

AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA

SEPTEMBER 2011

Cougar Nationals



PLUS...

More Original
Owners



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SEPTEMBER 2011

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 December. Please send your submissions no later than **December 1**.

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

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

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- \$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.

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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.

In this issue:

Club Contacts.....	2
2011 National Show Review.....	4
Winner's List.....	6
Cougars in Miniature.....	8
Regional Reports	
FordNutz.....	9
Lone Star Cougar Club.....	11
M60 Cougar, U.K.....	12
Temporary Editor's Note.....	13
Original Owners	
Anna White's Christmas Cougar.....	14
Seeking Second Owner.....	17
Red in Green Lake.....	18
Eliminator Tracks its Prey.....	19
Cougar Tech – Rough Running Cat.....	21
eBay Cats.....	23
Classified Ads.....	24
Financial Director's Report.....	25
Membership Report.....	26

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





2011 NATIONAL SHOW REVIEW

By: Phil Parcells (#2554)
CCOA Director of Special Services
Cougar Registry Manager



Between July 15-17, the Cougar Club of New Jersey and Pennsylvania (CCNJ/PA) hosted the CCOA 2011 National Show in Bridgewater, NJ. Bridgewater is a suburban community centrally located in New Jersey, roughly between Newark and Allentown, PA.



Mark Piechowski's freshly restored 69 Sport Special is stunning.



Chuck Popenoe's very red 70 XR7 convertible stood out in the sun.



There were approximately 75 Cougars participating in the show, 63 of which were 67-70's and 9 were 71+.

Some of the highlights include Bill Pratt's 67 XR7GT,



Merv Moyer's 68 GT-E was there. There were three XR7-G's from Craig Keith, Pat Nawrocki and Brian Carpenter.

Cindy Ghizzi's 72 XR7 convertible was looking fine!



Bill Farrington's 73 Convertible took Best of Show.



See the winners list below for the complete list of class winners.

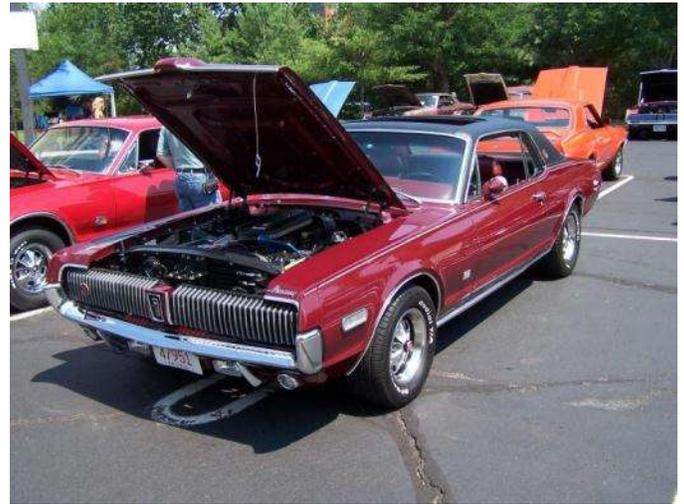
There was a special first appearance of Mike Derose's 69/70 "Fast Eddie" Schartman tribute car.



Mike's attention to detail is evident in the faithful reproduction of this famous car.



The show field was the furthest lot at the Bridgewater Marriott, which was nicely separated from the main lot by an island of trees. During Thursday and Friday people were arriving, unloading, cleaning their Cougars and meeting others in the show.



Some went through the Tech part of their judging which helped streamline the judging on Saturday. Friday night there was an informal cruise night held in neighboring Somerville, NJ. The entire main street was lined with classic cars of all makes and models, reminiscent of the Woodward Dream Cruise in Detroit. One stranger approached me during the cruise and commented how awesome it was to see all the Cougars cruise down main street. He noted how unusual it is to see a Cougar, and here was a whole parade of them!



Saturday was show day. It was a bright & sunny, hot day, but most people didn't notice as we were all focused on the wonderful display of Mercury Cougars.





It was an interesting show because there have been many cars restored over the past few years, and no judged National show in which to show them. So for many of these cars, it was their first time out in public under the scrutiny of the judges.



Folks have been restoring their cars but haven't had an opportunity to get feedback using the CCOA rules & standards.

Saturday evening was the banquet and awards presentation. The guest speaker was **John Aiken**, who was on the design team for the 67 Cougar.



He took questions from the audience, and although most were marketing type questions, not design questions, he mentioned that there could be a future Mustang that will have some design elements inspired by the classic Cougars. He also answered questions informally throughout the day. One such question was asked about his inspiration in designing the Cougar and his reply was that his group used to admire some of the English sports cars of the era, such as the Jaguar. He was looking to give the Cougar a distinct body line. He also talked about taking part in the interior design, and that the burl wood was also taken from the euro idea (also the Jag) along with the toggle switches. He said he is still active with Ford and still goes back and talks with the current generation of designers.

It was a great show and was good to re-acquaint with old friends and meet new friends. Many thanks to Stu, Suds, Bob, Bill and the CCNJ/PA for all their hard work hosting this show.

Lots more pictures from the show are available at the CCNJ/PA's website: www.ccnjpa.com



CCOA Nationals 2011 Winners

Hosted by the Cougar Club of NJ/PA
June 15 – 17, 2011

Class 1 : Senior

Sponsored by: Bridgewater Marriott Hotel

First - Steven Hornbaker Comp Orange 69

Eliminator

Second - Aasha and Tara Reddy White 67 Standard

Class 2 : Concours

Sponsored by: Tom Lawrance-KTL Restorations

First - Tom Lawrance 70 Eliminator

Class 3 : 1967-1968 & 1971-1972 GT

Sponsored by: ESPO Springs `n Things

First - William Pratt 67 XR7GT

Second - Charlotte St. Laurent 67 GT

Class 4 : 1967-1968 Standard Coupe
Sponsored by: Cliff Gardiner-KLP and John Studio

First - Rich Lawrance 67 Std.
Second - Steven Chernow 67 6.5L
Third - Steven Cognata 67 Std.

Class 5 : 1967-1968 XR7 Coupe
Sponsored by: Great Lakes Cougar Club

First - Tom MacMath 68 XR7
Second - Peter Maddi
Third - Phillip Marinaro 68 XR7

Class 6 : 1968 XR7-G; GT-E
Sponsored by: Sean B. Walsh

First - Craig Keith 69 XR7-G
Second - Brian Carpenter 68 XR7-G
Third - Mervin & Dorothy Moyer 68 Std GT-E

Class 7 : 1969-1970 Eliminator
Berkshire Transmissions 413-663-3336

Class 8:1969-1970 Standard Conv.
Sponsored by: Tom Lawrence – KTL Restorations

First - Jeff Krin 69 Conv
Second - John & Michelle Castelli 69 Conv

Class 9 : 1969-1970 Standard Coupe
Sponsored by: Martinsville Auto Parts

First - Cliff Gardiner 69 Std
Second - Mark Piechowski 69 Std Sport Special
Third - Tom Mcolvin 70 Std

Class 10 : 1969-1970 XR7 Convertible
Sponsored by: Delmarva Cougar Club

First - Joe D'Alu 69 XR7 Conv
Second - Steve Polansky 69 XR7 Conv
Third - Jack Calvert 69 XR7 Conv

Class 11 : 1969-1970 XR7 Coupe
Sponsored by: Rocketman's Classic Cougar Innovations

First - Terry Shannon 70 XR7
Second - Robert Defeis 70 XR7
Third - Ray Brown 69 XR7

Class 12 : 1971-1973 Std Convertible
Sponsored by: Cougar Club of New England

First - Bill Farrington 73 Conv
Second - Ron Jubin 73 Conv

Class 13 : 1971-1973 Standard Coupe
John's Classic Cougars

Class 14 : 1971-1973 XR7 Convertible
Sponsored by: Cindy Ghizzi

First - Jeff Dryer 73 XR7 Conv
Second - Joe Crucilla 73 XR7 Conv
Third - Cindy Ghizzi 72 XR7 Conv

Class 15 : 1971-1973 XR7 Coupe
Sponsored by: Ultra Poly Corporation

First - Doug Dole 71 XR7 429CJ

Class 16 : 1967-1973 Unrestored
Sponsored by: Mark Piechowski-Berkshire Transmissions

First - Robin Jaques 68 XR7
Second - Richard Clark 67 XR7

Class 17 : 1974-1979, All
Pro Payne Graphics

Class 18 : 1980-1988 All
Sponsored by: Cool Cats

First - Shawn Thomas

Class 19 : 1989-1997 All
Sponsored by: Wayne Wachter

First - John & Lynn Ritchie 94 XR7
Second - Ronald Roberts 87 20th Anniv Edition

Class 20 : 1999-2002 All
Sponsored by: Kat Scratch Kustoms

First - Kris Bortz 2000

Class 21 : 1967-1973 Daily Driver
Sponsored by: Mark Piechowski-Berkshire Transmissions

First - Jene Youtt
Second - Don Wussler 67 Std

Class 22 : 1967-1973 Modified
Sponsored by: House of Wheels

First - Robert Entwistle 69 XR7 Conv - Burgundy
Second - Charles Popenoe 70 XR7 conv - Red
Third - Tim Miller 68 XR7 - Purple

Class 23 : 1967-1973 Street Driven
Sponsored by: JD Cougars Used Parts 67-73

First - Jason Cunningham 70 Std
Second - Jeff Hart 70 Std
Third - Rick Kelbough 69 Std

Class 24 : 1967-Present Display Only
Sponsored by: Minnesota Cats

First - David Wyrwas 70 Eliminator
Second - James Magannety 68 XR7
Third - Stu Nembrotti 70 XR7 conv

Class 25 : Mangy Cat
Sponsored by: ECI Restorations

First - David Garron 67 std bench seat
Second - Scott Polansky 69 XR7 Conv

Best Paint

Charles Popenoe 70 XR7 conv - Red

Head Judge Award

Michael Derose 69/70 Fast Eddie Schartman tribute

Chairman Award picked by John Aiken

Robert Entwistle 69 XR7 Conv

Best In Show

Bill Farrington 73 Conv



COUGARS IN MINIATURE

Bill Quay #1515

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This article is about a little known toy company from France called Universal Hobbies. They have released two 1968 Cougars. They are 1/43 scale (about 4" long) Die-Cast cars. The one on the left is a Forest Green color and, the one on the right is an Orange color car. The Orange car was released as part of their Legends Series. These are highly detailed cars, although the hood does not open, so there is no engine. These Cougars are no longer offered on Universal Hobbies web-site, so anyone wanting one of these Cougars would have to find one on the secondary market. (Swap Meet, E-bay, etc.)



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

Regional Reports



FORDNUTZ COUGAR CLUB B.C. Canada

BY: HEATHER WHITAKER
Events Director

Since my last report Fordnutz members have attended several local and "road trip" events of note. In June, some of our Washington members travelled to an all Ford show in Hillsboro, Oregon which proved to be quite an adventure. Between carburetor and other mystery problems, the drive south proved to be a challenge, but eventually these cats joined over 275 other cars on the show field under hot, sunny skies.



Cougars at Hillsboro, Oregon

Jeff Bingaman's 70 Competition Green sunroof Cougar placed 2nd in the 67-70 class and Mike Warner, driving his Caspian Blue 67 standard, took the long distance award. The next day, some American members attended the All Ford Picnic in Bellevue, Washington while their Canadian counterparts hit MSA Ford in Abbotsford, BC.



Heather's ride at MSA

In the middle of June we got together for a road trip to Coeur d'Alene, Idaho for Car d'Lane where we joined hundreds of fellow classic car owners for the annual cruise through downtown on Friday night and again for the show on Saturday where it was a drizzly, breezy 52 degrees.



Cougars of Mike Warner, Scott Ferguson and Jeff Bingaman at Car d'Lane, Idaho

Closing out the month, it was another road trip to Penticton in BC's sunny Okanagan orchard area.

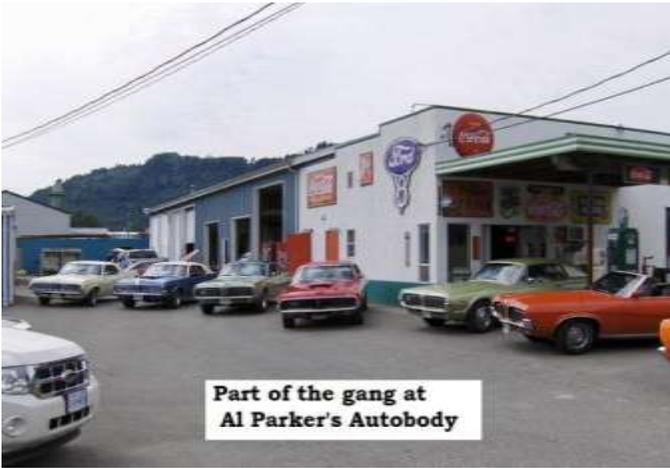


Dean Henschke's '68 at Penticton

The lakeside venue was beautiful and there were plenty of outdoor restaurants, not to mention a nearby casino, to keep everyone occupied but no awards came our way.



July 1st (Canada Day) was Kim's Kruiise, an event organized by long-time Fordnutz members Kim & Cindy Friesen. It all began at the Friesen home in Abbotsford where we got driving instructions for the three-hour mystery cruise through the country roads of the eastern Fraser Valley. We stopped to view a fellow member's collection of 69 Mustangs and Cougars, all high horsepower, then headed off to another collection of cars and memorabilia at Parker's Autobody.



Part of the gang at Al Parker's Autobody

Like so many collectors, Al Parker has so much "stuff" that it's impossible to face any direction without hundreds of items catching your eye. After coffee and doughnuts, we were on the road again, tire smoke filling the country air, cruising back to Abbotsford where barbecue smoke would be a welcome replacement. On our return to the Friesen's home, tables quickly filled with snacks and appetizers while Chef Kim donned his short-order cap and fired up the barbecue.



Kim fires up the grill on July 1st

As good-natured banter was replaced by contented sighs, darkness slowly fell and over two dozen full stomachs called it a night.

On the weekend of July 23-24 several Fordnutz attended the Cascade Cougar Club Prowl in Issaquah, Washington.



This two-day event consisted of a Saturday barbecue followed by the show on Sunday. The barbecue was held on a beautiful 5-acre spread in Maple Valley where several Cougars graced the lawn while their owners grazed the food tables.

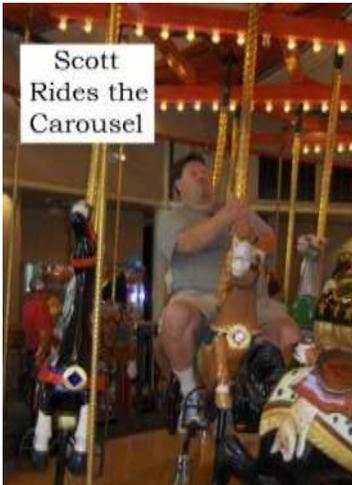


Prowl BBQ in July

Sunday's show saw 47 Cougars, eleven of which were our club members. At day's end, 100% of attending Fordnutz came away with awards. August 1st (BC Day) saw a Shelby show in Surrey, BC where three of us came away with awards. Then on the 7th, it was the Galaxie Club show at the Starlight Casino in Queensborough where nearly 200 cars filled the south parking lot. Of the five Fordnutz in attendance, only Dave Joy cashed in, taking 2nd place in the 70's Ford/Mercury class for his 78 Lincoln Towncar. (It might be noted that none of us cashed in at the casino.)

After a few years of "inclement weather", finally there was glorious sunshine for our Fordnutz Cougar Club Claw In weekend on August 13-14. This was another two-day event which began Saturday morning with a tour of the Burnaby Village Museum (touted as a "living" village). There was certainly something for everyone from the fresh-baked goods in the farmers' market, to talking to our hosts in each of the buildings. After a leisurely lunch at the ice cream parlour, there was time for a ride on the 1912 carousel before heading

back to Scott's and my home for a barbecue dinner and much more socializing. All too soon the adventure came to an end and it was time to rest



up for the next day's show. Sunday's event was much smaller than in past years but the members who came out to Surrey's Hawthorne Park seemed to really enjoy the relaxed atmosphere. One member brought fresh doughnuts (which apparently was a great idea as he garnered the most votes and

took home the Fordnutz Memorial Trophy for his beautiful red and black 68 XR7). Although most attendees were locals, we had members from as far away as Spokane, Washington and Kamloops, BC join us for the weekend festivities but by mid-afternoon it was all over and everyone said their goodbyes before heading home.

We rounded out August with the GVMA Roundup on the 28th at Thunderbird Show Park in Langley, BC.



The Mustang guys always put on a great show providing food and door prizes and there's always an equestrian event on the same site each year to keep the attention of any horse-lover. Three winners in the Cougar class were Guy Stromsten who placed 3rd with his 68 XR7 GT race car, I placed 2nd with my 69 XR7 convertible and Scott

Ferguson took 1st with his 68 XR7 G sunroof car.



Well, that pretty much sums up the summer activities. As the event calendar slowly grinds to a halt over the next few months, it's time to turn our thoughts to those repair or restoration projects in readiness for next year's season. I hope everyone had a terrific summer.

Visit our website at www.fordnutz.org/

LONE STAR COUGAR CLUB

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



August was the second indoor event for the LSCC, The Yellow Rose Classic in Ft Worth, TX; and all Ford/Mercury show that was held on the weekend of the 12th and 13th. LSCC had nine Cats displayed and eight won awards. Dr. Joe Valenti received 1st Place Awards for his '68 XR-7G and '70 Eliminator and Class Awards for his '69 428 CJ XR-7 convertible and his '69 428 SCJ Ram Air Drag Pack STD coupe.





Gene Mullenberg received a Class Award for his '69 STD convertible.



There were 195 cars registered at the show. Although it was over 100 degrees outside, it a very pleasant 74 degrees inside.



Lot of nice cars, look forward to next year!

Kendall Spears received a 1st Place Award for his '68 STD Coupe.



The next big event for LSCC will be The State Fair of Texas on September 30th--opening day. Our Cougars will be occupying the Classic Car Corral for the public to enjoy at the fair. This has become an annual event for LSCC. For more information about this show and other shows in the area and to learn more about the Lone Star Cougar Club please visit our website: www.lonestarcougarclub.com.

Dwain Barker received Class Awards for his '73 STD convertible and his '77 XR7.



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

M60 COUGARS, U.K.
BY: BARRIE DIXON (#156)
PRESIDENT



It has been a busy time over here at M60 Cougars HQ the last few months. You know the kind of busy where nothing gets done because everything needs to be done? Well, that is about how it is. We need to come up with new graphics to reflect our "new" outlook; we need to check out our roster to

figure who still have their Cougars; we need to.... Well, I could go on, but that really is not going to get us anywhere so why don't I just tell you about the '67 that sits in my garage and how it meets current traffic regulations.

A couple of years ago I decided that the power steering on my 289 4V C4 was not really up to 21st Century standards and I began to look at alternate systems. Did I buy a new box and hope all that excessive play would disappear or should I go down the rack and pinion route? And if I go for r & p, which system do I buy? I finally came up with the solution: A new box just would not cut it and r&p was my only real option if I wanted my car to handle like something considerably newer than its age would suggest. I went with a Unisteer system because the adverts suggested that it was a simple "bolt in" operation.

The parts arrived, the boxes were opened and the instructions were read. "You might want a smaller, new style starter" they said. Well, OK. I could live with that, so I ordered one. While waiting for delivery, I continued to read the instructions. "And you'll want to chop a chunk off the steering column", they said. "And when you've done that, you will need to....." Yeah, so much for "bolt in" right? Anyway, the job went OK and the steering is considerably better than the vague feel off the original which has to be good.

Then, I took my car in for its annual inspection. The Inspector looked at the chassis and said "this part of the frame rail is shot. You need to do something about that before next year." I told Steve, for that is his name, that I could order a frame rail and weld it in without too much problem. He was quite amazed that a piece of frame rail for a 40-year old car was available over the counter. Well, come on. In a country where a Ford Focus is considered a large car, of course he was amazed!

I knew that if one side was shot, maybe the other side was not too good. Therefore, two got ordered along with new rear shackles. However, when I came to strip everything down, the leaf springs



almost fell apart. There was no way these were ever going to go back in the car and a browse through for alternatives was in order. I settled on another "bolt in." This time an R & C Motorsports 4-link conversion with coil-over shocks. Good choice! The car handles just so much better than before, especially with the 1" front sway bar that found its way under there recently. In fact, coming back from a recent show, along one of our famous winding country roads, the Corvette that had been following closely behind began to disappear in the distance. Either my Cougar handles that much better or the 'Vette owner is a wimp. You decide!

I have other plans for "modernisations" on my car over the next few months and years. Maybe that will be a good place to tell about them, as and when they happen. But for now, I need to boot my graphics software and do something about the M60 logo.

Letter from the ^{Temporary} Editor

As you can see, lots of great stories in this edition of the newsletter. I actually had more material than I could use – a first since I became *temporary* editor! If you sent in a story and don't see it in this issue, watch for the December issue. Remember, you can get a year's free membership for sending in your article. Send anything for the next issue by **December 1** to ensure inclusion.

Photo credit for the cover goes to Cliff Gardiner (#5997) for his Row of Cougars at the 2011 Cougar Nationals. Anna White's driveway shot was taken in 1969.

Anna's Original Owner story follows on the next page. When Anna first contacted me about writing her story, she was in Egypt deciphering hieroglyphics – right before the *Arab Spring* began. How cool is that?! Read on for her story and a few more from that special breed of Cats – the Original Owners.

Original Owners

Part of an ongoing series of stories from people who got their Cougar brand spanking new. If you're an Original Owner of your Cougar... send in your story and get a year's free membership as a token of our appreciation.

ANNA WHITE'S CHRISTMAS COUGAR – 1968 XR-7

**BY: ANNA WHITE (#3913)
TERRE HAUTE, INDIANA**

It was 1:30 a.m. Christmas day of 1967. Tired and sleepy after playing drums in a 'rock-n-roll' band for a Christmas eve dance, I was driving home in my mother's Ford station wagon loaded with drums and equipment. Upon entering the driveway, I noticed that lights were illuminating the garage and thought that someone had forgotten to turn them off.

Approaching the garage, I pushed the door opener on the visor and the garage door began to open. To my amazement, as the door opened, it revealed a new 1968 Mercury Cougar XR-7 covered with ribbons, bows, a large decorative "Snoopy" cartoon character and a large cardboard sign with "Merry Christmas" painted on it.



The series of events leading up to this wonderful and exciting Christmas present involved my first job which was as a drummer in a 'rock' band, surviving a very serious accident, and being the daughter of very loving parents. Read on. . .

In February of 1964, the spring semester of my 8th grade year, my cousin, Charley Dowdy, and I were watching the Ed Sullivan Show when "The Beatles" were announced. After their performance, Charley

and I looked at each other and said "We can do that." I was already a drummer in the grade school band and owned a Ludwig snare drum; watching Ringo play drums did not look difficult at all to me. I got the remainder of the drum set, Charley an electric guitar, Charley's 7th grade friends, Gary Shull and Chuck Gedrick agreed to join our musical group.

My older sister was taking a textiles course in college and suggested the name of a new fabric "zantrel" as a name for our band. We formed the "Zantrels" and were hired after only a few practice sessions to play music for a birthday party. By the next year, we acquired a vocalist, learned most of the 'top ten' popular songs at the time and added "Go-Go Dancers" to our stage show. We provided music for numerous high school dances and parties in Indiana and Illinois, rented dance halls and advertised our "dances" which were quite popular among the teen-age crowd. The Zantrels were together as a musical group for three years until our vocalist, Rollie, was drafted into the Army.



Then, as was typical with most small groups, differences of opinion occurred and we disbanded. Since other musical groups experienced similar difficulties, we all seemed to merely 'shuffle' band members from one group to another creating new bands with new names.

During late August 1967, a few months after the Zantrels disbanded, I was horseback riding on a

paved country road with my friend Iva. The edges of the road were eroded creating an uneven surface. As we neared a curve in the road my horse stepped into a small hole and began to fall down. Having grown up riding horses, I instinctively tightened my legs around the horse so as to not fall off. The horse, however, was falling down so it lowered its head attempting to regain balance. I was pulled forward by the reins as the horse's head lowered and impacted the pavement when the horse fell.

The next thing I remember is waking up in a hospital bed two weeks later with no memory of the accident. Several months later, I would remember the accident in a series of flashbacks similar to frames in a movie film. The last one included hearing the rather loud sound of my skull cracking as my head hit the pavement. . . then blackness until I regained consciousness.

The doctors told my parents that I had suffered a 'contusion' with swelling of the brain which could take years to completely heal. Unknown to me, the doctors also told my parents that letting me have "anything within reason" that I wanted would probably help speed my recovery.

Luckily, I had taken all of the required two semester courses in high school and only needed to complete one semester in order to graduate with my class. It would have been impossible for me to return to classes immediately upon regaining consciousness and the doctors prescribed rest at home until January of 1968.

There must be some truth to the adage "muscles have memory" because I was able to rehearse and play my drums within weeks of returning home. I could easily remember the songs, but was unable to read and memorize new information. During that time, the band had jobs almost every weekend.

When each of my older sisters graduated from high school, my parents bought them a new Ford

Galaxie 500 in order to commute to the nearest college, Indiana State University; so I was fairly certain that I would receive a car upon my graduation. Mercury Cougars debuted in 1967 and I fell in love with them. I proceeded to cut out pictures of Cougars from magazines and tape them on my father's bathroom mirror, place them on his desk, and leave them in other conspicuous places around the house.

The 1967 Cougar was the most beautiful car I had ever seen, I was unhappy that I was not graduating in 1967 for I was fearful that Mercury would change the body style the next year.

In October 1967, a few weeks after returning home from the hospital, my father asked me what model of car I wanted (as if he didn't know) so we drove to Mace Lincoln Mercury in Terre Haute IN to get prices on a new Cougar. (Fortunately, Mercury had not

changed the body for 1968 Cougars). He suggested I tell the salesman everything I wanted; we would get a quote and then drive to Indianapolis in a few days for another quote to compare costs. I was elated! I told the salesman: a white XR-7 with black vinyl top, factory 4-speed, 302 engine, head rests/shoulder harness (an option in 1968 not available in 1967) rear window defogger, am/fm radio. The salesman gave my father a written quote and we drove back home. I waited anxiously every day for my father to take me to Indianapolis to 'price' another Cougar, but he was always too busy. I was disappointed because I didn't think he would order a Cougar.



Interior as it was in the 60's with period-correct paisley floor mats.



Meanwhile, when I didn't have excruciating headaches, I busied myself with rehearsing with the band and trying to read in order to regain my memory. It was very difficult to learn new information by reading, but learning new songs was rather easy.

During November of 1967, the union workers for all Ford factories decided to strike. I was devastated, not knowing if the Mercury division would continue to manufacture Cougars. My father had not yet taken me to Indianapolis to price my dream car. My hopes were dwindling, but I wouldn't graduate until May 1968 so it was still possible to order a Cougar when the strike was over.



The band was booked for every weekend in December 1967. We were very popular among the teen crowds in our area and owned a 1949 Packard

hearse with the band's name "Keepers of the Watch"



printed on the sides and "Hemi Under Grass" on the fender skirt.

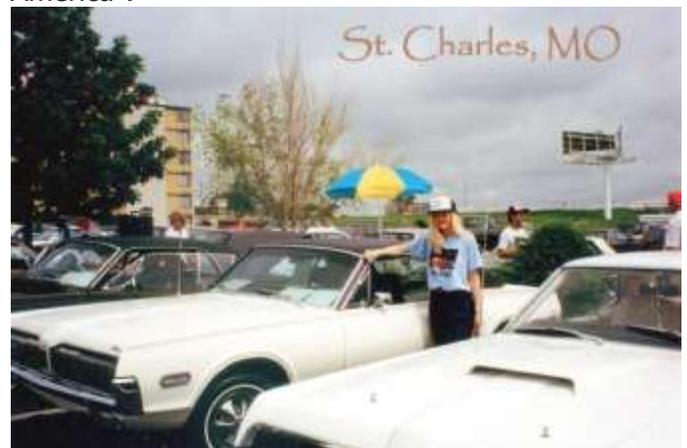
(As the older readers of this article will remember, Dodge race cars had fiberglass hoods over their Hemi engines to make them lighter and faster, labeling them as "Hemi Under Glass").

Unbeknownst to me, my father had ordered the Cougar the day we were "pricing" cars. I later learned that it had arrived at the Terre Haute dealership in early December, 1967. My father purchased it and drove it to his friend's garage where it was stored until the evening of December 24th. My father, sister, and cousin wrapped ribbons and bows around the car, made the "Merry Christmas" sign and waited until I returned home from the dance. . .what a surprise!



Forty-four years later, the car has nearly 200,000 miles on it and looks exactly as it did the first time I saw it. It has never been "restored" because I have always maintained it well.

We've seen quite a lot together, my 1968 Cougar and me, since that Christmas Eve of 1967. We have traveled across the United States to several "Nationals" sponsored by "The Cougar Club of America".



Because of the Cougar's age and mileage, something usually breaks during these long journeys.



I have had to pay for it to be towed over a hundred miles when it threw a rod, bought two new tires

during another trip because they had “dry rotted” from age and blew out on an interstate highway, and several other unpleasant occurrences. After reluctantly entering it in some of the CCOA contests, the only trophies earned have been the “hard luck” trophy and 2nd place in “daily driver.”

Trophies do not matter to me since I know in my heart that my '68 Cougar is the prettiest.



I am fairly certain that my 1968 cougar will outlive me, so I have provided for its continued care. Upon my death, I want the title to be turned over to the great-grandson of Mace Lincoln-Mercury's owner in 1967. . . bringing my 1968 Mercury Cougar XR-7 full circle. I understand that it will probably be displayed in the new dealership.

I have greatly enjoyed attending the CCOA Nationals, seeing other Cougars and conversing with their owners; however, I am reluctant to drive it long distances any more. Perhaps future CCOA Nationals will be held nearer Terre Haute, Indiana.



SEEKING SECOND OWNER

**BY: GAIL DEAN
ST. AUGUSTINE, FL**

The story of my “pussycat” begins in San Diego, CA in 1966. I was just starting out in my first job after college and couldn't wait to buy my first new car. I must confess that I did look at Camaros too, but it didn't take me long to appreciate the Cougar's qualities. The body styling was “Award Winning” and I loved the classic classy sporty look. One of the most notable details was the solid sound made when closing the doors which was quite unlike the much tinnier sound of the Mustang and Camaro.



Being on a somewhat limited budget, I opted for the standard hardtop with the 289 engine, but splurged to get the center sports console and a “rack on the back” as a luggage rack was very popular in Southern California at the time.





I ordered my car from the factory in December, 1966 for delivery on February 22, 1967. Of course I had no idea at that time that I would still own it today.

I have happily driven my Cougar for over 185,000 miles and it only stopped being my driver when I changed to an antique car insurance policy about three years ago. Keeping the car was partly by chance. After marrying a yacht captain in 1969 I left with him at the end of 1970 on what was to be a world voyage and left my Cougar in my parents care for the next 3 years.



We settled in Florida and brought the car here after enjoying a 6,000 journey from San Diego to Vancouver to Quebec and finally to Ft. Lauderdale, FL. We now live in St. Augustine, FL. As the years went by its timeless styling made other cars look less attractive so I was really never tempted to buy a different car.



Unfortunately, circumstances have made it necessary to sell my "pussycat" so I am looking for a good home. Call me at 904-797-1984.

Cougar

RED IN GREEN LAKE

**BY: JAY AND MIRIAM NOVICK (#9026)
GLEN VIEW, ILLINOIS**

I am the original owner of a 1970 XR-7 convertible with the 351 Cleveland motor. The car was purchased in the fall of 1969 from Gerald Motors in Skokie Illinois. It was custom ordered with power steering, brakes, automatic transmission and power windows.



My wife was driving a 1966 Mustang convertible with hand crank windows, and she constantly complained about having to get out of the car to put the windows down when she lowered the top. As the Cougar offered power windows, we decided to order a new 1970 Cougar.

This is the only Cougar we purchased. The car was driven every day from 1970 to 1980. It started to rust and we decided to use it only in summers, retiring it to a lake house we have in Wisconsin. My wife became attached to the car and as there were no Cougars in the Green Lake Wisconsin Area, we decided not to part with the car. As the seats started to wear, tape was added to hold them together. My wife was complaining about this look, and wanted the seats redone.



With 127,000 miles on the Cougar, we decided to have the car restored. In 2004, we took the car to a shop in Skokie Illinois to have it redone. It turned out to be a two year project... the floor was totally rusted out as well as the frame. They had to be totally redone. The motor was also redone.



Green Lake has a Harvest Fest weekend at the end of September and we show the car in the car show they have. As you can see by the name on the license plate... my wife Miriam, enjoys driving her car.



ELIMINATOR TRACKS ITS PREY

**BY: RICK OSWALT
WALLS, MISSISSIPPI**

My name is Rick Oswald and I live in Walls, Mississippi, a small town just south of Memphis, Tennessee.

In the fall of 1969 my future wife Barbara and I were on a date in my 67 Mustang. As we drove past the Schilling Lincoln- Mercury dealer in Memphis, I found my second love.

There were two yellow 1970 Mercury Cougar Eliminators sitting on the lot and after stopping to look I made up my mind that I would have to have one. Later that month I ordered one. Like most men I would have preferred to have the 428 or Boss 302 model but financially I couldn't swing it. I ordered the standard Eliminator, Competition Yellow with black interior, the 351C motor, FMX automatic transmission and not much more.



The sticker price was around \$3600 and my monthly payments were \$103.00. Back then all new cars came in by rail so Barbara and I spent most of the next six weeks at the rail yard watching for our car.

During the mid and late seventies the Eliminator spent most of its time at our regional drag strips. Saturday night became family and friends night at the strip.





My dad was the mechanic and I would drive the Eliminator, my mom would race the 67 Mustang, my two uncles would race their Chevy pickup and 65 Ford Galaxie and my best friend would race his Buick Skylark. At first the Eliminator was classified in the HA (H Stock Automatic) class and would run 14:30 to 14:40 at around 94 miles per hour.



Later we moved up to HOA (H Optional Automatic) which allowed us to upgrade the cam, rear end, add headers and run slicks. The last two years of racing I held the track record in HOA at 13:77 at 107 mph. The Eliminator and I were the worst nightmare for Duster, Camaro, Barracuda,

GTO, Mustang and Charger that frequently the strip.

Gradually all the local strips closed and the Eliminator was parked in my dad's garage until the fall of 1994. That year dad and I reworked the car back to stock, had it painted and in the spring of 1995 I gave the Eliminator to my son Greg as a high school graduation present. I even had a personalized tag put on it that read "WASDADS." Later that year my dad died suddenly. In 2002 Greg got married, decided that the Eliminator was not a very practical family car and gave it back to me.

Since 2002 I continue to tinker with the Eliminator because like most classic cars it is always a work in progress. Barbara and I take the Eliminator to local cruise-ins, local car shows and down to the Sonic for burgers and shakes.



The limited number of Eliminators produced make this a rare and valuable car but the memories of dating Barbara in this car, spending time with my dad working on this car and my son dating his future wife in this car make it priceless to all of us.

In closing I wanted to leave you with what a gentleman told me last year at a car show. He said, "You can go to any car show anywhere and see countless numbers of Mustangs, Camaros, Plymouths and Dodges but you have to go to many, many, many car shows just to see one Cougar Eliminator."



Cougar Tech

ROUGH RUNNING CAT

**BY: PAUL HAYES (#7334)
PAST PRESIDENT, STRAY CATS COUGAR CLUB
AND CERTIFIED COUGAR NUT**

We live in the Sacramento area about 6 months out of the year, mostly the winter months. The rest of the time is spent in Indianapolis with our two sons and grandsons. We have two California original Cougars, a 1967 DGS and a 1968 Standard. For now both cars are in Indianapolis. The subject of this article is the 1968 Cougar. This story took place in 2006, we have since relocated the Cat to Indianapolis in July of 2010.

Since we are only in Sacramento part-time, the '68 wasn't getting as much exercise as it should. It is a Standard Cougar, 289 2v, no extras except for a factory vinyl top and after market under dash A/C.

We bought the Cat in 2003 with only 59,000 miles on it. It had been sitting under a tarp for some 16 years. The paint was a mess from the tarp rubbing on it and trapping water. Amazingly the vinyl top was still in good shape, just needed some cleaning. We had the car repainted its original color, Caribbean Blue. The interior was and still is, in great shape. It just needed a good cleaning. Now the car looked like new.



When we bought the car it was running rough. Turns out the fuel lines were clogged with dirt as were the filters. I replaced all the filters and blew out the fuel lines, even cleaned out the gas tank. Now she was really running strong. Since we are only here part-time, back into storage she went where she sat quietly for the better part of the next 6 years.

Fast forward to the fall of 2009. Nice sunny day, the wife and I decided it was time to unleash the Cat. Surprisingly she started up without much trouble. We cleaned her up and had a nice day showing her off. The next day was a different story. Driving down Wilton Rd outside of Sacramento, she began to kick and buck like a bucking bronco...or Mustang.



I figured that the fuel filters had somehow gotten plugged again. I replaced the filters and once again blew out the lines. No change in how she ran. Next I removed the fuel line going to the fuel pump, thinking that the pump maybe bad, and started her up. Still no change, running rough as ever.

I next decided to check the carburetor, since she was stalling out as well as running rough. I cleaned it with some carburetor cleaner, still no change. So I replaced the 2v with a rebuilt 4v that I had on hand.. The car ran beautifully...for about an hour.

UGH! Now what?

I cleaned and rebuilt both carburetors and put the original 2v back on the cat. Once again she ran great...until I hit a bump in the road. Then she started running rough again.

I looked at my check off sheet of possible problems, electrical and firing was next, spark plugs, distributor and cap and plug wires. I started with the distributor cap. I wiped it clean and looked

for cracks. Since there appeared to be no cracks and it looked clean, I replaced it. While in this area of the engine, I replaced the coil and checked the continuity of the coil wire. It was OK.

When we bought the Cat we were told that the plugs were new. Just in case, I pulled them, check the gap, cleaned and replaced them. I also checked the continuity of all the plug wires and found them to be OK.

Since all appeared to be in proper working order, I started it up once again. She purred like new. Boy was I excited. I figured something that I had just done was right, wasn't sure at the time what it was. Off I went, proud that I had finally "fixed" my Cat. Now she was running as she was intended to, strong and swift.

The next weekend I took her out to show her off at a local cruise-in. She was really running great now. Or so I thought. On the way home I went over some uneven railroad tracks. Shortly afterward she started to run rough again. I

limped her into our storage unit and decided to wait until Monday to look at her some more.

Up until now I had performed all the "fixes" myself with occasional help from two retired Ford mechanics. But now we were all stumped. Since it was running extremely rough, I had it towed on a flat bed truck to my mechanic friend, Tim Trojan at KB Motors on Folsom Blvd., in East Sacramento. I explained to him all that we had done and what it was doing.

Tim kept it for two days rechecking most of what I had done. He found a very small hairline crack in the distributor cap and replaced the cap.

He called and said it looks like the problem was fixed as it was running great once again. I hurriedly went and picked her up. Indeed she was running great and smooth. As I was driving her home I hit another bump and all of sudden she was kicking and bucking again. Now what? Back to Tim I went.

I explained to him what had happened. He thought that maybe something was wrong with the carburetor. As he leaning in to take off the air cleaner, he lost his balance and caught himself on the distributor cap. Like magic she began to run smooth. Tim pulled himself off the distributor and she once again was running rough. He applied pressure to the distributor and she would smooth out, He gently pulled up on the distributor and she



started to run rough, gentle pressure on the distributor she would smooth out. I shut off the engine and we took the distributor out. No wonder she was running rough, the gears on the bottom of the shaft were almost completely worn away and not making a good contact or

ground. We installed a new distributor and shaft and she really purred to life.

After all the other "fixes" it was the distributor shaft that was causing the problem. I'm not sure what lesson was learned other than never give up, keep looking and checking, you never know what you may find.

As a footnote. After we transported the car to Indianapolis, we entered it in four car shows and have taken a first and a second place trophy in two of the shows. We plan to enter it in many more shows in the future.

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: 1967 Convertible
VIN: Not shown
Miles: Unknown
Condition: 1
Final bid: \$10,100.00
Reserve not met

Total # of Bids: 6

Comments: "Born" as a coupe, now a convertible. 331 stroker boss kit, hydraulic roller cam; Edelbrock alum heads. C4 trans built to handle 950hp. Has a 7 inch dvd player/cd with system solar baric sub and auto tek street machine amps. Nice driver! \$30k invested on build of the car



Year/Model: 1987 XR7
VIN: 1MELM62WXXXX
Miles: 8,720 orig
Condition: 1
Winning bid: \$6,000.00
Reserve not met

Total # of Bids: 15

Comments: 20th anniversary car with V8 and CD player. This XR7 is like new with only 8k orig miles on its V8! ALL OWNERS MANUALS. The interior still smells new! RUNS AND DRIVES LIKE NEW!



Year/Model: 1977 XR7
VIN: 7A93HXXXX
Miles: 40,950 orig
Condition: 1
Final bid: \$3,800.00
Reserve not met

Total # of Bids: 3

Comments: All original XR7 with optional 351c! Has climate control, cruise, p/w, p/driver's seat, tilt & intermittent wipers. All accessories work perfectly! Paint is all original and shiny, no rust anywhere. Vinyl top is great with no cracks or shrinkage. Interior is pretty much perfect- no cracks or fading. Trunk & engine bay are in great shape! Tires replaced 2/08 at 37k miles.



Year/Model: 1997 XR7
VIN: 1MELM6XXXXX
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.



1970 Standard Houndstooth
VIN: 0F91H55xxx
Miles: 83,449 orig
Condition: 2
Final Bid: \$12,900
Total # of bids: 11

Comments: Well-maintained two owner car. 351C, auto, PS, Front disc, Tilt. Original Houndstooth interior and top. One quality repaint in 2009 in original color. Comes with lots of original documentation and photo album. Engine compartment and trunk detailed. Ready to driver anywhere.



1969 Eliminator
VIN: 9R91Rxxxx
Miles: 62,675 orig
Condition 1
Final Bid: \$29,101
Reserve not met

Total # of Bids: 19

428 Cobra Jet Eliminator. Nicely restored using NOS, Reproduction and Super Nice OEM parts. The Cat has traveled less than 200 miles since being restored. Originally Bright Blue exterior with a blue vinyl interior, now Comp Blue with Black Interior. The 428CJ was rebuilt by the previous owner and runs great!

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **December 1** 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 for 1969 Mercury Cougar \$12.00 USA. Checks only.
panther@cougar-cats.com

*

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 FRONT GRILL. Complete front grill assembly, stone guard, lights, covers, center section all in good shape, restorable condition \$850. panther@cougar-cats.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 heddgers, 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: 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)

//

FOR SALE: 1973 Cougar Convrt. 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: PARTS & PROJECTS 1969-70 project cars and car parts, including interior parts for sale. Located in Mass. Call Rob at 413-253-8871

/

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: 1973 Cougar XR-7 Second owner with 43k miles. Yellow w/black interior. 351C, auto, A/C, PS. Beautiful condition, appraised at \$9,200, asking \$8,500. Vicki (818) 521-8709 or krmvjm@earthlink.net (Glendale, CA)



//

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.



//

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 www.ktlrestorations.com
 Thomas Lawrance

Financial Director's Report

Greg Fritz #5269

finance@cougarclub.org

Balance Sheet		
	As of 03/31/2011	As of 06/30/2011
Assets		
US Bank	\$12,749.09	\$13,532.35
PayPal	\$5,566.90	\$6,858.43
Total Cash	\$18,315.99	\$20,390.78
Accounts Receivable	\$0.00	\$0.00
Total Current Assets	\$18,315.99	\$20,390.78
Inventory Assets	\$897.00	\$897.00
Fixed Assets	\$0.00	\$0.00
Office	\$0.00	\$0.00
Total Fixed Assets	\$897.00	\$897.00
Other Non-Current	\$0.00	\$0.00
Computer Software	\$0.00	\$0.00
Total Assets	\$19,212.99	\$21,287.78
Liabilities		
Current Liabilities	\$0.00	\$553.35
Long Term Liabilities	\$0.00	\$0.00
Total Liabilities	\$0.00	\$553.35
Equity	\$14,757.69	\$19,212.99
Current Earnings	\$4,455.30	\$1,521.44
Total Owners Equity	\$19,212.99	\$20,734.43
Total Liabilities & Equity	\$19,212.99	\$21,287.78

Income Statement		
	As of 03/31/2011	As of 06/30/2011
Revenue		
Dues - Checks	\$4,295.35	\$2,245.00
Advertising	\$0.00	\$0.00
Calendars	\$0.00	\$0.00
Merchandise	\$0.00	\$8.00
Donations	\$0.00	\$0.00
PayPal - Dues	\$1,605.00	\$1,335.00
PayPal - Merchandise	\$15.00	\$15.00
Total Revenue	\$5,915.35	\$3,603.00
Expenses		
Postage	\$185.08	\$261.00
Office Supplies	\$366.49	\$84.64
Advertising Refunds	\$0.00	\$0.00
Bank Fees	\$4.11	\$20.00
Checkprint Charges	\$0.00	\$0.00
Newsletter	\$802.26	\$1,157.45
Web Site Fee	\$24.95	\$0.00
PayPal Fees	\$72.16	\$58.47
Legal Fees	\$0.00	\$0.00
Merchandise Cost	\$5.00	\$0.00
Merchandise Refund	\$0.00	\$0.00
Memorial	\$0.00	\$0.00
Nat'l Show Expense	\$0.00	\$500.00
Total Expenses	\$1,460.05	\$2,081.56
Net Income	\$4,455.30	\$1,521.44

MEMBERSHIP REPORT

Rob Merritt (#8323)

Membership@cougarclub.org

KEITH MEREDITH
DAN MACDOUGALL
DEE CORBIN
SKIP HETTERSCHEIDT

FORT GRATIOT MI
NEWMARKET ON
PHILADELPHIA PA
LAYTON UT

Greetings fellow Cougar enthusiasts!

Hope your summer was a good one and you found time to enjoy your Cougar. For those of you in Australia, Arizona, Florida and similar climates – now it’s your time to ride!

NEW MEMBERS

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

TIM CHERNEY	MORENO VALLEY CA
KEITH CORWIN	SAN JOSE CA
RON BARTA	EVERGREEN CO
KEN TODTENHAGEN	WINTER SPRINGS FL
JIM NIEMIEC	ORLAND HILLS IL

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.

RENEWING YOUR MEMBERSHIP:

If your renewal is due, use the form below or the handy PayPal button at www.cougarclub.org/about/membership.aspx
Be sure to update any change of address.

4

CCOA MEMBERSHIP FORM

Dues are: **\$20** for members who receive the newsletter by email (valid email address required). For members who want the newsletter by mail, the dues are **\$30 for U.S.** address or **\$35 for non-U.S. address** (payable in certified U.S. funds only)

Name: _____

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

New Member _____ Renewal _____ (If renewing, note any changes below)

Address: _____

City: _____ State/Province: _____ Postal Code: _____

Country: _____ Phone: _____

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

May we share your contact info with regional clubs and other event organizers?
Yes _____ No _____

Tell us about your Cougar(s):

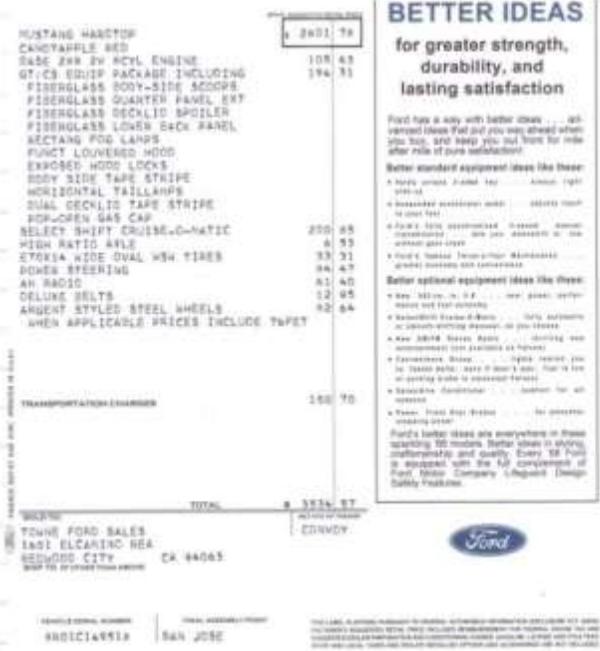
To join or renew, please fill out this form and mail it with payment
(Make checks payable to CCOA)

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

Marti Auto Works



Ford, Lincoln and Mercury Window Stickers



El Mirage, Arizona- Marti Auto Works is proud to offer exact reproduction of the original window sticker that came on Ford, Lincoln and Mercury vehicles. Every window sticker is painstakingly researched to provide the correct look and accuracy. This includes; correct paper weight, correct pin-punched holes, the correct terminology, listing order for options and correct dealer information. The Marti Auto Works research also accounts for any mid-year layout and pricing changes.

Because of Marti Auto Works unique relationship with Ford Motor Company, they are able to create every window sticker correctly. This means the correct fonts, correct ink soaked ribbons and correct reproduction forms. The verbiage is in proper Ford order with all options listed in the unique order designed by the Ford Motor Company.

“Many people we spoke with wish that they had the original window sticker for their Ford Motor Company vehicle to add that special touch at shows and events,” stated Kevin Marti, Marti Auto Works President. “Now enthusiasts can have the next best thing, our reproduction window sticker. There is not any guess work with our window stickers, they are exactly as originally produced by Ford.” Marti also noted, “These documents are produced under license with Ford Motor Company, your assurance of quality and accuracy.”

Marti Auto Works Announces New 1970 Mustang and Cougar Radiator Hose Set

El Mirage, Arizona- Marti Auto Works is proud to announce a direct replacement radiator hose set for all small block 1970 Mustangs and Cougars, which includes the Boss 302, 351 Cleveland and 351Windsor engines.



Amazingly since 1970 when they were introduced, there has never been a replacement lower radiator hose that fit like a factory production hose...until NOW. Marti Auto Works has commissioned a special run of these hoses made by the original OEM manufacturer to the latest SAE standards. The hoses feature the correct bends and come with the original double wire clamps stapled to the hose with the correct orientation as was done on the original assembly line hoses. Only The Marti Auto Works, a Ford licensee, offers hoses that have all these features. The correct part numbers and logo are stamped with the original font size and style to exactly match the original Autolite hoses installed on 1970 Ford small block engines.

“Other manufacturers use a generic ‘one size fits all’ number,” explained Kevin Marti, Marti Auto Works President. “Only our sets are made specifically for the exact year and engine. Generic hoses are not a perfect fit and can over time make contact with the power steering belt and fail.” Marti concluded.

For over 28 years, Marti Auto Works has provided the finest quality restoration products that meet or exceed original design specifications at auto supply prices including Marti Reports, door data plates, belts, hoses, stripe kits, spark plug wires and battery cables as well as the new, expanded 1979-1986 Marti Reports.

Contact: Marti Auto Works 623-935-2558 www.Martiauto.com



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