

*AT THE SIGN
OF THE
CAT*

*THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA
JUNE 2011*



COUGAR LEADS THE WAY

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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 September. Please send your submissions no later than **August 31**.

Membership -- RATES (Effective 1/1/10)

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

- FREE for members who submit a substantial article or make regular contribution to the newsletter
- \$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.

AT THE SIGN OF THE CAT

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JUNE 2011

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Dedicated to the appreciation and preservation of the Mercury Cougar.



Letter from the ^{Temporary} Editor

Rob Merritt (#8323)

Membership@cougarclub.org

Thanks to all who contributed material for this issue. The next one is planned for September and I hope to have reports from the summer show season including the National Cougar show being hosted by the Cougar Club of New Jersey and Pennsylvania. Send in a story about a show in your area showing off your local Cougars so we can share all of these beauties!

The **Nationals** are just around the corner and the hosts must be exhausted with all of the planning. It's sure to be a great show and a great time! Look toward the back of this issue for more information on the show, including the schedule of events and an updated sponsor list. If you plan to go, with or without a Cougar, consider offering a hand to the hosts. Contact Stu Nembrotti at vw2gamer@optonline.net if you'd like to volunteer to help with the show.

We've been featuring stories on **Original Owners** for a while now. I hope you enjoy these stories as much as I do. Unfortunately, no "O.O." story for this issue. I still have a couple of original owners I'm coaxing to write up their stories. I'm also going to send out post-cards to some of the 500+ listed in the National Cougar Database. Hopefully, we'll get to read some more of these stories in future newsletters. 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. Don't worry about spelling and grammar – that's my job! Send your stories to Membership@cougarclub.org or by postal mail to Rob Merritt, 28 West 8th St., Duluth, MN 55806-2515.

Just a reminder: We give a year's membership for free to anyone who submits a "substantial" article to the newsletter. "Substantial" means enough to fill a page or two. Articles can be anything Cougar related – a technical write-up, original owner story, or stories about finding or rejuvenating a long-neglected cat. If it interests you, most like it will interest other members too.

A Word from the ASSISTANT EDITOR

Kamran Waheed (#3679)

assistanteditor@cougarclub.org

Wow, we are half way through 2011!! Seems like 2011 just started. I hope all of you are able to enjoy all the shows that are going on throughout the country and around the world. By the time you read this the 2011 CCOA Nationals will only be a few weeks away, July 15th-17th in Bridgewater, NJ.

The CCNJPA will be hosting the event and no doubt will be a great show for all to enjoy. You can not go wrong with seeing many, many Cougars in one place. I have only been to one CCOA Nationals ('94 in Dallas, TX) and have to tell you I was in HEAVEN being surrounded by all those Cats. If you have never been to a CCOA National before I encourage all of you to go even if you do not take your Cat. It is a great time to meet up with old friends and meet new ones and of course be surrounded by Cougars. You sure cannot go wrong with that!! You will be glad you did!!

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



MEMBERSHIP REPORT

Rob Merritt (#8323)

Membership@cougarclub.org

Greetings fellow Cougar enthusiasts!

If you're moving or change your email address, remember to send me an update. Seems like we lose track of a couple of members with every mailing due to changes. Lost a couple more when the last issue was mailed out.

Ed Schouweiler (#6761) of Amery Wisconsin reports that his restoration of an incredible 1969 XR-7 Convertible with the Q-code 428 Cobra Jet engine is almost complete.



Just a few things to do and re-do on this triple-black beauty (black paint, interior and top). I know what Ed means by "do and re-do." The pursuit of perfection is never really done. Coincidentally, CJ Registrar Scott Taylor (#4282) wanted to buy this car back in 1992 when it was located in Utah.

Markus Burgermeister (#2298) sends greetings from Switzerland – home of his '67 GT. We're betting that this is the coolest car in all of Switzerland!



Kevin Eberts (#9021) recently joined the Club, as announced in the last issue. Kevin is serving in Iraq, and looking forward to a homecoming with his Cougar. We thank Kevin for his service and hope he is safely reunited with his Cougar as soon as possible.



NEW MEMBERS

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

OMER ENGLISH	BROCKET, AB CANADA
GUY BELLEFLEUR	LABELLE, QC CANADA
PAUL MOORE	GLENDALE, AZ
RONALD ARDIA	LITTLETON, CO
RENEE SIMPSON	KAILUA KONA, HI
PAUL GEBERT	PROSPECT HTS, IL
ALEX D. ANTALIS	FORT WAYNE, IN
JOHN & NANCY DORSCH	BEL AIR, MD
DAN & VAL LINKE	GARDNERVILLE, NV
BRIAN MORESE	SUFFERN, NY
JONATHAN PEABODY	HANOVER, PA
HAROLD RABEY	DINGMANS FERRY, PA

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.

Database Manager Helps Solve Mystery

Dateline Chenango County – central New York state, southeast of Syracuse. Word comes out that a 1973 Cougar convertible was found submerged in a pond. Cougar National Database manager Phil Parcels (#2554) is on the case! Phil contacted the Sheriff's office and offered the CCOA's services in helping to identify the car. When the officer told him the VIN plate was rusted beyond recognition, Phil advised them where to look for the "hidden" VIN stampings. We can't say for sure, but like to think that Phil helped solve the mystery of this long-lost Cougar.

Mystery solved: Police say car pulled from Round Pond was stolen in 1973

SMITHVILLE – Police have identified the owner of the 1970s era Mercury Cougar convertible found in Round Pond and know how it came to rest at the bottom of 26-acre body of water.

According to Lt. Richard Cobb of the Chenango County Sheriff's Department, the vehicle was stolen from outside the Sportsman Inn in Smithville Flats in 1973 while its owner, Addison McLaud, was inside the bar.

The car, which has been identified as a 1973 model, is believed to have been submerged in the pond for nearly four decades until it was discovered by divers from the Broome County Sheriff's Office during a training exercise on May 14 and pulled from its watery tomb.



Submitted Photo

The Chenango County Sheriff's Office is seeking information on this 1970's era Mercury Cougar convertible which was pulled from Round Pond on Saturday. Anyone with information about the vehicle is asked to call Lt. Richard Cobb at 337-1924.

Mystery car pulled from pond

SMITHVILLE – The Chenango County Sheriff's Office is seeking information on a 1970s era Mercury Cougar convertible pulled from the depths of Round Pond Saturday.

According to Lt. Richard Cobb, the vehicle was discovered by divers from the Broome County Sheriff's Office during a training exercise. The Chenango County law enforcement agency was notified of the find at approximately 1:45 p.m. Saturday. The Town of Smithville Highway Department and Roger's Auto Body assisted in the removal of the car from the 26-acre pond located roughly one mile west of Smithville Flats.

Based on statements from area residents, Cobb said the car is believed to have been submerged for more than two decades in the body of water.

"We haven't been able to confirm any of that," he reported.

According to Cobb, there's no evidence anyone was in the vehicle when it went in.

"Basically, we removed it because it was leaking fluids," he explained.

But the Sheriff's Office is curious about the car and how it came to rest at the bottom of Round Pond.

Despite its time at the murky depths of the pond – which measures 15 feet at its deepest point according to the DEC – the Mercury Cougar's dark green paint and tan interior are still recognizable.

Anyone with information about the vehicle should contact Lt. Cobb at 337-1924.

– Melissa Stagnaro

Since its discovery, Cobb has worked to piece together the story of the car and how it came to rest at the bottom of the pond.

"It's generated a few phone calls," Cobb said of an article about the car which appeared in the May 17 edition of The Evening Sun.



Regional Reports



FORDNUTZ COUGAR CLUB B.C. Canada

**BY: HEATHER WHITAKER
Events Director**

Fordnutz Cougar Club just celebrated its 15th anniversary this month and is experiencing a slow resurgence after a static year in 2010. I last reported in mid-2009 that many annual events throughout our area had been cancelled and attendance at many others was down. During 2010 it was much the same seeing record low attendance at our monthly meetings and a general apathy regarding car shows...and this was not unique to Fordnutz. Much the same was happening with several other regional clubs as well.

Like most car clubs, our membership is spread out over a large area, even internationally, making it inconvenient (not to mention expensive with today's fuel prices) to attend meetings, especially when they're monthly. Also, the term "meeting" conjures up images of middle-aged men sitting around a table boring one another with reports, statistics and details of limited interest. Despite trying to make our Fordnutz meetings more interesting than the norm by offering attendance draws, trivia 50/50 contests and general caterwauling, our attendance was falling off, so it was time to think outside the cat box.

President Scott Ferguson talked to our executive and several other members inviting comments and suggestions in an effort to generate interest and participation in club activities. It was decided to make a nearly complete departure from the usual meeting format, making them less formal, mostly social, held at members' homes rather than a restaurant and quarterly rather than monthly. So far the plan is working. We've had two meetings this year, both at members' shops that are filled not only with Cougars but with walls full of memorabilia to keep the guys interested and prompt conversation. Even some of the wives have returned to these get-togethers and had their own conversations – probably not about cars, but at least they're coming out. Members have arrived

early and stayed late – very uncharacteristic of prior years' meetings – and each host has provided food and beverages for snacking throughout the evening. With this looser format, keeping the "meeting" portion to a minimum and the caterwauling maximized, I think we've hit on a successful idea. Attendance has quadrupled and club business actually gets addressed.

Another segment of the club that has been static for several years has been our history so when we lost our club historian a few years ago, I picked up the reins and began making an idea I had into a reality. With the help of a few members who I knew had literally hundreds and hundreds of photos, I began the arduous task of matching member numbers, past and present, with photos of themselves and their cars. I started with a physical album which I took to events to plant the seed of curiosity then asked Scott to create a template in the Members Only section of the club web site with which I could work. More than two years later, this new project is up and running, simply needing updates as we get new members or cars are bought and sold. The feedback from members has been very positive, so now I have another project to create an electronic history of club events which will be accessible to anyone who logs into our web site.

The problem of low attendance at shows is something that is out of my hands for the most part. The majority of our members live in the western part of British Columbia and Washington which, as you know, is mostly rain forest. Well, lately we've lived up to our reputation of the "wet coast", having rain nearly every weekend, just when we want to get our shiny classics out on the road. Last year I nearly wore out the hydraulics on my convertible top trying to keep up with the squalls that rolled in nearly every show day. The locals are getting quite used to seeing me drive my bright yellow 69 XR7, sunglasses on, top down and wipers working frantically to keep up with the deluge. If only I had some influence with the weather gods.

Every area of our two countries has its own unique problems and compared to the massive floods in the mid-west, devastation in tornado alley and hurricanes on the east coast, the precipitation on

the west coast is a minor inconvenience (wipers are standard equipment, after all), so I'm hoping our members will put things into perspective and come out to join me at events over the summer. I'll be the one in the bright yellow "hot tub".



LONE STAR COUGAR CLUB

BY: **KAMRAN WAHEED (#3679)**
LSCC-Editor

There has not been much going on with the LSCC lately. Our latest show the LSCC members attended was the AER show in Carrollton, TX that was held the first Saturday in May. Eight Cats were on display, but unfortunately there were no pics taken this year. Dwain Barker's '73 STD convert and Barry Rowe's '69 XR-7 convert won class awards and Bob Arnold's '68 STD won the 1st place award. Gene Mullenberg had his latest project there which he completed a few months before the show; a '73 XR-7 convertible with a 351CJ.

Our next event will be the annual picnic at Dr. Joe's house on July 17th which is always fun. The Yellow Rose Classic will be held on August 13th & 14th at the Amon Carter Exhibit Hall in Ft. Worth. LSCC has reserved 10 spaces at this show. Please let me know if you are interested in showing one or more of your cars at this event. Our spaces will be filled on a first come first serve basis so if you want to

1968 Cougar Convertible

By: **Phil Parcels (#2554) and
Keith Meredith**

Convertibles were always part of the Mustang line up since introduction in 1964, and were part of the Thunderbird line up ever since its inception in 1956. Although the Cougar was intended to be a step-up for customers on their way to a Thunderbird, a convertible was not part of the Cougar lineup in its launch year 1967, or in 1968. The investment in convertible tooling was deemed too expensive for the unproven Mercury pony car. By 1969, after 2 model

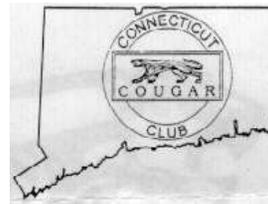


show let me know soon. This is always a fun and great show!!

Several LSCC members plan on making a trip to Branson in Sept. for the annual IMOA show. For more information about this show and other shows in the area and more about the Lone Star Cougar Club please visit our website:

www.lonestarcougarclub.com

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



CONNECTICUT COUGAR CLUB

BY: **RICHARD CLARK
(#2688)**

Due to several reasons, the Connecticut Cougar Club is merging with the Cougar Club of New England following a joint meeting of the Clubs in July 2010.

Founded in 1989, the Connecticut Club hosted CCOA National shows in Pennsylvania in 1993 and in Connecticut in 1996. Currently, we host an All Ford Motor Co. show at Mustangs Unlimited in Manchester, CT that is in its 20th year.

We look forward to the merger and the ongoing affiliation with the Cougar Club of New England.

years, the Cougar's popularity was well established and the desire for a convertible was noted. Finally, a customer could order a Cougar convertible.

But what could you do if you wanted a 1967 or 1968 cougar convertible? That option was unavailable. So there are a few people who took matters into their own hands. Notably, Kevin Marti's 67 convertible conversion was written up in a previous issue of ATSOTC (July-August-September, 1982), and Bill Pratt's 68 "Catvert" was completed and written up in a series in 2006 ATSOTC.

In 1985, another 68 Cougar convertible was built. Keith Meredith who lived in a small town on the shores of Lake Michigan wanted a 1968 Dove Gray Cougar convertible with black interior & accents. So he set about the task of building one.

He disassembled his 68 standard Cougar and took the body to Sherwood Automotive Restoration in Windsor Ontario for the bodywork. They performed the conversion, installing the 69-style inner rockers in the undercarriage and the 2 thick plates like a mustang bolted to a center plate to allow drive shaft removal. They removed the roof, and dressed the edges following the fender "peaks" to create an original look.

The top was done by Lucky Auto & Boat Works in Muskegon MI. The top frame is from a 1971 Mustang "married" approx 10 inches from the windshield to the frame from a 1967 Mustang. This created a "raked" or slanted rear window very similar to the original hardtop rear window angle. The windshield moldings, top latch-down and moldings at rear window area also came from the same 1967 Mustang. The driveline is the Cougar 302, with auto transmission and Flowmaster duals. Keith describes the interior as "Dan Gurney Special".

Keith has never entered the Cougar in a car show, he says "it wasn't done by a professional you know!!!!" The car's only public display in a Cougar show occurred in 1987.



Keith drove through the CCOA National show held at Ford headquarters in Dearborn Michigan, and created quite a thrill to all who were there. He didn't stay, just drove around the show field once.



That fueled the rumor mill that it was an "executive car, one of 2 built", so the rumor goes. Now, finally 24 years later, we know the correct story.



Keith is 80 years young and has driven the car to Texas, Burlington VT, Branson MO, and the Loews speedway in Charlotte North Carolina. The 302 only has 50,000 miles on it and runs fine.

Keith is looking to pass the Cougar on to a new owner. If you have serious interest, call him at (810)385-5434.

The \$150 XR-7



Editor's note: CCOA Member Shannon Terry (#1462) had his 1970 XR-7 featured in the June 2010 issue of *Muscle Car Review*. The article is reprinted here with MCR's permission. Look for their magazine on your news shelves.

By Arvid Svendsen

Photos by Larry Gantner and Shannon Terry

It never hurts to tell your grandmother to keep her eye out for a cool car. In 1980, 16-year-old Shannon Terry put the word out to friends and family that he was looking for a used Mustang or Camaro. Of course, we all know that when the ladies get together at the hair salon for their weekly "do," conversation will naturally gravitate to muscle cars. One of the ladies getting primped reported that her son was no longer interested in keeping his '70 Cougar XR-7, so it was available. Price? \$125.

"My grandmother told me about the car, but I didn't know what a Cougar was, I didn't even know what they looked like," Shannon

remembers. "I went over to take a look at the car, and it was rough. It had ET five-slot aluminum wheels on the front, matching ET rear wheels and tires in the back seat, and snow tires on the rear of the car. The car had been sitting out in the driveway for some time and had bad brakes, a sick motor, and a new battery. I was told she wanted \$125 for the car, but when I arrived, she said, 'I was thinking about it. Since it has a new battery, I want \$150 for it.' I bought it and drove it home, even though it was barely running."

Inspection revealed a number of problems, including bad compression in two cylinders, a pronounced valve tick, a messed-up carburetor, a cracked exhaust manifold, and a broken motor mount. Shannon recalls, "I talked to my girlfriend's (at the time) grandfather, and he had a '72 LTD with a good 351 Cleveland engine. I went up north to his

place and got the engine out of his car for \$100. That's the engine that's been in the car ever since."

After the mechanical issues were resolved, Shannon took the XR-7 to a small shop where a quarter panel was replaced and the car was



completely repainted for \$425. The Cougar was then relegated to daily transportation. Memories of high school proms, summer trips with friends, and a citation in 1984 for running blue neon lights under the car still run strong. After driving it all through high school and college, Shannon tucked the car away in his mother's garage for a number of years.

Selling the Cougar was not an option. "I was not going to be one of those guys who would end up saying, 'I wish I had held on to that car.'" Unfortunately, I wound up giving the original 351 motor to a friend of mine, and I believe he junked the car. When I restored my Cougar, I found a pair of correct '70 four-barrel heads and a '70 four-barrel intake to bring it back to the car's original four-barrel specs. Of course, I wish I would have kept the original motor, so it could have been numbers matching."

30 YEARS WITH A COUGAR



For those of us who were there during the muscle car era, Shannon Terry's XR-7 recalls the typical way these cars lived. Note the aluminum slotted ET wheels, white-letter tires, and obligatory rear shackles.



Here's Shannon holding the door of his Cougar for his prom date, Laurie. White dress, white suit, white car. Ah, the '80s.



Sometime around the year 2000, the Cougar needed some serious attention. Thus began a three-year nightmare that included a shop going out of business, moving the primed car while still on a rotisserie, having it painted (badly), stripping that paint, having

it repainted, another shop giving up on it, and Shannon finally taking it home to finish it with help from fellow Cougar guy Keith Gephart.



The restoration was completed on a Friday at 6 a.m. Shannon immediately loaded the Cougar and took it to the 2003 Cougar Club of America Nationals, where it won Second Place in class. The next year at the Cougar Club Nationals the car took a First Place. Other trophies and awards have followed.



Except for a couple of unseen performance improvements, Shannon made the engine compartment look as-delivered from the factory. Though some Cougars came with the 351 two-barrel Cleveland, this car was delivered with the 300hp four-barrel.

After getting it out of storage, Shannon drove the car on a very limited basis. His intention was to slowly fix some the issues that had arisen over time. However, upon setting out to do some undercarriage detailing, he spotted some pinholes in the floor pans. By the year 2000, he made the decision to fix the Cougar correctly.

The restoration story is a nightmare of one shop going out of business while the car was on the rotisserie, the car and rotisserie going home, a flawed paint job needing to be stripped, and finally finding a quality shop to finish the paint. In hindsight, Shannon would basically chalk up the three-year restoration to



Shannon Terry, the Cougar's long-time owner, has two hoods for his car. He prefers the scooped hood (see photo at right), but when he's after originality for a show, he bolts a stock flat hood in place. His efforts won a First Place in class at the Annual Muscle Car Classic in Plymouth, Minnesota.

Shannon located a factory hood scoop and installed it on a flat hood. A template was created from a factory ram air system, so the finished product looked great. During the restoration, the engine was treated to ported and polished heads, a more aggressive camshaft, roller tip rockers, and a Hooley 780-cfm carburetor.



The 9-inch open rear came with a 3.00:1 gear ratio. During restoration, a more performance-oriented Traction-Lok differential with 3.50 gears was installed. For judging purposes, the proper 3.50 gear ration ID tag was also attached to the differential.

just another exciting memory attached to this white Mercury. When asked if he ever thought about giving up on this car, he immediately answered, "No."

This Cougar just might give new meaning to the term "restomod." It boasts a quality restoration and tasteful modifications, and it adheres to our "nothing bigger than 15-inch rims" yardstick. Yes, the hood scoop is not correct for a 351 Cleveland-powered XR-7 because it only came on the Eliminator or the 428 cars. Right again, those Magnum 500s were not assembly-line available. But when an owner possesses obvious passion for his particular vehicle, keeps it for 30 years and counting, works hard to make it the best it can be, and produces a car that is

drivable and enjoyable, nothing short of a hearty "attaboy" will do. And by the way, he just bought a project '68 Cougar for his two teenagers, so it looks like Cougars will be in his and his family's future for years to come. **MCR**

The XR-7 package features a driver-side remote mirror, gauges, a tachometer, a trip odometer, a Rim-Blow steering wheel, seat back map pockets, and deep-loop carpeting. The XR-7 package also included high-back bucket seats with leather and vinyl covers, but this car has the optional ginger houndstooth cloth inserts and optional shoulder belts.

AT A GLANCE

1970 COUGAR XR-7

Owned by: Shannon Terry, Plymouth, MN
Restored by: Shannon Terry; Keith Gephart; paint by Vescio's Body Shop, Rogers, MN
Engine: '70 351ci/300hp Cleveland V-8
Transmission: C6 Automatic
Rear end: 9-inch with 3.50 gears and Traction-Lok
Interior: Houndstooth cloth bucket seat
Wheels: 15x7 Magnum 500
Tires: 235/60R15 Dunlop GT Qualifier
Special parts: Owner-installed factory options: ram air hood, factory ram air underhood components, tilt steering wheel, rear defogger, delay wipers, front disc brakes, tinted windows



39 YEARS LATER... COINCIDENCE OR FATE?

By: Paul Tekatch (#8969)

(Editor's Note: We introduced Paul's CJ Eliminator in the March 2010 *ATSOTC*, telling the story of him finding this car nearly four decades after first seeing it on the show room floor. Paul has restored the car to show room condition, and gives us a peak at the finished product)



My story continues where I saw this rare car back in 1970 at my father's place of work.

It was at George Black Motors, in Burnaby BC, when I was just 12 years old. And 40 years later after 10 enjoyable months of restoring my 1970 Cougar Eliminator, this car rolled out of the body shop July 4, 2010.



Being a car guy for 40 years, I am the type of person that likes to do a lot of the restoration on my own. But saying that, there are a lot of people who have helped me with this project; without them this beauty would have sat.

I would like to thank my brother Pete because without him I would not have been this lucky to own this car. With his knowledge and ability, we started the restoration. Also, I want to thank my son, Justin, for his help and foresight to say to me "if you are going to restore this car, do it right".

On May 19, 2009 the big FE 428 CJ motor went to Ron Welch Engine machine shop in Surrey BC for a complete rebuild. I brought it home on June 23, 2009. It was a beautiful sunny day on August 16, 2009 when the engine was started and on August 27, 2009 it was on the road again. I enjoyed 2 months of tearing up the streets.



December 11, 2009, 2 weeks before Christmas I drove the car down to the body shop, Concept Muscle Cars, in Cloverdale BC. On Jan 5, 2010 a complete body restoration began. All body panels were removed and the paint was striped to bare metal.





The main man that did his magic to this 40 year old car was Ross. He really went to town and did an awesome job.



The next step was the prep and paint shop where Eddy made it magical with his hands. On May 6, 2010, Eddy used 3 gallons of competition orange paint, 6 coats of colour and 2 coats of clear.



He then wet sanded the body panels and applied a high quality top coat polish. Ross got the car back to do the fit and finish and 5 months later on June 3, 2010 I drove the car home. I would like to thank

Jason and his family from Concept Muscle Cars for and outstanding job. On August 15, 2010, I received collector plate status for this stunning Cougar.

September 8, 2010 the sleek black stripes were put on the car by Dave and his son Marc of Nurdy Graphics Langley BC. The team studied pictures and took measurements – a total of 10 hours to finish the job to the factory specifications.



Last but not least, I also want to thank few special friends, Jon Fox and George Bird from Langley-U-Blast where all my parts were cleaned, Kim Friesen from Abbotsford BC for supplying parts and his wealth of knowledge he has for these cars and Ron and Russ from Hot Rod Corner Surrey BC who also supplied parts and information.

After buying this car on February 11, 2009 and cruising around town, I can now understand why the name "The Gentleman's Muscle Car" was chosen for the Cougar Eliminator; a striking and strong muscle car, but also, an extremely beautiful luxury car.

***"Password for Action. Spoilers hold it down.
Nothing holds it back"
Now that's Attitude!***



NOTE THE BLACK MOTORS DEALERSHIP STICKER ON THE BUMPER. VERY NICE TOUCH!

For 2011 this brings a whole new year for this rare cat to cruise the streets and to be able to participate in car shows. I know I will enjoy the ride.



In 1970 there were:

- 2267 Eliminator Hardtops made. Of that total,
- 1424 had 351C 4V.
- 469 had Boss 302 4V
- 374 had the 428 CJ Engine. Of that total,
- 192 had a C6 Automatic Transmission. Of that total,
- 128 had the Ram Air Option.
- The two most popular colors for Eliminators were Competition Orange and Competition Blue

COUGARS IN MINIATURE

Bill Quay #1515

wquay@aol.com

This article is about a little known toy made by Funmate that was available on Proctor and Gamble products such as Mr. Clean, Biz, and Zest hand soap in the early 70's. There were four different cars that were available, one being the 1971 Cougar. It came in only one color, a dark Red-Maroon color. The car has a spring launcher on the back that when depressed would launch the car for about 6 -10 feet on a hard surface. There is a White decal on the bottom of the car with a Caution disclaimer and the words GO CARS (as these were called), made in Japan. The car on the left in the picture is from a P&G detergent box. The cars on the right are from a two car set (Cougar & T-Bird). This is a GT set that was a Japan only release, as you can tell from the wording on the box.



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

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: 1969 STD coupe
VIN: 9R91MXXXXX
Miles: 59,398 orig
Condition: 1
Final bid: \$8,300.00

Reserve not met

Total # of Bids: 17

Comments: All orig, one owner STD coupe until a few months ago; orig owner was an elderly lady. Absolutely NO PAINT work or body work of any kind. Chrome is near perfect, NEVER spent a night outside. Everything on this Cat works! Interior is pristine, carpet looks as if it has never been stepped on. This Cat runs and drives perfectly.



Year/Model: 1976 XR7
VIN: 6A93H5XXXX
Miles: 88,934 orig
Condition: 1
Winning bid: \$4,050.00
Total # of Bids: 39

Comments: This XR7 is all orig with only 88k miles, like new in/out. This Cat runs great!!!



Year/Model: 1977 XR7
VIN: 7A93F57XXXX
Miles: 55,614 orig
Condition: 1
Final bid: \$2,700.00

Reserve not met

Total # of Bids: 4

Comments: This XR7 has only 55k original miles on its 302, In mint condition in/out, always garaged and pampered. Has cruise & tilt. No rust issues! Runs and drives fantastic!



Year/Model: 1997 XR7
VIN: 1MELM6XXXX
Miles: 55,200 orig
Condition: 1
Final bid: \$2,550.00

Reserve not met

Total # of Bids: 11

Comments: This Cat has been well taken care of and is in excellent condition. There are no blemishes or markings.



1968 Standard Coupe
VIN: 8R91C514xxx
Miles: 27,918
Condition: 1
Final Bid: \$9,200
Total # of bids: 36

Stunning 1968 Mercury Cougar 302 motor with automatic transmission restored and ready for summer. Still wears the original black and yellow California plates. A bare metal strip down and base coat/clear coat paint job with a Mercedes light blue finish. Brand new interior including seats, carpets, headliner, dash pad. NO rust car. Motor and trans rebuilt by previous owner. Runs and drives great. Shifts are crisp. Lots of new parts including exhaust and brakes. Just a few details needed.



1972 Standard Hardtop
VIN: Not listed
Miles: 56,000
Condition 2
Final Bid: \$8,500
Total # of Bids: 1

351 4V Cobra Jet, Standard Hardtop, C6 auto, 9" rear. 56k miles on this Georgia car that was restored a few years back. Car is a beauty inside, outside, under the hood & trunk too. Chrome, glass, weather-stripping, interior, gas tank, Magnum 500 wheels, shocks, Radiator, heater core, suspension parts were all replaced or restored.

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **August 31** 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: 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

//

FOR SALE: Parts: Have many parts available at very reasonable prices. Inventory includes white XR7 bucket seats, sequential turn signal boxes, 351C 4V Intake Manifold, Radio Bezels, Gauges, Woodgrain dash panel, NOS 71-72 Power Window Switch, Headlight Bucket, Exterior Bezels, Steering Column with keys, Wiring Harness, Much more. Contact tbirdted@verizon.net or call 732-295-9310 (NJ).

//

FREE PARTS: I have these parts for a 1968 free to any member, pay shipping only via usps parcel post. One "Mercury" am radio, 3 sets of used (poor condition) hub caps, one instrument cluster with speedo, dummy clock, amp, fuel etc. Thanks. Stu - uteandstu@gmail.com

/

For Sale: 1969 Cougar Std. This is an older restored car and the 351 Windsor motor has been heavily modified. It has an aftermarket Edelbrock 4 bbl carb and manifold, Crane cam, Hedman heddors, rebuilt heads, stainless steel valves, threaded valve guides. The motor runs great and the car is clean and solid. \$8,500.00 816-478-1578 More info and pictures at: <http://terrydhenderson.com/69cougar/>

/

FOR SALE: 1968 Cougar XR-7 151k orig miles on its 302/3spd, 90% original, front seats have been

redone and has been repainted once in its orig color (Lime Frost), has dark Green interior. Bought from orig owner 12yrs ago, was an original California Car; NO RUST Asking \$8000 Email catman6895@aol.com, 541-747-7793 (Springfield Oregon).

/

FOR SALE: 1973 Cougar Conv. I have a 1973 Cougar convertible for sale \$5000 if you know anyone looking for one. Bright red with black interior and black cloth top. Power windows. 351 Cleveland motor. Runs and drives, good condition. Contact Roger by e-mail horner@repsrv.com (Indianapolis, IN)

/

FOR SALE: 1967 Cougar XR-7 Professionally Restored!! ARIZONA BODY – VERY SOLID CAR VIN #7F93A631288. Taken down to metal. Etching primer applied followed by urethane primer and base coat clear coat. Will paint to color. Engine: Ford 1968, 302 c.i. (#C80E-6015-A). Bored 30-over. Rods balanced #C3AE. Pistons: Speed-Pro 9:8.1 compression. Moly rings. New oil pump. Heads 1.78" intake, 1.57" exhaust. Fel-Pro gaskets used. Transmission: C-4 rebuilt, new seals, factory stall. Asking \$19,000 or B/O. Call 330-472-2702 or e-mail scpsti@aol.com for more info and restoration pictures. (Akron, OH)

/

FOR SALE: 1970 Cougar XR-7 Brandywine Candy. 351 w/Edel, Holley 670, 4v. Cragar's & BFG. \$13,000. '66 Mustang White 347, alum heads, 512 roller cam & valve train. New brake system. PS, COAN C4, 9" rear. Cragar's. New springs – shocks. \$20,000 Paul (765) 459-3094 (Kokomo IN).

//

FOR SALE: 1973 Cougar XR-7 Second owner with 43k miles. Yellow w/black interior. 351C, auto, A/C, PS. Beautiful condition, appraised at \$9,200. Vicki (818) 521-8709 or krmvjm@earthlink.net (Glendale, CA)



/

FOR SALE: 1976 Cougar XR-7 Inherited from original owner. Nevada car. 351 engine. 60k original miles. Loaded. Above average condition, but could use some work. Gary (507) 877-3523 or (507) 920-6116. (Comfrey, MN)

/
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: 1986 Cougar. Great car to restore and enjoy. Original Arizona owner. No Rust! Some small door dings but overall body in good shape with no major dents. Paint on sides good but fading on roof and hood. Needs new half vinyl top (bonnet). 192K miles. V6 rebuilt at 139K in October 1998. 3-core radiator. Car driven daily until 2008. Not running now. Still a good-looking car. Asking \$250. Buyer must arrange and pay for shipping. (520) 529-3202.



//

Financial Director's Report

Greg Fritz #5269

finance@cougarclub.org

This issue of the newsletter is being published before the end of the second quarter of 2011. The regular financial report will return in the next issue.



Lincoln-Mercury leads the way with the 1969 Cougar XR-7

Randy Goodling
Cougar Parts
1967-73 Cougar Parts
Buy - Sell - Trade
New - Used - Reproduction - Rebuilt
2046 Mill Road
Elizabethtown Pa 17022-9401
717-367-6700
CCOA Chairman
bossat@dejazzd.com
Member PFCP

K T L RESTORATIONS
ground up on premises
434.685.7353
Email: tlawran@aol.com
www.ktlrestorations.com
Thomas Lawrance

Events

COLUMBUS OHIO **By: Ben Brace (#2796)**



"Where the Legends Roll!"

The 2011 Arthritis Foundation Classic Auto Show and Cruise-In; July 8 & 9, 2011 at the Metro Center, Dublin (Columbus), Ohio. Class 40 is the Mercury Cougar class, includes all Cougars, 1967-1999. Parking on grass this year! Friday's Cruise-In now boasts over 1,500 cars that come from more than 20 states to compete for 100 six-foot tall trophies and many prestigious specialty awards. This event continues to dramatically grow each year.

More info at www.arthritisautoshow.com or contact Ben Brace at 614-795-6627 or benbrace@benbrace.com



Boss Reunion **August 4-7, 2011** **Dearborn Mich.**

Brian Carpenter (#8301) wants to spread the word for the Boss Car Reunion to be held August

4 – 7, 2011 in Dearborn Michigan. The reunion is hosted by and held in conjunction with the Mustang Owners Club of Southeast Michigan (MOCSEM) Mustang Memories all Ford show at Ford World Headquarters (WHQ) on Sunday, August 7, 2011, <http://mocsem.com>. They are giving away the Healing Heroes Boss 302s at the show www.winthemustangs.com. It was a tremendous event in 2010 and drew over 625 Mustangs and Ford powered cars.

The event will be based out of the host hotel – The Henry, 300 Town Center Drive, Fairlane Plaza, Dearborn, MI 48126 (888) 709-8081

Lots of great events planned for the reunion including a tour of the Flat Rock Mustang Plant and a once-in-a-lifetime opportunity to participate in "paced" parade laps on the AAI test track (pending approval of Ford legal department). A visit to the Roush Automotive Facility is also part of the plans.

Ford Motor Company will be involved and plans to expose the vintage BOSS 302 owners to the 2012 BOSS 302 by providing them with an experience that cannot be achieved anywhere outside of the Mustang's birthplace and home in metro Detroit.

Let's get a good showing of Boss Eliminator to the show so our Mustang cousins don't get all the attention! More details are available at the Boss302 website: <http://www.boss302.com/smf/index.php?board=23.0>



NEW DATE: Sunday July 10th
20TH ANNUAL

**All Ford Motor Company
CRUISE & COOKOUT!**

Hosted by the
COUGAR CLUB OF NEW ENGLAND
Sponsored by
MUSTANGS UNLIMITED

Corner of 440 Adams Street and Middle Turnpike West
Manchester, CT 06040

PH# 888-398-9898 and FAX# (860) 649-1260

Show hours from 9:00 am to 3:00 pm

- Dash Plaques
- Vehicle Registration \$10
- Free Spectator Admission
- Cars- Food- Music
- Trophies
- Raffle (50/50)

Visit our showroom the day of the show and receive 5% off most items in our store
(excluding sales items or items already discounted and some performance parts)

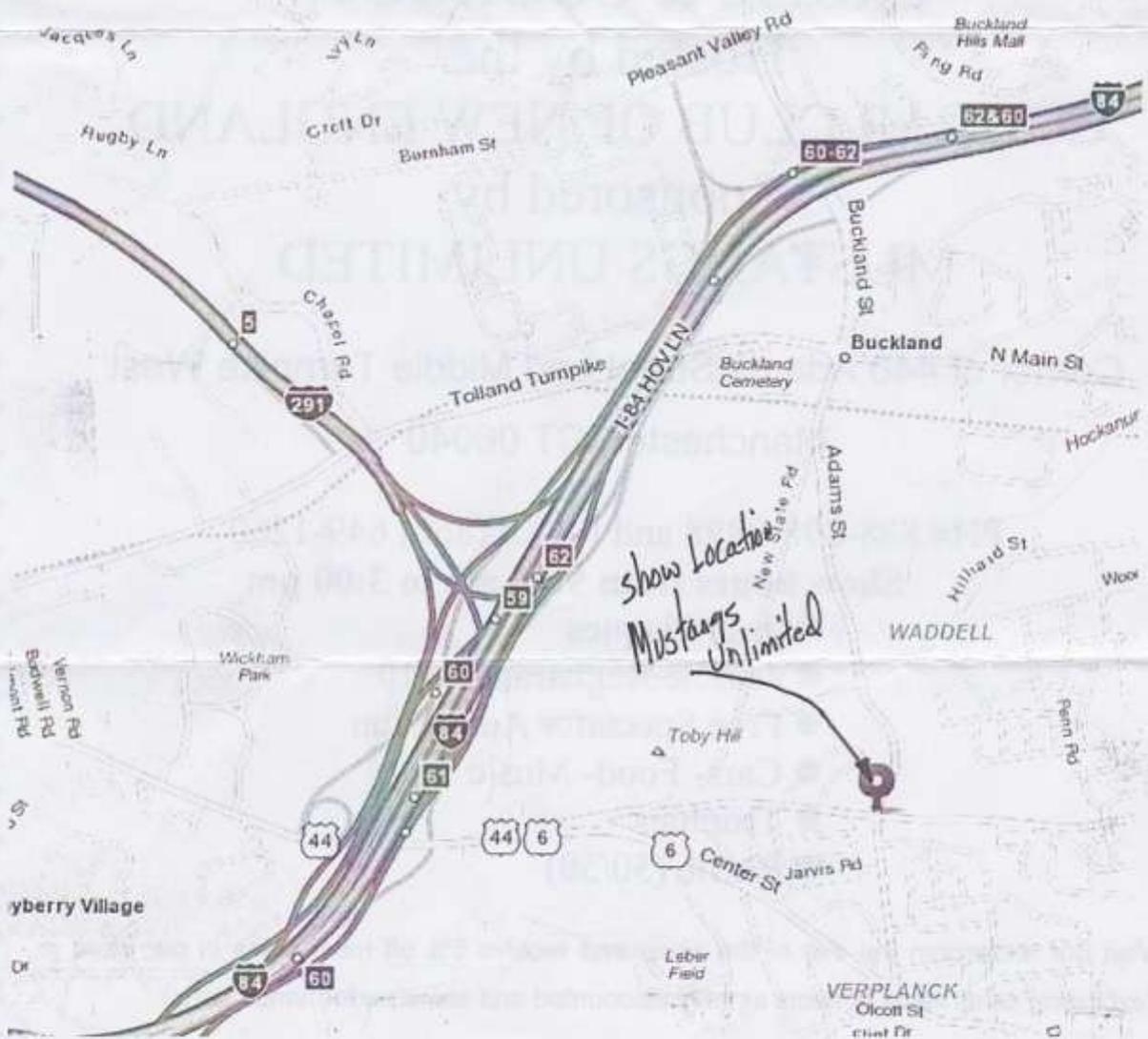
Food and beverages will be sold at the show. For more information, call Mike Zabilansky (860) 875-7537
or Rich Clark (860) 649-8520 (Directions to the show are on the reverse side of this flyer)

NEW LOCATION (440 Adams St at Middle Turnpike West (Half mile south of former location))

From Interstate 84 Eastbound, take Exit 62. At traffic light at the end of the exit ramp, turn right onto Buckland Street. Buckland Street becomes Adams Street. Mustangs Unlimited is on the right at 440 Adams Street (about 1.5 mile from the exit).

From Interstate 84 Westbound, take Exit 62. At the end of the exit ramp, turn right onto Pleasant Valley Road. At the traffic light, turn right onto Buckland Street. Buckland Street becomes Adams Street. Mustangs Unlimited is on the right at 440 Adams Street (about 1.5 mile from the Exit).

From Interstate 91 North or South, take Exit 35, Route I-291 East to Exit 5, Tolland Turnpike. At the end of the exit ramp, turn left onto Tolland Turnpike. At the fourth traffic light turn right onto Adams Street. Mustangs Unlimited is on the right at 440 Adams Street. (About 1 mile).



Cascade Cougar Club

Presents

Prowl 2011

Sunday July 24th
8:00 AM - 3:00 PM

People's Choice Awards Show

Over 20 Classes including
Cougars, Mercurys, Edsels, Lincolns, Mustangs
All Fords as well as other makes are welcome

XXX Root Beer Drive-In

98 NE Gilman Blvd.

Issaquah, WA.

Information

425 / 879-6036

253 / 839-7615

www.cascadecougarclub.com

PROWL HOTEL:

Issaquah Hilton Garden Inn

1800 Gilman Blvd

Issaquah WA 98027

Call 425 837-3600 Ask for the Triple X special rate

We hope to see you there!

**PROWL 2011 REGISTRATION FORM
CLASS DESIGNATIONS**

COUGAR

- C1 67 STANDARD
- C2 67 XR7
- C3 68 STANDARD
- C4 68 XR7
- C5 69 HDTP, XR-7 & STANDARD
- C6 70 HDTP, XR-7 & STANDARD
- C7 71-73 COUGAR ALL
- C8 69-70 COUGAR CONV
- C9 MODIFIED COUGAR HDTP
- C10 MODIFIED COUGAR CONV
- C11 GTE, XR-7G, ELIMINATOR
- C12 74-2002 COUGAR

FORD MERCURY / EDSEL / LINCOLN

- F1 FORD ALL
- F2 THUNDERBIRD ALL
- MU1 MUSTANG 1964/1978
- MU2 MUSTANG 1979 / 2011
- MC1 70-80 MAVERICK / COMET
- M1 MERCURY ALL
- M2 1960-69 COMET, CYCLONE, METEOR, FALCON
- EL EDSEL / LINCOLN ALL

SPECIAL

- Y1 YOUNG ADULT (25 & UNDER)
 - OM&M OTHER MAKES & MODELS
 - D1 DISPLAY ONLY
- Awards for Long Distance and Hard Luck Story

A modified Cougar is defined as one that has a modified paint scheme, engine modifications or body panel modifications that significantly alter the original appearance of the vehicle. Cascade Cougar Club reserves the right to make final class placement.

Registration is also available through our website at www.cascadecougarclub.com

NAME _____ PHONE _____

ADDRESS _____

CITY, STATE, ZIP _____ EMAIL _____

YEAR _____ MAKE _____ MODEL _____ BODY STYLE _____ COLOR _____

CHECK BOXES THAT BEST DESCRIBE YOUR CAR

ORIGINAL RESTORED MOSTLY STOCK CUSTOM HEAVILY MODIFIED

ENTER CLASS DESIGNATION # FROM ABOVE LIST _____

Registration Fee: BEFORE JULY 12 - \$15 ____ AFTER JULY 12 - \$20 ____

I hereby release the Cascade Cougar Club, CCOA, and XXX Root Beer Drive-In, Staples, Motorville Place, Virginia Mason, Skippers, and the City of Issaquah from any and all responsibility for damages that may occur to my vehicle or personal property.

Signature _____ Date _____

Mail check and entry form to: **Cascade Cougar Club PO BOX 1914 Renton, WA 98057**



2011 CCOA Cougar Nationals

Hosted By:
COUGAR CLUB of New Jersey and Pennsylvania
In Bridgewater, NJ
July 15th-17th, 2011

Check the CCNJPA web site (ccnjpa.com) for Hotel Details, Class Information, Registration Form, Updates

Great Room Deals Still Available

The official show room block at the [Bridgewater Marriott](#) is sold out! But don't worry: You can still get a great rate - **\$109 a night** - under a special deal negotiated by the show host, [The Cougar Club of New Jersey/Pennsylvania](#). This new room block is limited and available only on a first-come first-served basis, so book your room today by calling the hotel at (800) 228-9290 and reserving under "Cougar Club of New Jersey/Pennsylvania."

Classes for All Years, Models

The 2011 Cougar Nationals is open to all Mercury Cougars, with 25 judged and people's choice classes for every model year and body style, from 1967 to 2002. And remember, judging is optional - you're welcome to just display your car and enjoy the company of other Cougar fans.

Something for Everyone

The Bridgewater Marriott is within walking distance of shopping, fine and casual dining and other amenities to keep you and your spouse busy during breaks in the show. The show also will feature a "Kids Corner" with a clown and other activities. Bring the whole family for an outstanding weekend of entertainment! SCHEDULE AT A GLANCE:

Friday, July 15

2 - 7 p.m. - Show registration, hotel lobby
2 p.m. - Tech inspections
2 p.m. - Car wash station opens
3 p.m. - Bridgewater Marriott check-in
4:30 - 7 p.m. - Cruise to historic Somerville
7 p.m. Tech inspections

Saturday, July 16

7 a.m. - Show registration
7 a.m. - Car wash station opens
8 - 9 a.m. - Judges meeting
9 a.m. - 3 p.m. - Tech & car judging
10 a.m. - All cars must be registered & on showfield
10 - 11:30 a.m. - Kids corner, clown entertainment
6 p.m. - Cocktails, cash bar open in awards banquet room
7 p.m. - Awards banquet dinner
8 p.m. - Awards presentations, door prizes

Sunday, July 17

11 a.m. - Breakfast, hotel check-out





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: Concours	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 All
Class 5: 1967-1968 XR7 Coupe	Class 18: 1980-1988 All
Class 6: 1968 XR7-G; GT-E	Class 19: 1989-1997 All
Class 7: 1969-1970 Eliminator	Class 20: 1999-2002 All
Class 8: 1969-1970 Standard Convertible	Class 21: 1967-1973 Daily Driver
Class 9: 1969-1970 Standard Coupe	Class 22: 1967-1973 Modified
Class 10: 1969-1970 XR7 Convertible	Class 23: 1967-1973 Street Driven
Class 11: 1969-1970 XR7 Coupe	Class 24: 1967-Present Display Only
Class 12: 1971-1973 Standard Convertible	Class 25: "Mangy Cat" (needs restoration – ugly wins!)
Class 13: 1971-1973 Standard Coupe	

More Information to Follow...check CCNJPA.com for details

(<http://mysite.verizon.net/vze14fai1/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:

Name: _____ **CCOA#: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: _____ EMAIL: _____

** CCOA # is not required to enter the show.

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 \$ _____

Please order T-Shirts and reserve your Banquet seats in advance. We want to make sure we have enough T-shirts (in the right sizes) and we need to let the hotel know how many will be attending the banquet

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:

EMAIL Confirmation will be sent back

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



2011 CCOA 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-away 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:	Concours	Tom Lawrance – KTL Restorations
Class 3:	1967-1968 & 1971-1972 GT	ESPO Springs 'n Things
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 Lawrance – KTL Restorations
Class 9:	1969-1970 Standard Coupe	Martinsville Auto Parts
Class 10:	1969-1970 XR7 Convertible	Delmarva Cougar Club
Class 11:	1969-1970 XR7 Coupe	Rocketman's Classic Cougar Innovations
Class 12:	1971-1973 Standard Convertible	Cougar Club of New England
Class 13:	1971-1973 Standard Coupe	John's Classic Cougars
Class 14:	1971-1973 XR7 Convertible	Cindy Ghizzi
Class 15:	1971-1973 XR7 Coupe	Ultra Poly Corporation
Class 16:	1967-1973 Un-restored	Berkshire Transmissions
Class 17:	1974-1979 All	Pro Payne Graphics
Class 18:	1980-1988 All	Cool Cats
Class 19:	1989-1997 All	LEC Graphic Design
Class 20:	1999-2002 All	Cougar Club NJ & PA
Class 21:	1967-1973 Daily Driver	Berkshire Transmissions
Class 22:	1967-1973 Modified	House of Wheels
Class 23:	1967-1973 Street Driven	JD Cougars Used Parts 67-73
Class 24:	1967-Present Display Only	MinnesotaCats.com
Class 25:	"Mangy Cat"	ECI Restorations



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

Address Service Requested

FIRST CLASS MAIL

THE *Cougar Club of NJ-PA Presents*
2017 COUGAR NATIONALS



FRI, SAT & SUN, JULY 16-17
BRIDGEWATER, NEW JERSEY!