\$0.00	\$0.00
Total Assets	\$7,905.93	\$9,486.85	\$14,341.82
Liabilities			
Current Liabilities	\$199.30	\$465.76	\$1,628.81
Long Term Liabilities	\$0.00	\$0.00	\$0.00
Total Liabilities	\$199.30	\$465.76	\$1,628.81
Equity	\$8,124.92	\$7,706.63	\$9,021.09
Current Earnings	-\$418.29	\$1,314.46	\$3,691.92
Total Owners Equity	\$7,706.63	\$9,021.09	\$12,713.01
Total Liabilities & Equity	\$7,905.93	\$9,486.85	\$14,341.82

Income Statement

	As of 9/30/2009	As of 12/31/2009	As of 03/31/2010
Revenue			
Dues - Checks	\$420.00	\$1,324.00	\$4,430.00
Advertising	\$0.00	\$0.00	\$0.00
Calendars	\$0.00	\$0.00	\$0.00
Merchandise	\$0.00	\$30.00	\$0.00
Donations	\$0.00	\$0.00	\$0.00
PayPal - Dues	\$145.00	\$695.00	\$1,030.00
PayPal - Merchandise	\$0.00	\$70.00	\$28.00
Total Revenue	\$565.00	\$2,119.00	\$5,488.00
Expenses			
Postage	\$22.47	\$87.25	\$371.42
Office Supplies	\$0.00	\$0.00	\$103.94
Advertising Refunds	\$0.00	\$0.00	\$0.00
Bank Fees	\$0.00	\$0.00	\$28.00
Checkprint Charges	\$0.00	\$0.00	\$0.00
Foreign Currency Fee	\$0.00	\$0.00	\$3.64
Newsletter	\$702.88	\$623.76	\$1,211.65
Web Site Fee	\$119.40	\$0.00	\$24.95
PayPal Fees	\$8.54	\$33.53	\$47.48
Legal Fees	\$130.00	\$0.00	\$0.00
Merchandise Cost	\$0.00	\$60.00	\$5.00
Total Expenses	\$983.29	\$804.54	\$1,796.08
Net Income	-\$418.29	\$1,314.46	\$3,691.92



eBay Cats a sampling of recent auctions

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



1968 STD
VIN: 8F91CXXXX
Miles: 96,400
Condition: 2
Reserve met: yes
Final bid: \$13,500.00
Total # of Bids: 3
Options:
Comments: This Cat has a 289 with a 3spd, rebuilt motor with just over 4,000 miles on it with small cam, runs strong. Very Nice Paint, Polished Americans with Knockoffs and aftermarket Hood Scoop. Vacuum Headlights Work, very Clean under the Hood and Trunk. This Cat is driven daily weather permitting!



1969 XR-7 coupe
VIN: 9F93RXXXXX
Miles: 69,256
Condition: 1
Reserve met: no
Final bid: \$42,000.00
Total # of Bids: 1
Options: 428CJ Ram Air, 4spd
Comments: # matching Cat. Sympathetic restoration focused on preserving as much of the originality as possible. Engine, drivetrain and suspension restored to OEM specifications. Paint is 50% original, with restored areas blended. Interior is a time capsule. All original documents, including warranty tickets and dealer order sheet.



1970 STD convertible
VIN: 0F92HXXXX
Miles: 91,238 orig
Condition: 2
Reserve met: no
Final bid: \$12,100.00
Total # of Bids: 28
Comments: Repainted orig color. Pampered by orig owner for 39 years. Rust free orig floors, trunk and engine compartment. Show chrome bumpers, new door seals and hinges, new tires, brakes and dual exhaust. Body is very straight and rust free. Interior with console is in pristine condition. This Cat is very reliable and is in excellent driving condition.



1973 XR-7 convert
VIN: 3F94HXXXX
Miles: 87,491 orig
Condition: 3
Reserve: no
Starting bid: \$4,995.00
Total # of Bids: 0
Options: Power windows
Comments: Cat found in barn needs some TLC. Body is straight and rust free. Runs and drives. New front disc brakes and rotors. Passenger door glass does not go up and down. Missing door pull straps. Top works. All around nice solid and complete car.



1978 XR7
VIN: 8H93HXXXX
Miles: 43,000 orig
Condition: 2
Reserve Met: no
Starting bid: \$3,550.00
Total # of Bids: 20
Options: Cruise control, power steering, power brakes, am/fm cassette

Comments: All orig/one owner car runs like new! Garaged since new, been in dry storage for 15yrs. The body is rust free and has one repaint. New tires, gas tank, brakes and exhaust. The orig carb was rebuilt.



1988 LS
VIN: 1MEBM60XXXX
Miles: 32,000 orig
Condition: 1
\$6,499.00/"make offer"
Reserve met: no
Total # of Bids: 0
Options: Bostonian Edition pkg, power seat, moon roof, windows and mirrors, cruise control
Comments: Pristine mint condition, garage kept all its life. Never seen rain or snow. Oil changed oil every 2k miles. No tears or rips, everything on the car is original except the tires. Everything in great working condition.

Events

Send your Event flyers and announcements to assistanteditor@cougarclub.org.

COLUMBUS, OHIO

The Cougar show within a show as part of the 28th annual Arthritis

Auto Show is scheduled for July 9th and 10th, 2010 at the Metro Center in Dublin OH – same location for the last 27 years. Dublin is a suburb of Columbus located at the NW corner of the I-270 outer belt. For registration just go to www.arthritisautoshow.com click on registration for the PDF that has all the info. The Cougar class is "class #40."



It's a two day affair with Friday night "cruise in" and Saturday (all day) the Cougar show along with about 1200 plus other classic cars--new this year are vintage motorcycles. Registration for Saturday is \$25. Local motel rooms go quickly so make your reservations soon!

Special this year for those Mercury Cougar participants is we've been re-located right next to the host hotel, the Crown Plaza, a mere feet away from the A/C and the bar!

And Friday night we have a new entertainment for the auto show, a Jimmy Buffet tribute concert called "Parrot of the Caribbean."

For more info, contact Ben Brace at 614-795-6627 or BenBrace@BenBrace.com

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Food and beverages will be sold at the show.

For more information, call Mike Zabiansky (860) 875-7537 or Rich Clark (860) 649-8520



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Sunday July 25th

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So don't hesitate—print and mail the registration form below to us today along with your yearly dues of **\$20** for members who receive the newsletter by email. For members who want the newsletter by mail, the dues are **\$30 for U.S. address** or **\$35 for non-U.S. address** (payable in certified U.S. funds only) Become a member of the club that is *exclusively* dedicated to the preservation of the Mercury Cougar. You'll be glad you did!

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City: _____ State/Province: _____ ZIP: _____

Country: _____ Phone: _____

E-mail: (please include even if choosing mail membership) _____

New Member _____ Renewal _____

E-member (\$20) _____ U.S. mail member (\$30) _____ Non-U.S. mail (\$35) _____

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

Yes _____ No _____

Tell us about your Cougar(s): _____

*Please fill out this form and mail it with payment
(Make checks payable to CCOA)*

Rob Merritt
Membership Director
28 West 8th Street
Duluth, MN 55806-2515



Cougar Club of America
28 West 8th Street
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