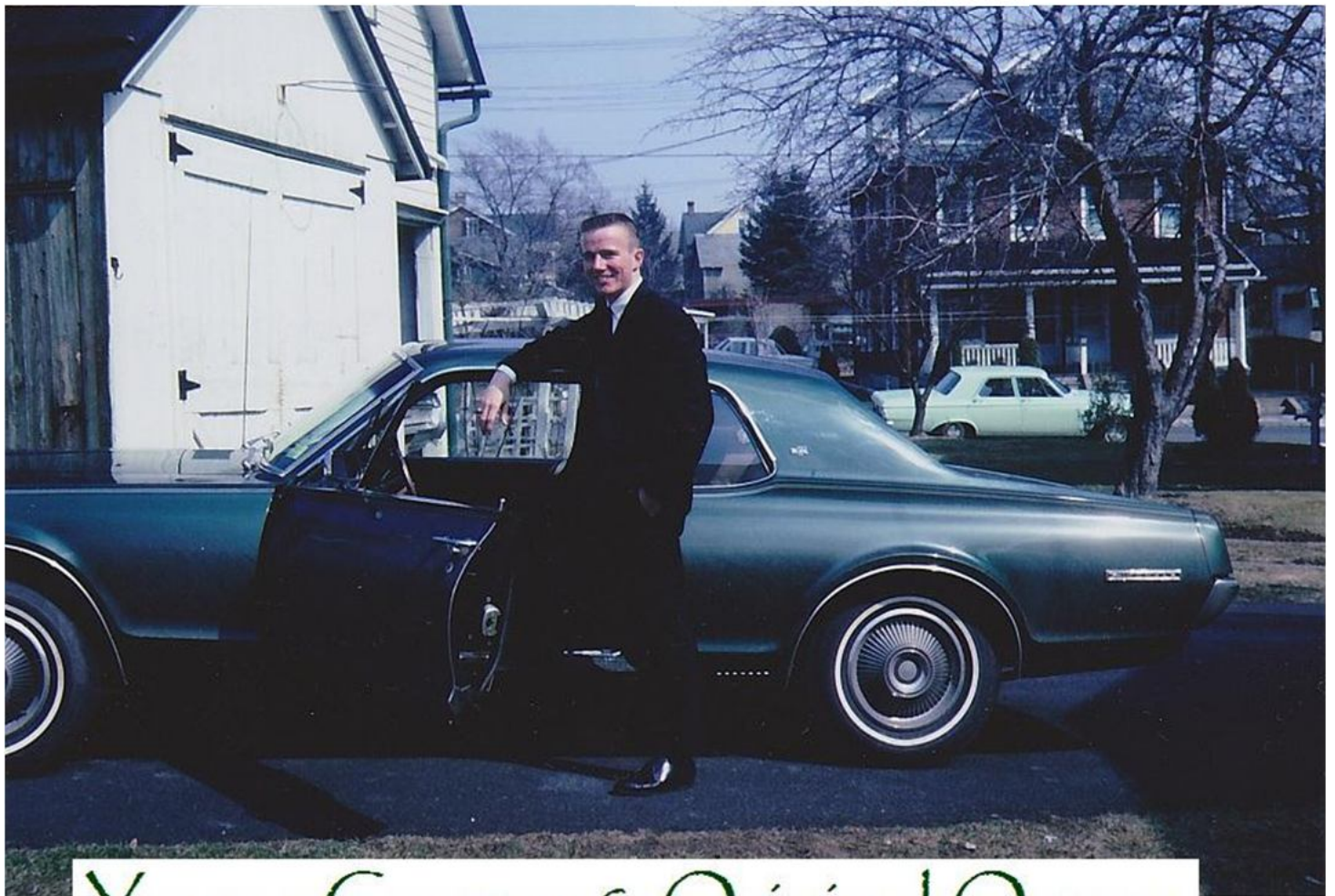


AT THE SIGN OF THE CAT

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



Young Cougar & Original Owner
The Cougar Club is Getting Old

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AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA

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ATSOTC welcomes publishable 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 Mar/Apr. Please send your submissions no later than **March 15**.

Membership -- 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 join, point your internet browser to:

<http://www.cougarclub.org/about/membership.aspx> or contact the Membership Services Director listed in 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. Your mileage may vary.

DECEMBER 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

Thanks to all who contributed material for this issue. The next issue is planned for Mar/April.

Cougars have been in the news a couple of times recently. The *Wall Street Journal* featured 54-year old postal worker, and James Bond car collector, Doug Redenius. His Ian Fleming Foundation was reported to have the largest collection of cars used in Bond movies, including a 1969 Mercury Cougar XR-7 used by 007 George Lazenby to drive through the Swiss Alps in *On Her Majesty's Secret Service*.



In other news, a Cat strayed onto President George W. Bush's yard in December. The former president and First Lady Laura Bush were home at the time, but according to a spokesman, they were unharmed. A man lost control of a 1973 Mercury Cougar when his accelerator pedal got stuck and he ended up on Bush's lawn. Some flowerbeds and turf were damaged. The Cougar sustained severe damage to the driver's side front and fender.



Thankfully, this event appears from news reports to have been accidental and no one was hurt.

A Word from the ASSISTANT EDITOR

Kamran Waheed (#3679)

assistanteditor@cougarclub.org

HAPPY NEW YEAR!!! I hope each of you enjoyed the holidays and will have a great 2011!! There are many great shows scheduled for 2011 including the CCOA Nationals in PA in July. The CCNJPA will be hosting the 2011 Cougar Nationals in Bridgewater, NJ on July 15th-17th. This should be a great show for all to enjoy. I encourage all of you to get out to the show and bring your Cat(s), it will be a great time to meet up with old friends and meet new ones. A registration form can be found further in this issue. Fill it out and send it in as soon as you can and make your summer plans now!!

I hope all of you are able to attend as many shows as you can throughout the year. These shows are for you to enjoy with family and friends and of course your Cougar(s)!!!!!!

May each of you have a safe and wonderful 2011!!!!!! Until next time, keep those Cougars safe and running strong.



International Manager's Report

By: Tim Glover #8224

international@cougarclub.org

International members please use me! I've been in this post for, I think, two or three years now and would like to offer my services to overseas members once again. So far I've had one person ask me if a '71 Mustang petrol tank would fit his car. I hope I gave him good advice, but he didn't get back. I've had three emails from people

hoping to get in touch with Barrie Dixon, the previous international person, all round good guy and current M60 Cougars leader, and passed on his contact details to them. Aside from these genuine enquiries, I've had numerous kind offers of marriage from young Russian women who, it seems, cook really well and who don't mind my already being married. Possibly 'International Manager' makes me sound more mature and affluent than I am. I'm actually not rich at all and often extremely immature. I've refused these. The same goes for the budget and bogus Viagra bulk purchase deals!

I can, however, suggest reasonably priced used parts sources for your car, tell you how to fit the headlining correctly so you don't get wrinkles and I know what inexpensive and freely available European parts will fit your car. A Morris Minor fuel gauge float fits perfectly on most cougars and a VW van handbrake handle works very well too! See?

I'm here to help, Tim Glover.

MEMBERSHIP REPORT

Rob Merritt (#8323)

Membership@cougarclub.org

Greetings fellow Cougar enthusiasts!

New member Chris Course became CCOA #9000 in December 2010. Chris is from South Oxtendon, Essex UK. He sent in this picture of his new 1968, explaining that the car has resided in the United Kingdom since 2005 when it made the voyage from California.



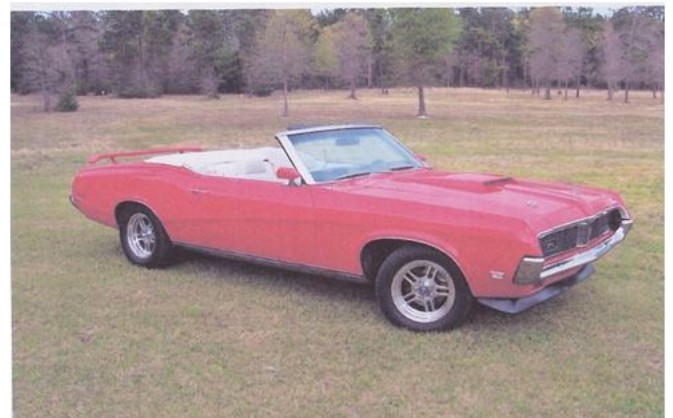
Chris also sent in a wintry snapshot.



They got snow in England?! The picture makes me wonder, where does your Cat hibernate? Send in a picture of your sleeping kitty. I procrastinated until snow fell on Duluth and didn't get my aqua '69 XR7 Convertible to its usual spot. It's spending this winter in the cold, but at least it's close to home.



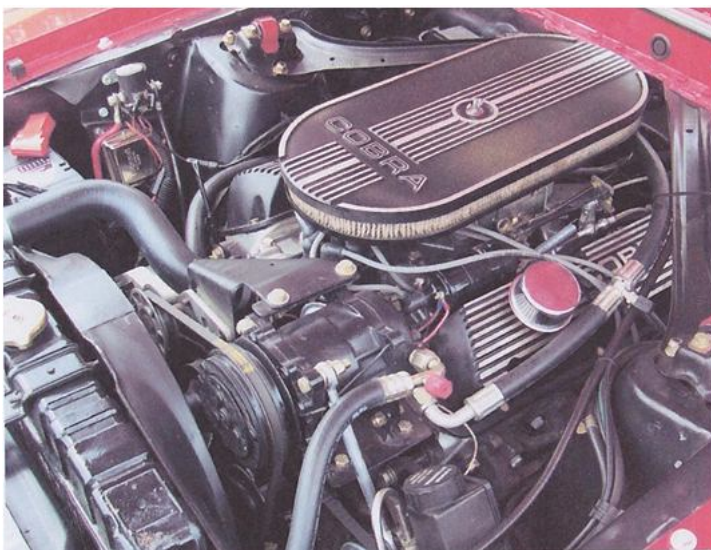
Roger Werchan (#8433) of Montgomery Texas probably isn't thinking about snow as much as I am. His '69 XR7 Convertible resto-mod is looking ready to prowl.



Check out the stitching on this interior.



The fuel-injected engine and automatic overdrive transmission make this Cat purr as nicely as it looks.



RENEWAL INFO:

We're back to the regular, annual renewal schedule, but I haven't sent out renewal notices yet. Don't panic! I will send out post card reminders soon.

Online renewal using PayPal is available at: <http://www.cougarclub.org/about/membership.aspx>. Or use the form printed in this newsletter from time to time.

Annual membership costs 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.

COMPLIMENTARY NOTICE OF THE ELECTRONIC NEWSLETTER.

Members have asked if they can still get the email version if they subscribe to the printed version of the newsletter. Despite great inconvenience to billions of electrons, you can receive the e-version of the newsletter by sending an email (using your preferred address) to membership@cougarclub.org. Put "ATSOTC E-version" in the subject line. I'll add you to the list and you'll still get the printed version later.

NEW MEMBERS

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

CHRIS COURSE	ESSEX UK
ROGER LANGLIE	OWATONNA MN
TODD SCHAFER	RALEIGH NC
JEFFREY KRIN	FORDS NJ
MARK SILVESTRI	DUANESBURG NY
JAMES PUCKEY	WASHINGTON PA
LARRY MADDOX	COLUMBIA SC
CHARLIE BARNES	ARLINGTON 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!

The Cougar Club is getting OLD!

The Cougar Club turned 30 in 2010. Just think about everything that's happened over the last 30 years! Here's a copy of Tom Jacobellis' letter founding the Club. The following pages reproduce the first edition of this newsletter. Just goes to show that good things last, and some things never change.

March 19, 1980
Tom Jacobellis
1526 Ericson Place
Bronx, New York 10461

COUGAR CLUB OF AMERICA

1967 - 1973

Dear Friend:

Right now, we are in the beginning stages of organizing the COUGAR CLUB OF AMERICA. The main reason this club is formed was to fill the void that exists for ALL COUGAR OWNERS throughout the world. As you already know, parts are very hard to find, especially at reasonable prices. Also, there are no parts being reproduced at this time for Cougars because there are no organizations around that can show there are many COUGAR OWNERS out there, and that they need and want parts just as much as the Mustang owners. The Classic Chevy Club, 55 - 57 Chevys, has proved many times that there is strength in numbers, as they have been able to have many parts reproduced because they have the membership to show the need and profit in it for the companies involved. Right now, we just intend to help one another out with locating needed parts at reasonable prices (WE HOPE). Maybe somewhere in the future, our organization will be big enough to reproduce the parts needed by the membership.

Plans are being made for a club windshield decal and jacket patch. When they are available, you will be notified.

As far as a club newsletter, we need someone who is good at tech articles, someone who might have an "in" with mercury, who can get needed information for articles, and anyone who wishes to contribute any little columns or stories about themselves or their cars. PLEASE CONTRIBUTE! WITHOUT YOU, THERE WILL NOT BE A VERY INTERESTING NEWSLETTER! Also, WANT-ADS and CARS FOR SALE SECTION WILL BE INCLUDED. HOPE TO HAVE A QUARTERLY NEWSLETTER If there is ENOUGH INTEREST; POSSIBLY MONTHLY.

Right now, we are not going to ask you for any money, as we are not giving you anything in return. All we ask is that you fill out the ENCLOSED FORM..... If you have more than one car, please xerox the form and mail it back. TELL YOUR FELLOW COUGAR OWNERS ABOUT US.... THE BIGGER AND FASTER WE GROW, THE SONNER WE WILL BE ABLE TO HELP ONE ANOTHER OUT!

Sincerely,

Tom Jacobellis

JUNE 1980

"AT THE SIGN OF THE CAT"

A PUBLICATION OF THE COUGAR CLUB OF AMERICA

At this time I wish to thank all of you who showed support in this undertaking, and to those of you who sent in articles for this newsletter.

I, like many others, was always looking for a Cougar Club to join but there weren't any to be found. I decided to start the club while out sick from work for 6 months with back trouble. I am presently back to work and hope to be able to dedicate enough time to the Club Newsletter.

Several members have volunteered their expertise for answering any technical questions that you may have. Just send in your questions to me I will forward them and the Q & Answers will be printed in the following newsletter.

A little background on myself. I am 30 years old and presently employed as a N.Y.C. Police Officer. I am married and have no children at this time. The following is a list of cars that I own at this time:
1969 XR-7 Hardtop 428CJ-RAM AIR & 4 speed 29,000 original miles.
1970 XR-7 Convertible 351C-FMX restoration almost complete on 63,000 original miles-one female owner car-fully equipped.
1970 XR-7 Convertible-needs total restoration-fully equipped.
1970 XR-7 Hardtop 351C-4spd. parts car
1966 Falcon-Sport Coupe 64,000 original miles-every day car.
I am looking to buy a 1969 Boss 429 COUGAR.

Saw ad in Car Craft Magazine by RACING UNLIMITED INC. 2607 Hennepin Ave. S, Mpls., MN. 55408 they listed front and rear spoilers for '67-'69 Cougars made by MAS Engineering-price about \$35.00 ea. Unknown if they look like the factory spoilers.

I've read many articles on water injection to improve mileage and get rid of pinging on today's gas. I plan on installing one unit on my '70 Convertible. Will do a follow up report on the installation and the results of same in the future. If anyone wants further information write to SPEARCO, 10936 So. La Cienega Blvd. Inglewood, CA. 90304

In April, 1979 I wrote a letter to Mr. Ray Miller, author of "Mustang Does It", asking if there were any books about Cougars in the future. He wrote back stating that there was a "SIXTY 'SIXTIES FORDS" book on the way with special emphasis on the muscle cars which included the Cougar Eliminators. He also stated that the Cougars were slated for inclusion in a forthcoming book on MERCURY-LINCOLNS. As of this date I have not seen either if these books on the market yet. When I do I will let you know.

The name of the newsletter is tentatively "AT THE SIGN OF THE CAT" the slogan of all Mercury Cougar ads. If you wish to keep this title or if you have any better suggestions don't hesitate to send them in. Let me know what you think.

Anyone wishing to have a regular column in the newsletter let me know.

The Club decals and patches are in the planning stages right now. Anyone that can help out in this area please let me know.

There will be regular wanted and for sale section so send in your ads.

LAST FORD PRODUCED CONVERTIBLE OFF THE ASSEMBLY LINE WAS A 1973 COUGAR IN 1973.

Does anyone correspond with Cougar owners in Europe or Canada?

Does anyone have spare ELIMINATOR stripe kits for the '69-'70 Cougars so we can have them duplicated? Does anyone have a spare engine hood stripe kit for the '69 Cougars equipped with the 428CJ engine?

Possibly the lowest mileage original owner Cougar in existence is owned by George Evelyn—he has a '69 XR-7 convert. with 1,450 miles on it. THE CAR IS NOT FOR SALE.

Does anyone know how many 428CJ Cougars were made? There were supposedly two 1969 Boss 429 Cougars made. Does anyone know their whereabouts?

TECHNICAL CORNER: This month's column was answered by Richard Martin in response to questions asked by Mark Strand.

Q: How do I install stereo speakers in the kick panels of '68 Cougars?

A: Cars in 1968 equipped with 8 Tracks and stereos had pre-cut panels behind the plastic kick panels. They used two 5½ inch speakers, to keep the moisture out of the speakers plastic cones were inserted into the holes and the speakers sat in them. As of last year these items were still orderable at your local dealer. Models not equipped with the radios did not have the holes cut and would mean a lot of work to try and cut out. It would be easier to mount two 6x9 speakers in the rear package tray.

Q: My '68 390 GT is getting terrible mileage and has only 9lbs of vacuum.

A: A 390 4bbl pulling only 9lbs of vacuum could have many problems one of them being age and mileage, improper seal of the intake manifold, the vacuum tank behind the left and right headlights may have developed a leak, do the "eyeballs" open slowly or not together? Or a vacuum line with a hole in it.

CLASSIFIED: FOR SALE:

Parting out 1967 Cougar write: Dan Parson #12, RD2-Box 263, Tyrone, Pa. 16686

Thin line whitewall tires E70 and F70, write Ned Flynn, RD 1, Box CC, 31, Henryville, Pa. 18332

'69-'70 parts Xr-7 and plain, write me. Tom Jacobellis

WANTED:

'68, -427 E Cougar; Richard Martiñ 4386 So. Escondido #21, Las Vegas Nev. 89109

1969 BOSS 429 Cougar; write: Tom Jacobellis

Front spoiler for '70 Eliminator, 428 radiator stick, woodgrain steering wheel, write: William Kaminsky 273½ East Sixth, Beaumont, CA. 92223

Needed right rear ¼ panel w/wheelhouse for '68 Cougar write: Bob Bachman, 1091 SW Guava, Ave. Palm Bay, Florida 32905

Needed tilt steering columns for '68 and '70 Cougars, write: Harold Sullivan, 522-66th Ave. NE, Fridley, MN. 55432

Needed: '67 black steering wheel, '67 XR-7 white left door armrest, '69-'70 blue door assist strap, '69-'70 white door speaker grilles, tilt steering column for 1970 Cougar, F70x14 Goodyear Polyglass raised white letter tires write: Kevin Marti, 3507 W Krall St., Phoenix, Ariz. 85019

Needed: '70 trunk moulding and front spoiler for Eliminator write: Nat Mellinger, 318 Archer St, Ephrata, Pa. 17522

Needed: '67-'68 8/track tape player, clocks, hubcaps, in dash A/C controls plus panels for dash write: Keith Laumer PO Box 972, Brooksville, FL 33512

Needed: for '69-'70 Cougar, rear package tray, '69 tilt-swing away steer column, Ram Air air cleaner-top parts, 428CJ finned alum valve covers, Ram-Air air cleaner sealer, AM/FM stereo and black door speaker covers, write: Tom Jacobellis 1526 Ericson Place, Bronx, New York 10461

I guess that will be all for this time. Send in some articles. Next time will print some statistics also percentage of options ordered for each year.

Reprint of the 1st Edition of At the Sign of the Cat.
Ads are 30 years old, looks like postal mail was the preferred contact method.

Regional Reports



AUSTRALIA CALLING

By: PAUL KEATING (#8935)

Just finished the latest edition of *ATSOTC*. Great read and good to see what everyone is up to in the Cougar world.

Anyway reading the latest publication has triggered me into action about something I have been thinking about for a long time (well at least since I bought the Cougar anyway). In Australia we seem to suffer from a bit of a lack of focus on the Cougar even though there does seem to be quite a lot of them on our fair shores. What does not seem unusual (as is the case elsewhere no doubt) we seem to exist deeply in the shadow of our Mustang brethren. Now that isn't a bad thing but most of the Mustang clubs are very parochial about membership.

So I figure it is time for the Cougar to come out of the shadows in Australia and we start to operate an Australian chapter that is focused on the Cougar. I also think given there is specialist sourcing needs in certain areas it is a good idea to band together to help each other out.

This is my modest "call to arms" to see if we can generate interest in an Australian Cougar Club. I also plan to run a few ads in the local specialty press to see if I can get some response. If you are aware of any previous attempts at this or have any contacts of such like-minded souls please let me know in due course.

Best regards for the New Year.
Paul Keating
15 LINDSAY ST
HAWTHORNE QLD 4171
pkeating@netspace.net.au
61293322131

COLUMBUS OHIO

By: BEN BRACE (#2796)



The 28th Arthritis Auto Show was a great success.

The 29th version will be held on July 8 & 9, 2011.

More information can be seen (and heard) at www.arthritisautoshow.com.

The location is still at the Dublin Metro Center, 555 Metro Place N., Dublin, Ohio. Dublin is a northwest suburb of Columbus, Ohio. The Metro Center is inside Columbus's I-270 outer belt. The Metro Center has 5 motel/hotels within the office park Center and rooms go fast during the car show weekend.

In 2011 we will have our own Cougar class once again. For winners from 2010 check the web site!

Ben Brace
614-795-6627

LONE STAR COUGAR CLUB

Kamran Waheed (#3679)
LSCC-Editor



The LSSC members had a great and busy time in 2010 and look forward to a great new year in 2011. We wrapped up 2010 with our annual Christmas party at Gene Mullenberg's, thank you Gene and Pam for hosting the party. We also made donations (through the USO) to our troops in Afghanistan and to a disabled 19 year veteran here in Texas. Thank you and God Bless our troops. To share the joy of the Christmas Season we adopted a single Mom with 2 junior high girls to show them the real meaning of Christmas; giving. For more information on the Lone Star Cougar Club and shows in the area please visit our website: www.lonestarrcougarclub.com

Happy New Year to each of you!! Until next time, enjoy your Cats as much as you can.



FORDNUTZ COUGAR CLUB B.C. Canada

BY: HEATHER WHITAKER
(#7477)

YEAR IN REVIEW

I trust that 2010 was filled with adventure and good times for all of you, starting with the anticipation of the Winter Olympics right through to anticipation of the year-end holiday season.

In January 2009 we had so much snow in the Vancouver area that we thought we'd never see sunshine again, but in 2010 the fluffy white stuff was nowhere to be seen just when it was needed most. In order for the Olympic athletes to demonstrate their skills, snow had to be trucked in from the BC Interior and elsewhere but in **February** Fordnutz' own athletes weren't concerned with such trifles as weather. On the 20th they stepped through the doors of Scottsdale Lanes for the third, almost annual **five-pin fun bowl**. The competition was fierce and the cheering rivaled that at the Olympic venues (minus the cow bells) but despite bowling blindfolded and with miscellaneous other handicaps there were no losers in our games. Everyone went home with a prize for their efforts.

Heading into spring, a small group met at Tucker's Tin Farm on **March** 28th where the Tuckers took us through their eclectic collection of cars and automotive memorabilia. Earl announced that he was selling off his collection so we were allowed to make offers on anything that caught our eyes – BONUS! Some of the classic cars had already been sold but there were other more affordable treasures which would find new homes that day. Old Ford bumpers were purchased as towel racks, antique service station clocks went to new shops but one member scored huge, coming away with an antique fireplace mantle which he plans to install in his Abbotsford home.

The weather on **April** 11th couldn't have been more perfect for a cruise up the BC coast to Britannia, site of the BC Museum of Mining. Other drivers on the Sea to Sky Highway were treated to the sight of several classic Cougars and a Thunderbird negotiating the curves to our destination. Once there, our group was taken on a 1 ½ hour tour through the mine and surrounding buildings and got a very interesting history lesson into the bargain.

By **May** the event list was getting longer beginning with a road trip to Port Angeles for Mustangs and Cougars at the Waterfront. What began as a beautiful sunny day ended in a torrential

downpour...BUT nearly every Fordnut car came away with a trophy (made by the local high school auto shop). Locally, the ever popular Poppy High School show was rained out but on Mothers' Day there was brilliant sunshine and record turnout for Tom the Tire Guy's annual event. By month-end a few members hit the Coastal Swap Meet and on the 30th ten of us toured Concept Muscle Cars in Langley. This is a unique business that has a show room out front filled to capacity with newly restored classic cars and a work shop in the back where vehicles are stripped down, massaged to perfection then repainted to dazzle their owners.

June began well for one Fordnut who took the Best Unrestored award for his 78 Lincoln Towncar at Burnaby's Hats Off Days then on the 13th a group of us toured Jan's Precision Auto Body where the owner gave us a guided tour. Like Concept, Jan's works hard to keep the business as "green" as possible and advised us of the changing government regulations regarding water-borne paint and other less toxic substances used in the repair/restoration business. On the 18th a few of us from the West Coast embarked on another road trip, this time to Coeur d'Alene, Idaho site of the city's annual two-day event called "Car d'Lane". Over 900 vehicles of virtually every description made the trek from far and wide just to be part of the Friday night cruise but there were only seven Cougars (three from our club). Saturday's show began bright and early and our Cougars garnered quite a lot of attention as we rumbled down Sherman Street to park and preen in preparation for the scrutiny of several thousand visitors. While I was getting sunburned in Idaho on Fathers' Day, other Fordnutz members attended Mission's Old Car Sunday in the Park under cloudy skies. Our club had three of the only six Cougars on the field of over a thousand vehicles then at the end of the month it was another road trip to Penticton, BC for the Peach City Beach Cruise. The weekend was absolutely packed with activities for the drivers of over 800 cars and is highly recommended as a Fordnutz destination in future.



Kim's Canada Day Cruise on **July** 1st is one of the most popular events on the Fordnutz calendar having 34 participants this year. In contrast soon after, we had only one Fordnut at this year's

Royal City S&S who took first place in Best Unrestored (the 78 Lincoln). He was in good company, however, at the Galaxie show on the 18th when three of us drove our Cougars and two others drove their T-birds. There was a decent Canadian contingent at the Cascade Cougar Club Prowl on the 25th with four of us traveling south for the event where we joined six Washington members. Incidentally, all but one of us picked up trophies.

Heading into the dog days of summer, participants in Totem T-birds' **August** 1st cruise-in were relegated to the asphalt at Deas Park due to the extreme fire hazard (usually we park on the grass). Of the four Fordnutz, Scott Ferguson was the sole winner with his 68 XR7-G but we fared a little better the following day in the Shelby club's show at Hallmark Ford in Surrey where four of our eight members cashed in.

By the time Claw In weekend arrived on the 13th, the month-long sunshine came to an end. The outdoor activities for the Saturday barbecue got rained out and everyone huddled inside Scott's and my shop but it made for a cozy retreat. Everyone seemed to enjoy the gathering and although there wasn't the promised collection of cats on the lawn, we could mingle amid the few in the shop while we sipped cold drinks and enjoyed some good burgers (cooked to perfection, by the way, by our drenched chef du jour). We all hoped the weather would break for Sunday's show but it was not to be. Convertibles sat under trees at the Township 7 Winery with tops up and windows shut tight while their owners huddled under the one lonely tent hoping the day would end sooner rather than later. The few awards were presented in the early afternoon then everyone raced to their cars and headed for home. Not exactly the way the weekend was planned, but what can one do?

The following weekend we were off on another road trip, this time to Salem, Oregon and the home of West Coast Classic Cougar where Don and Renee Rush were hosting a Cougar get together. After a good sleep at our hotel, we climbed into the G and headed off to WCCC as the temperature climbed over 100F and the Cougars began rolling onto the property. The ladies chatted in the shade while the fellas were off on a shopping frenzy in the Cougar parts warehouse. Despite the heat it was a terrific day spent with a whole group of Cougar guys exchanging information and trivia on our favourite Dearborn classics. Back on the Canadian side of the border the following week it was back to cold and drizzle as we drove to Langley for GVMA's Thunder in the Valley. Nine Fordnutz members braved the rain and manure (not from our Mustang hosts but from the show horses that shared our venue) and four took home hardware for their efforts.

As **September** neared, Scott and I headed out of town again. This time we decided to combine a summer vacation with our travel to the International Mustang Show in Red Deer, Alberta. Wearing my "club historian" hat, I was on a mission over the next two weeks to find as many Fordnutz members as we could along our route and what better place to start than Kamloops.



Many of you know Robert Nowland, or at least his purple Rocky Mountain Special Cougar, and he just happens to live in Kamloops. Robert offered to put us up for a couple of days and was a great help finding other members who lived in the area. With Robert at the wheel of his Cougar we toured Kamloops and were successful in hooking up with a couple of members before we headed out on the next leg of our journey. Once in Alberta we had similar success visiting with the Bousquets in St. Albert who put us onto a local car show, graciously fed us and imparted valuable information about members in their area. Heading south we made a stop at Wetaskiwin, the home of the fascinating Reynolds transportation museum where we spent a few short hours before moving on to our show destination: Red Deer. This was a multi-day show with lots of activities in and around the area which afforded us the opportunity to catch up with other members from around the province. There were over 500 cars and the class for Scott's G had 40 entries but he managed to take first place – quite a coup! We bid farewell to Red Deer and traveled on to Calgary where we met up with member Craig Smith, stayed long enough to sponge dinner and a bed before turning west and crossing through the Rockies toward Vancouver. We weren't home for long before four of us headed out of town again, this time to Yakima, Washington. The weather was not the best but the cat classes were filled, reinforcing the fact that Cougars don't mind the odd "swim", besides all four Fordnutz cats won awards despite having wet "coats".

Home again it was time to revert to my "events director" hat and set up our **October** event, a visit to the S.P.A.R.C. Radio Museum. It was a small group that took in this activity but maybe that was a good thing. The museum is housed in a small building literally packed to the rafters with antique radios, TVs and communication equipment of all kinds - a fascinating place to visit.

Closing out the year, nineteen of us got together at Choo Choo's Restaurant in Langley for the Fordnutz annual Christmas dinner in **December**. The atmosphere was warm and friendly, perfect for a visit with old friends over a great meal and a good way to set the mood for the upcoming holiday season.

There you have the year that was Fordnutz 2010 and let's get geared up for another exciting year!



Original Owners

In the last few issues of *At the Sign of the Cat*, we asked original owners of Cougars to write in about their cars. We got another one for this issue and an update on the Restomod Eliminator featured last time.

Don Rush at **West Coast Classic Cougars** (www.cougarpartscatalog.com) wants to help preserve these Original Owner stories too. He is offering a life-time 10% discount for Original Owners who send in their stories. Check out WCCC's website for an example: <http://www.cougarpartscatalog.com/19elhaun.html> . If you would like me to send the article you do (or previously did) for the CCOA newsletter, let me know and I'll send it with your contact information so Don can set you up for the discount. Or contact Don Rush directly at WCCC for more information:

Did you too drive off the lot in a brand new Cougar that you still own today? Did you repurchase a long-lost originally owned Cat? 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. Pictures can be mailed or emailed. Ideally, you have a vintage photo from when the car was relatively new, and something more recent. If you give me the okay, I will forward it to Don Rush so you can be set up for the discount. The questions below can be used as a guide.

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.

INVERNESS GREEN LIVES ON

BY: KEN WOULFE (#8203)
GREEN LANE, PA

My baby is a 1967 XR-7. If I recall correctly, the '67 XR-7 was a mid-model year introduction. I ordered the car from the Foss-Hughes Lincoln Mercury dealership in Doylestown, PA early in 1967, and took delivery in February. The dealer's location has transformed into something else. The dealership has long since dissolved, but my Cougar lives on.

Mine was either the first or second XR-7 that Foss-Hughes sold. The only other cars I considered at the time would have been the Chevrolet Camaro and the Pontiac Firebird. I felt the Cougar styling had it all over the other two.

My Cougar has been titled, insured, PA State inspected, and road worthy continuously from day one. I ordered the car with the 289, 4bbl option, with a 3-speed standard on the floor and locking 3.00 rear gear. I always enjoyed driving it, and, as I recall, the efficiency was about 16 to 17 MPG back in the day. Its use in the last 30 years has been limited, but it has always been ready to go out and prowl. (Total original miles is 105,000.)

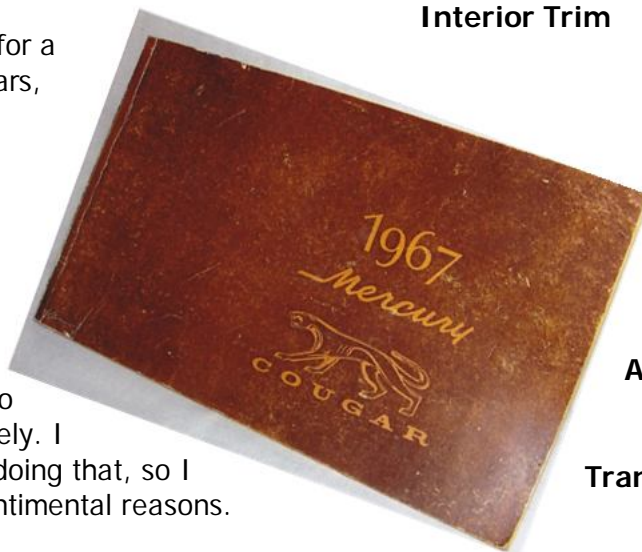
My original order included the Inverness Green color, with the saddle interior. In its first year, it had a tendency to get backed into. The first was in the rear, right side quarter panel, and the second was in the front. The first required bodywork, but the second did not. Due to the quarter panel repair paint not holding up, I did my own complete paint job in 1976 (economic reasons only), and then had a professional job done in 1985 to bring her back to original form. The only thing missing are some of the insignia which I stupidly tossed in the 1976 project, and the pinstripes which I didn't think the professionals would get right anyway.



**Young Cougar – Young Owner
March 1967**

In 1985, I also had the bucket seats reupholstered due to the "leather accent" portions cracking and falling apart. I had treated them early with a leather treatment but it didn't seem to help a bit. That was the only thing about the car that I did not care for. (I would be curious about others who may or may not have experienced the same thing.)

The car was only garaged for a couple of its first dozen years, but has been garaged continuously ever since. I kept the car until 1979 as my only mode of transportation, but then needed to change to a small pickup truck. Trading in the Cougar would have been foolish, so I held on to it to sell privately. I never quite got around to doing that, so I continued to keep it for sentimental reasons.



continuous, owners of a Cougar XR-7 anywhere. I wouldn't assume that I am "the" longest owner. I always figured that someone somewhere had grabbed one early and held on to it just as I had done. Maybe a Ford executive or someone like that. I think I can be sure I am the longest continuous owner in my ZIP code anyway.

I never got into going to shows, but since I retired recently, I may start to do so soon. The car isn't a show winner, but she cleans up good and looks real nice to the non-professional eye.

(editor's note: According to Database Manager Phil Parcells, the earliest reported XR7 VIN is a very nice Inverness Green car with Black Interior, date coded Jan 21, 1967. The earliest known date code is 09A which translates to Jan 9, 1967. That car is also Inverness Green, coincidentally, but it is approximately 500 VIN numbers higher! The VIN sequence is not the actual build sequence. To learn the **actual** build date of any particular Cougar, one can purchase a Marti Report from www.martiauto.com).

Here are the codes for Ken Woulfe's special car:

Assembly Plant	Dearborn, Michigan (F)
Body Style	XR7, Hardtop (93)
Engine Model	289-4V (A)
Sequential Number	61xxx
Exterior Color	Inverness Green Poly (Y)
Interior Trim	Med. Saddle Levant Leather and Med. Saddle Natural Leather (6F)
Date Code	Feb. 3, 1967 (03B)
District Sales Office	Philadelphia, PA (16)
Axle Ratio/Type	3.00 Locking (A)
Transmission Model	3-Speed Manual 3.03 (1)

I now like to think of myself as one of the longest,

RESTOMOD ELIMINATOR

UPDATE

BY: MIKE BLUM (#5201)

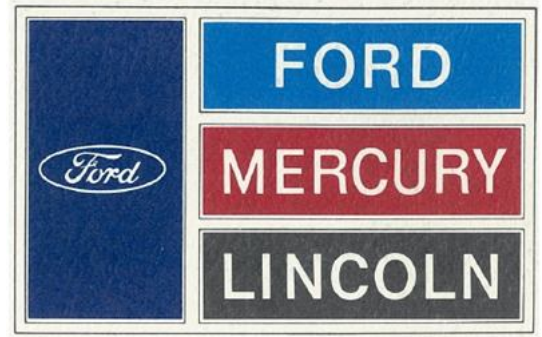
ALFRED, MAINE



We featured Original Owner Mike Blum and his '69 Eliminator Resto-Mod in the last edition of *ATSOTC*. Since then, he's put on the finishing touches and started making the rounds. The car took 1st Place for Modified Cougar at the All-Ford Show at San Tan Ford in Gilbert, Arizona. The Arizona Cougar Club sponsored the event.



Mike also took the car out for the AZCC's 10th Annual Prowl, again earning first place in modified Cougar category.



Cougar Tech

Original Owner Ben Brace (#2796) sent in a useful reminder to check your brakes... at least every 20 years.

Tip for the long-time Cougar owner. I've owned my 68 Dan Gurney from the beginning having bought off the lot of the late Bob Germain's Lincoln Mercury dealership in Columbus, Ohio in August of 1968. As I was getting ready to store the Cougar for another cold Central Ohio winter I dashed out to fill the tank with fuel and on the way back to the storage garage (at the house) I noticed the brake pedal was bit spongy but did not think much of it until I pulled into the garage. While I came to a stop OK, the second time I hit the pedal it went to the floorboards. Upon checking the inside of the wheels I noticed the right rear was wet --with brake fluid. I filled the reservoir, got enough pedal to take it to the shop, etc. Then I thought back in time to the last time I did maintenance on the brakes --checking records it was 22 years ago! I've been having just too much fun with the car! (The old cat's brakes are back in order and it's taking a nap for the winter!)

COUGARS IN MINIATURE

Bill Quay #1515

wquay@aol.com

Of all the toy Cougars that I have seen, these have to be some of the smallest out there. They were made for model train ("N" Gauge) layouts. As you can see from the photo, they are some SMALL Cougars. The pack of cars on the right has two 67-68 Cougars. They are the cars on the top left (Tan w/Black top) and lower right (Green w/Black top). The package on the left in the picture is a 1991 Cougar from Road Apples, also for the "N" gauge train. I have added a dime for size reference. I tried to get VIN numbers for our Database Director (Phil P.), with no luck.



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

Financial Director's Report

Greg Fritz #5269

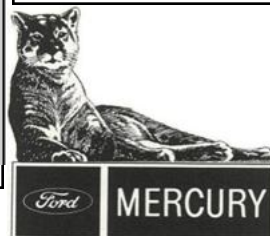
finance@cougarclub.org

Balance Sheet

	As of 09/30/2010	As of 12/31/2010
Assets		
US Bank	\$10,534.68	\$9,836.63
PayPal	\$3,852.15	\$4,019.06
Total Cash	\$14,386.83	\$13,855.69
Accounts Receivable	\$0.00	\$0.00
Total Current Assets	\$14,386.83	\$13,855.69
Inventory Assets	\$902.00	\$902.00
Fixed Assets	\$0.00	\$0.00
Office Furniture & Equipment	\$0.00	\$0.00
Total Fixed Assets	\$902.00	\$902.00
Other Non-Current Assets	\$0.00	\$0.00
Computer Software	\$0.00	\$0.00
Total Assets	\$15,288.83	\$14,757.69
Liabilities		
Current Liabilities	\$30.96	\$0.00
Long Term Liabilities	\$0.00	\$0.00
Total Liabilities	\$30.96	\$0.00
Equity	\$12,713.01	\$15,257.87
Current Earnings	\$2,544.86	(\$500.18)
Total Owners Equity	\$15,257.87	\$14,757.69
Total Liabilities & Equity	\$15,288.83	\$14,757.69

Income Statement

	As of 09/30/2010	As of 12/31/2010
Revenue		
Dues - Checks	\$2,935.00	\$560.00
Advertising	\$0.00	\$0.00
Calendars	\$0.00	\$0.00
Merchandise	\$15.00	\$0.00
Donations	\$0.00	\$0.00
PayPal - Dues	\$1,100.00	\$175.00
PayPal - Merchandise	\$0.00	\$0.00
Total Revenue	\$4,050.00	\$735.00
Expenses		
Postage	\$248.50	\$26.12
Office Supplies	\$158.86	\$44.75
Advertising Refunds	\$0.00	\$0.00
Bank Fees	\$4.00	\$0.00
Checkprint Charges	\$0.00	\$0.00
Newsletter	\$896.40	\$1,056.22
Web Site Fee	\$119.40	\$0.00
PayPal Fees	\$47.98	\$8.09
Legal Fees	\$0.00	\$0.00
Merchandise Cost	\$15.00	\$0.00
Merchandise Refund	\$15.00	\$0.00
Memorial	\$0.00	\$100.00
Total Expenses	\$1,505.14	\$1,235.18
Net Income	\$2,544.86	-\$500.18

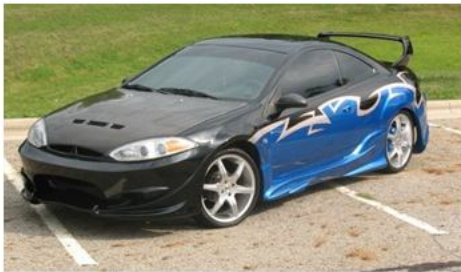


Sharp-penciled accountant types probably noticed the errors in the previous 9/30/10 report. Editor's fault -- sorry Greg. We've double-checked this one. --Ed.

eBay Cats a sampling of recent auctions compiled by Kamran Waheed.

See an auction result that you think should be featured? Send the link to assistanteditor@cougarclub.org

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



Year/Model: 1999
VIN: 1ZWFT6XXXX
Miles: 109,000 orig
Condition: 1
Opening bid: \$6,995.00
Total # of Bids: 0
Comments: Completely custom widebody '99 show Cat. Started as a base model with the 2.5L V6 and auto trans. To many mods to list. Has 2 functioning TVs and newly installed xbox 360. New alternator. Cat has never seen snow and hardly ever rain. Wheels are custom 19's w/ new tires. Hood is carbon fiber and so is the center of the spoiler. The car runs strong and has zero issues. Always leaves shows with a trophy.



Year/Model: 1969 STD coupe
VIN: 9R91HXXXXX
Miles: 59,268 orig
Condition: 1
Final bid: \$12,400 Reserve not met.
Total # of Bids: 35
Comments: Unrestored survivor, original paint is stunning. All original including body, paint, interior, chrome and eng/trans. It has never been in an accident and never any rust. The floors and underbody are untouched and still have the original paint. Original carpet. It runs and drives as good as it looks. 2 owner car, both kept it garaged. Calif black plates.



Year/Model: 1968
VIN: Not listed
Miles: 106,557 orig
Condition: 3
Final bid: \$3,300 Reserve not met
Total # of Bids: 11
Comments: This Cat is all original. 289 2v. Needs vinyl top and front bumper re-chrome. Paint is all original except some base coat on the hood and fenders to cover the very thin original paint. Small rust spots in front and behind the rear wheels, floors are spotless. Trim is nice. The driver's seat has a tear and the passenger has a loose seam, orig carpet. Dash pad has a very small



Year/Model: 1973 XR-7 convert
VIN: 3F94HXXXXX
Miles: 31,709 orig
Condition: 1
Reserve met: no
Final bid: \$10,211
Total # of Bids: 4
Comments: This XR-7 convert has 31k orig miles on its 351c. Glossy white finish with complimentary white top and a sharp green leather interior. This Cat is in excellent condition both in & out.



Year/Model: 1977 XR7
VIN: 7A935XXXXX
Miles: 52,662 orig
Condition: 3
Opening bid: \$3,550.00
Total # of Bids: 1
Comments: Fully loaded 1-owner cat. 400M, auto, cruise, AM/FM 8trk, Tach, remote mirrors. 2-tone light green metallic over dark green with landau top and white leather interior. New tires. Repainted approx 15yrs ago and has always been garaged kept. Missing hood ornament, small crack in dash, vinyl top is dry and has minor bad spots and a portion of the right quarter panel molding is missing.



Year/Model: 1993 XR7
VIN: 1MEPM624XXXXX
Miles: 20,535 orig
Condition: 1
Final bid: \$4,700 Reserve not met
Total # of Bids: 11
Comments: This XR7 was driven only 20,535 miles and it shows both in & out. The interior is free of blemishes. The exterior is as clean as the interior and void of any blemishes. This Cat has had meticulous upkeep and runs and drives like new. The instruments and accessories all work properly.

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **March 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

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

For Sale: 1968 Cougar 390GT 3 speed. 1968 Cougar standard body that came with 390GT engine with a heavy duty three (3) speed manual transmission and 3.25 9" rear axle. I put a lot of time and money into stripping the car to the bare shell and professional restoration of the shell, fenders, doors, hood, deck lid, engine and rear axle plus many other parts as well. I am regrettably forced to sell before completing the project. Originally Nordic Blue with Light Blue Standard Interior, this is a rare Cougar. **Purchase the entire project** - \$8,500 plus enclosed transportation which I can arrange if you like. I have mostly every part to the car except the 3 speed transmission. **Parts List and Prices** - If I do not have a buyer for the entire project very soon, I will sell parts on an individual basis. I have more detailed info ready to share, so contact me. Also have 390 & 428CJ parts. George Lanoue musclegcars@ix.netcom.com or 408-531-7541.

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: 1968 stroker 302: Eagle 347 rotating assy, ported & polished heads, roller rockers & stud girdles, Ultradine solid lifter cam, Eldelbrock 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

For Sale: Sun Star 67 XR7 Scale Model



Never removed from box mount. Spent its life in storage. Box is good, not perfect. Identical to the car my wife had after she got married. Located in Chicago. Will ship. Best offer. Write you have questions. David White copyjock@yahoo.com.

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2011 CCOA Cougar Nationals

Hosted By:

COUGAR CLUB of New Jersey and Pennsylvania
July 15th-17th, 2011

Marriott Hotel
700 Commons Way
Bridgewater, NJ 08807

The Cougar Club of New Jersey/Pennsylvania is proud to host the 2011 Cougar Nationals in Bridgewater, NJ
This venue is walking distance to a number of restaurants and the Bridgewater Commons Mall

Show is open to all Cougars

CLASSES

Class 1:	Senior	Class 14:	1971-1973 XR7 Convertible
Class 2:	Concourse	Class 15:	1971-1973 XR7 Coupe
Class 3:	1967-1968 & 1971-1972 GT	Class 16:	1967-1973 Un-restored
Class 4:	1967-1968 Standard Coupe	Class 17:	1974-1979, Standard & XR7
Class 5:	1967-1968 XR7 Coupe	Class 18:	1980-1988 Standard & XR7
Class 6:	1968 XR7-G; GT-E	Class 19:	1989-1997 Standard & XR7
Class 7:	1969-1970 Eliminator	Class 20:	1999-2002 Stock
Class 8:	1969-1970 Standard Convertible	Class 21:	1974-1997 Modified
Class 9:	1969-1970 Standard Coupe	Class 22:	1999-2002 Modified
Class 10:	1969-1970 XR7 Convertible	Class 23:	1967-1973 Daily Driver
Class 11:	1969-1970 XR7 Coupe	Class 24:	1967-1973 Modified
Class 12:	1971-1973 Standard Convertible	Class 25:	1967-1973 Street Driven
Class 13:	1971-1973 Standard Coupe	Class 26:	1967-Present Display Only
		Class 27:	"Mangy Cat" (needs restoration – ugly wins!)

More Information to Follow...check CCNJPA.com for details
(<http://mysite.verizon.net/vze14fa1/CCNJPA/nats.html>)

Judging for 1967 to 1973 will follow CCOA Judging sheets all other Classes will be judged on Fit/Finish/Cleanliness



2011 CCOA Cougar Nationals

EARLY REGISTRATION DEADLINE: April 1, 2011

Please return Registration Form with a check in US funds to CCNJPA, and Mail to:

Sudhakar Reddy, 525 Glen Ridge Drive South, Bridgewater, NJ 08807

Name: _____ CCOA#: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: _____

EMAIL: _____

I will help with Judging (Please volunteer, if there are not enough judges, classes may revert to People's Choice) _____

Registration Fees: Postmarked Before April 1, 2011: \$35.00/Car

Postmarked After April 1, 2011: \$40.00/Car

CAR#1: Year: _____ Type: _____

VIN: _____ COLOR: _____ CLASS: _____

CAR#2: Year: _____ Type: _____

VIN: _____ COLOR: _____ CLASS: _____

CAR#3: Year: _____ Type: _____

VIN: _____ COLOR: _____ CLASS: _____

Car Registration Quantity Total Registration

Postmarked Before April 1, 2011 - \$35.00 / Car after April 1, 2011 - \$40.00 / Car

Total Registration \$ _____

Awards Banquet Sit Down Dinner

\$50.00 per Adult, \$20 / Child (6-12) # Adult _____ # Child _____ Total Banquet \$ _____

T-Shirt Purchase

\$15.00 per Shirt, Quantity _____, Sizes _____ Total T-Shirt \$ _____

Grand Total Amount Enclosed \$ _____

Please return Registration Form with a check in US funds to CCNJPA, and Mail to:

Sudhakar Reddy, 525 Glen Ridge Drive South, Bridgewater, NJ 08807



2011 CCOA Cougar Nationals



Hotel Information

Bridgewater Marriott Hotel

700 Commons Way
Bridgewater, NJ 08807

800-228-9290 or 908-927-9300

Rate: \$89/Night

<http://www.marriott.com/hotels/travel/sosbw-bridgewater-marriott/>

Hotel Reservations:

Reservations should be made under the Cougar Club of New Jersey/Pennsylvania. A block of rooms will be held for the show participants until June 16th, 2011. After this date, any un-reserved rooms will be made available to the general public and availability will not be guaranteed after this date. Rooms must be booked by June 16, 2011 receive the \$89 per night rate. **Contact the hotel directly at 800-228-9290 or 908-927-9300.**

Rooms are available from Thursday July 14, 2011 through Sunday July 17, 2011

The Cougar Club of America, Cougar Club of New Jersey / Pennsylvania, the Bridgewater Marriott, and Sponsor(s) or any affiliates shall not be held responsible for any loss, injuries, accidents, or damages



Cougar Nationals Sponsor Information

Here is your chance to be a part of the 2011 CCOA Cougar Nationals and a part of Cougar history. For a \$100 Sponsorship your name/company/club will be listed on the all of the 2011 CCOA Cougar Nationals memorabilia. That includes the T-shirt, the banner at the show, the CCNJPA web site (with a link to your web site be it your company/club/personal), other club web sites that support the 2011 CCOA Cougar Nationals and of course the trophy for the class you sponsored.

Please check the CCNJPA.com web site for details and any changes to the list or payment options. For now e-mail the details of your Sponsorship or questions to ww2gamer@optonline.net. The check in US funds will be made out to **CCNJPA** put *Sponsorship* in the memo section, and Mail to:

Sudhakar Reddy
525 Glen Ridge Drive South
Bridgewater, NJ 08807

Other ways you can participate are; volunteer for judging the cars, if your company has some type of give-a-way to include in the welcome bag or an item for one of the door prizes. Any questions send an e-mail to ww2gamer@optonline.net

SHOW SPONSORS:

Class 1:	Senior	Bridgewater Marriot
Class 2:	Concourse	Tom Lawrence – KTL Restorations
Class 3:	1967-1968 & 1971-1972 GT	OPEN
Class 4:	1967-1968 Standard Coupe	Cliff Gardiner – KLP and John Studio
Class 5:	1967-1968 XR7 Coupe	Great Lakes Cougar Club
Class 6:	1968 XR7-G; GT-E	Sean B. Walsh
Class 7:	1969-1970 Eliminator	Berkshire Transmissions
Class 8:	1969-1970 Standard Convertible	Tom Lawrence – KTL Restorations
Class 9:	1969-1970 Standard Coupe	OPEN
Class 10:	1969-1970 XR7 Convertible	Delmarva Cougar Club
Class 11:	1969-1970 XR7 Coupe	OPEN
Class 12:	1971-1973 Standard Convertible	OPEN
Class 13:	1971-1973 Standard Coupe	OPEN
Class 14:	1971-1973 XR7 Convertible	OPEN
Class 15:	1971-1973 XR7 Coupe	OPEN
Class 16:	1967-1973 Un-restored	OPEN
Class 17:	1974-1979, Standard & XR7	OPEN
Class 18:	1980-1988 Standard & XR7	OPEN
Class 19:	1989-1997 Standard & XR7	OPEN
Class 20:	1999-2002 Stock	OPEN
Class 21:	1974-1997 Modified	OPEN
Class 22:	1999-2002 Modified	OPEN
Class 23:	1967-1973 Daily Driver	OPEN
Class 24:	1967-1973 Modified	OPEN
Class 25:	1967-1973 Street Driven	OPEN
Class 26:	1967-Present Display Only	OPEN
Class 27:	“Mangy Cat”	ECI Restorations



Cougar Club of America
28 West 8th Street
Duluth MN 55806-2515

Address Service Requested

FIRST CLASS MAIL