

AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA
DECEMBER 2011

More Original Owner Stories



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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 **March**. Please send your submissions no later than **Feb 28**.

Membership -- RATES (Since 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 contributions 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, which is currently waived on a case-by-case basis due to the inaccessibility of ads on the website.

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.

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Dedicated to the appreciation and preservation of the Mercury Cougar.



A VIEW FROM THE CHAIR

Randy Goodling CCOA # 95.

chair@cougarclub.org

Greetings to everyone. I hope that everyone had a very Merry Christmas and that the New Year is going well for you.

As I write this we are just starting the winter season, well at least for those of us in the Northern Hemisphere. Winter is a good time to catch up on your reading, like this newsletter. So settle into your favorite easy chair, find that extra comfy spot on the sofa, get a nice fire going and enjoy the read.

A few members have asked me about the upcoming 2012 show season. No one or group has contacted me regarding hosting a National or Regional CCOA show. Given the relatively short amount of time before show season starts I do not see a 2012 National show being very possible. A National show really should be in the planning stages at least one year prior to the event date. For anyone interested in hosting either a National or Regional show you can find more information on the CCOA website. Or you may contact any CCOA board member for more information. It is the CCOA's goal to see many more National shows being held. We do however need your help to make this happen.

The CCOA Board Of Directors is currently working on getting additional CCOA t-shirts in large and X-large sizes. We are also looking into getting a new style golf shirt with a new CCOA logo. If there are additional types of merchandise that you as a member would like to see please let us know. Keep an eye on the CCOA website for updated information on the shirts.

The CCOA, like most car clubs, relies on members to volunteer some of their time and/or talents to help keep the club running. We currently have several open positions and are in need of members to step up and offer their help. Here is a list of the open positions and a brief idea of their responsibilities.

#1) Club Services - This position is also a member of the CCOA Board Of Directors. From time to time it will require discussing and voting on issues of concern and interest to the club. This position is responsible for maintaining an open line of communication between the CCOA National and the many local and regional Cougar clubs around the world.

#2) Editor/Publisher - We all owe the editor a great big thank you for all the work he has done over the past few years providing you with a timely newsletter. However we need to remember that Rob took on this position on a temporary basis, that is until someone steps up to take on the position. It is possible that we

could split this between two people, one handling the editing chores and the other taking care of the publishing. Of course, we can all make Rob's job easier by sending in articles, show announcements and other material for the newsletter.

#3) Technical Advisor - The CCOA suffered a huge loss with the passing of long time Technical Advisor and one of the CCOA's original members, Dick Hertzler CCOA member #33. We now need someone to fill his shoes. This position will answer member's technical questions concerning their Cougars. It will also be their responsibility to provide technical articles to the newsletter editor. We would also consider having one person being the Technical Advisor with several others helping out. Someone might be the 1967-68 specialist, someone the 69-70 specialist, perhaps an electrical guru or a transmission specialist. How this all works out exactly will depend upon the people who volunteer and their area(s) of expertise.

#4) Volunteer Coordinator - This person would be responsible for receiving any requests for more information on CCOA positions and answering them. They will maintain a database of all members who have expressed an interest in helping the club, the members contact information, what position(s) they expressed an interest in and an idea of their qualifications. This person will work towards matching the best volunteer with the available open position(s).

#5) Website Help - The CCOA Board Of Directors have come up with a list of possible changes and improvements for the CCOA website. We are in need of people with website building skills to implement these changes. We would also welcome additional fresh ideas to add to our current list. Those working on the website would be working under the direction of our current webmaster, although it is possible that the webmaster could appoint a team leader(s) to handle some of the task(s). This will be determined by the number of volunteers and their skill levels.

Anyone interested in volunteering to help your club in any manner please contact me directly at bossat@dejazzd.com. We appreciate any and all offers of help and we will do our best to utilize the skills of all who offer. Thank you to everyone for being a part of this great club.



Temporary

Letter from the Editor

So much happening among Cougar enthusiasts.

Don Rush and the crew at **West Coast Classic Cougar** are giving away a restoration project which began life as a 1970 Eliminator with a 351 Cleveland engine, 4 bbl carb and 3 speed manual transmission. They are sweetening the pot by offering a body man's services with WCCC paying half the tab (materials are the sole responsibility of the winner). Contestants are submitting essays on why they should win – including videos – on the internet forums www.mercurycougar.net and www.classiccougarcommunity.com. More info is also available direct from WCCC at www.cougarpartscatalog.com. The contest ends January 31.



Speaking of internet forums, www.classiccougarcommunity.com has grown rapidly since its introduction. The "Ride of the Month" feature has been very popular. The forums continue to attract some of the smartest guys in the room who freely share their knowledge and experience with all things Cougar. CCC.com host, Bill Basore (#8242), will again host – for the 7th time – a **Gathering of the Cougar Faithful** – to coincide with the Barrett-Jackson Scottsdale classic car auction. Go to the CCC.com site for more information and RSVP.

And speaking of **Barrett-Jackson**... 2012 seems to be the year of the 1969 (and one very special

'70). The annual auction in Scottsdale Arizona will see five Cougars cross the block.



This 1969 Eliminator Tribute with 4 spd is Lot 51.1. The black on black '69 XR-7 Convertible with the 351-4v engine is Lot 55.2.



Lot 623.1 is a standard '69 convertible in red. This blue '69 XR-7 Convertible is described as a very original, almost single-owner, adult driven and maintained timepiece, crossing as Lot 642.

Last up will be this beautiful and incredibly rare 1970 XR-7 Convertible with the torquey 428 Cobra Jet engine, 4 power-grinding manual gears and the tire salesman's favorite – 3.50:1 Traction-lok rear end.



Pictured here overlooking Gitchi-gami (Lake Superior) in Duluth, the seller notes that the decision to sell at Barrett Jackson is already causing him to lose sleep with worry. But, with two daughters getting married next summer and the possibility of another 2 shortly after that, it kind of clarified what needed to be done.

The Marti report documents the car as one of just 17 XR-7 Convertibles for 1970 with the 428 CJ and 4 speed with Hurst shifter. According to CJ Registrar Scott Taylor, only 9 of this breed are known to still exist in any condition. Combined with other features, the car is an easy one-of-one. Painstakingly restored and detailed, the current, second owner started with a low-mile, unmolested original back in 1991. Like many of us, he was inspired by the first car he owned as a young man – another Cougar Convertible, that one a '69.



The seller expresses his "Thanks to all who gave me 'free' advice over the years including Bill Quay, Jon Benoit, Don Rush, Scott Taylor, Royce Peterson and so many more that I am not recalling right now."

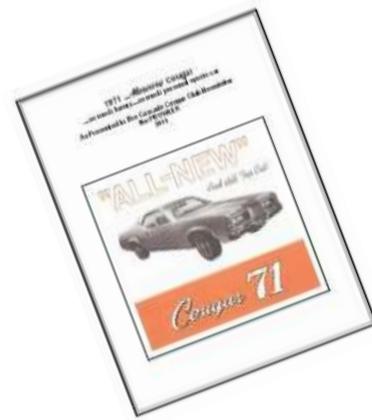
Good Luck to all the Sellers, Bidders and Buyers! Check out SpeedTV on Cable and satellite, or the Barrett Jackson website for more information on all of these sweet rides. www.barrett-jackson.com



Don Skinner, editor of the **Cascade Cougar Club's** newsletter, *the PROWLER*, finished the 1971 version of the 40th Anniversary magazines last August. It's another

winner with great information and articles about the GT Option Package, the 429 Cobra Jet option, and other material regarding the re-designed, and

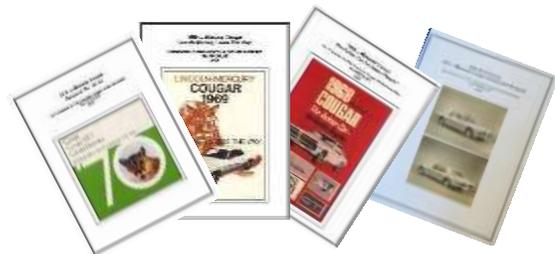
some might say re-purposed, Cougar for 1971.



Don is already working on next year's model – the 1972, and even has interesting stories lined up for the '73 version, including materials on the "last convertible" (Cougar) that Ford built.

Don says he plans to cap off the series with a special edition that covers all the classic years with materials that he has accumulated after the earlier issues went to print. "This all started when I wanted to know more about the Cougars we love so much, Don said. "As editor for the PROWLER, I decided to share the information in the newsletter. The first booklet celebrating the introduction of the 1967 Cougar was somewhat rushed as the club wanted to have all the articles made into a booklet form and given out in the Prowl goody bags. This has been an ongoing tradition through the years and will continue through Prowl 2013."

This series has been a real treat.



Says Don: "I guess I don't have to tell you I'm having a great time doing all this for you Cougarholics out there."

Get your copy at www.cascadecougarclub.com or \$11 to Cascade Cougar Club; PO Box 1914, Renton, WA 98057-1914 (\$15 to nonUS addresses).

THE COUGAR'S FACE

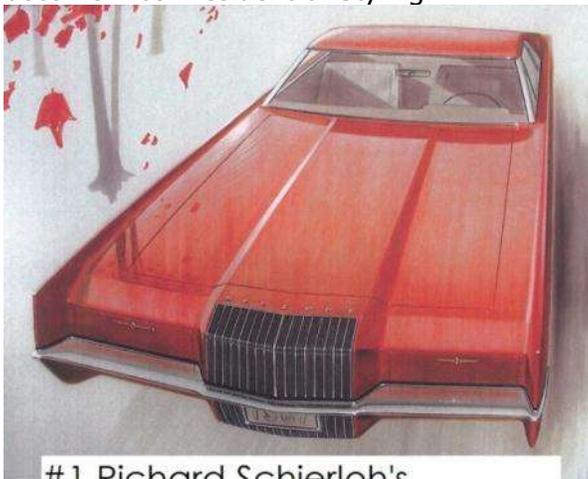
Originally published in the Cascade Cougar Club's newsletter, *The Prowler*. Check out the Cascade club at www.cascadecougarclub.com.

I was reading the feature article on automobile art in "Hemming's Classic Car" magazine about a painter who had been a designer for Ford Motor Company. There was some general background about the painter's life when I came across the sentence "...Richard also contributed a design to the Mustang program, then code named 'Allegro', and created the front end of the 1967 Mercury Cougar." I sure wasn't expecting to have anything related to Cougars turn up in this article! I frantically started searching through the rest of the article for contact information and low and behold there was his email address. I was about to email Richard when it hit me that Jim Pinkerton should probably handle this if he was inclined to do so. Jim was quite receptive and the result of Jim's contact with Richard is printed below. Thank you Jim Pinkerton and Richard Schierloh for this great piece of Cougar history. -Don Skinner, Editor of Cascade Cougar Club's Prowler.

I Developed the Front End of the 1967 Mercury Cougar

By: Richard Schierloh

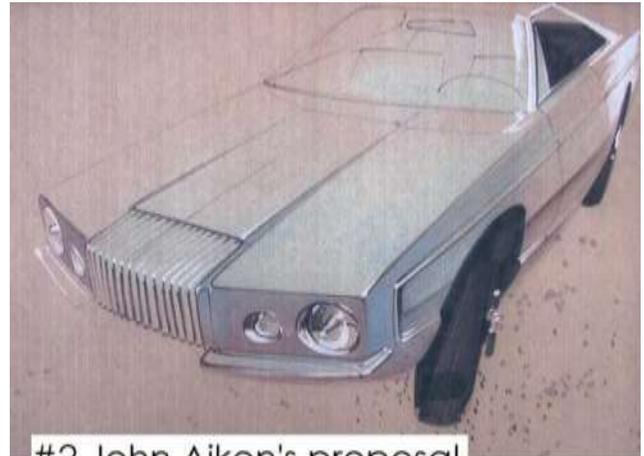
"I was assigned to The Special Development Studio where the Cougar was being designed. At that time the Director was Dave Ash, Executive Stylist was Don Kopka who newly arrived from Chrysler and this was his first assignment and the Manager was Bob Thomas. Don Kopka later went on to become Vice President of Styling.



#1 Richard Schierloh's proposal for the 1967 Cougar

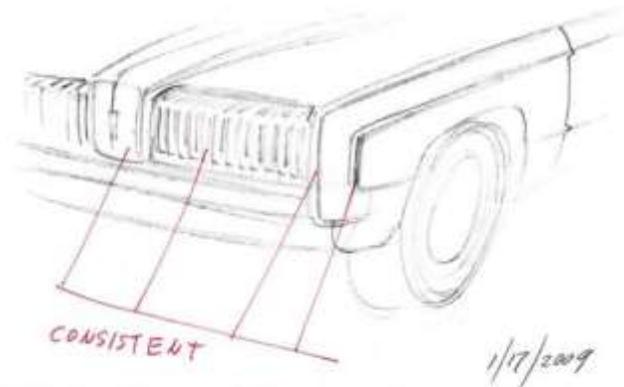
In the mid-sixties the vertical grille bars that roll over were a hot design gimmick. I did this sketch (see picture #1) for the front of the 1965 Mercury. This came very close to being production. Look at a '65 Merc and see how this might have worked.

Picture #2 is a proposal for the Cougar with the same look as the '65 Merc done by John Aiken. John Aiken was very active in the early part of the Cougar program.



#2 John Aiken's proposal for the 1967 Cougar

Picture #3 is my proposal that splits the grille and has a nose in the middle. (Richard drew this illustration on January 17, 2009 from memory. ed) The great thing about this design is that all the elements are in harmony.



#3 Richard's proposal that was used for the 1967 production Cougar

The '67 Cougar had been completed when I was told to adapt this design concept (see picture #3) to the body. The body, as approved, was very curvy, no angles at all or straight elements. That grille design just did not fit. That was what I hated about styling, design direction. I did my best with a design, which could be built, but I felt there were some inconsistencies.

There is a gaping hole between the vertical grille bars and the angled front fender."

"Sorry, I can't let it go."



In this picture, Richard illustrates the area (drawing on the left) between the grille and fender that he is not happy with.

When asked to elaborate Richard said "When we had a show of clay models to be reviewed by management for approval they sometimes felt that they liked the side of one model and the front end of another model and so ordered the two to be integrated, whether it was a good idea or not. This would have been top level decisions by vice presidents and maybe the CEO.

The rear of the car was better because the bars (on the taillights -ed) were broken in the middle, having a V shape in profile.

When discussing styling history it is important to realize that styling was a complex operation and definitely a team effort, however two individuals stand out:

The person who made the initial sketch
The person who led the development (This is not always the same person)"

In the summer of 1955, fresh out of college, Richard Schierloh got an interview with Alex Tremulis, Chief of Ford Advanced Styling. Richard didn't have a portfolio so a couple of weeks prior to the interview he did some sketches. He didn't think they were great so he included a watercolor painting he had done earlier. Alex Tremulis didn't think the sketches were great either but he liked the painting and hired Richard.

Richard did a stint in the U.S. Navy from December 1955 to September 1957 and then it was back to Ford and the Lincoln Studio. Richard worked on a new roof and rear end for the 1960 Lincoln. He was involved in the early stages of the Mustang, code named Allegro. One of his many sketches was chosen to be developed into a full size clay model. Besides the 1967 Cougar Richard worked on the 1967 Mustang too. He did extensive work on the 1969 Lincoln Mark III, did the body for the 1970 Maverick and the 1971 LTD. In 1973 he designed the interior for the Ford Econoline that remained basically unchanged for almost twenty years. He did an entire facelift for the 1976 Maverick and designed the Lincoln wire wheel cover. The last actual production car program Richard worked on was the 1979 Mustang. He then went into the Industrial Design Studio doing interior design of company facilities. During this time he did receive

a patent for the Ford tractor design. In 1991 Richard was assigned to Trim & Color and worked on color for the luxury vehicles. Richard retired from Ford in November 1996.

Richard is a gifted painter in watercolor washes and finishes in color pencils for the fine details that couldn't be done otherwise. His technique involves a car he has in mind and then using a suitable background to showcase the car.

"My idea of painting cars is to liberate them. I can't enjoy cars in a museum and when they're on a show field, they're like animals in a zoo. I like to visualize what it's like to get a glimpse of them on the road, a glimpse of a car that's so impressive that you'll never forget it. I have a list of cars that I want to paint but I won't until I find a setting that enhances each car's personality."
Sorry, no Cougars . . . yet.

Richard has provided a couple of names to contact pertaining to the designing of the '67 Cougar. Hopefully, with these contacts and Richard's help we are not through with this subject.

All drawings and graphics are from the Richard Schierloh collection.



Cougars In Miniature

Bill Quay #1515

wquay@aol.com

This article will cover a much larger Cougar toy. These are commonly called "TIN" Toys, as they are stamped metal toys. The ones in the picture were manufactured in Japan by Taiyo Toys. They are approximately 10 inches in length. They are battery operated using two "D" cell batteries, and were called "Non Fall Mystery Bump and Go" cars. They have a small rubber drive wheel on the underside of the toy and a metal actuator that protrudes out the underside front center of the car. If the car were to come to the edge of, say a table, this actuator would drop off the edge and move towards the rear of the toy and slide under the center drive wheel, thus stopping the car from falling off the table. If the car was on the floor and hit a wall, it was designed to reverse its travel and move away from the wall. The cars in the pictures are some of the examples that were available. These included a Fire Chief and a Police car. Most cars had some type of light in the back window that flashed when in operation.



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

Regional Reports

M60 COUGARS, U.K.

BY: BARRIE DIXON (#156)

PRESIDENT



An apology first: I promised to get our new graphics sorted out last time I wrote you and I have done that. However, I'm writing this report on vacation in Florida, but the graphics are stuck at home on my desktop PC; 4500 miles away. Oops!

You know those years where the plans you make never quite come right? That's just how it's been for M60 Cougars in 2011. Shows you plan to go to get cancelled because of the weather; shows you want to go to clash with other things that carry a

higher priority; the mileage you plan to put on your trusty Cougar never gets beyond half of what you imagine.

We have this event in the UK called "Drive It Day", this is in April each year and the idea is to take your classic car out on the street somewhere, if only to prove the worth of this ancient metalwork. Well, that didn't happen for Jeanette and me this year: We were on vacation in Florida, again, enjoying our very own "Spring Break"! Then there were two shows close to home in May and June that got rained out. But "the" annual show close to home for American cars is Stars and Stripes, which takes place in July at one of our large Country Estates, Tatton Park, and we managed to make it to that. When I say "we" that would usually mean

my Cougar and me, but this year Jeanette had a break in her schedule, so she came along for the ride. The weather was fabulous which helped make it go well and the organizers always puts on a couple of bands plus several side shows to help make things go smooth when you're getting a bit bored just sitting in a field for 6hrs talking with the guy next door who thinks his Rambler Marlin is the best thing since sliced bread.

We get a whole catalog of cars arriving for Stars and Stripes: Ford, Chrysler, GM, AMC, all sorts. Of the 5/600 cars on the show ground this year, we had just 3 Cougars: my '67, M60 VP Steve Monk with his '68 and a right hand drive '68 that was probably converted in Australia before being shipped to Hong Kong where it lived for most of its life. How it made it to the UK I have no idea, but liked the M60 graphic; the photos of this (plus Steve and my Cougars) is locked away on my PC back in the UK.

After our day in the sun, Jeanette and I began our journey home. There's a sharp left hand bend about a mile from Tatton Park and my Cougar took a distinct dislike to it: The back end of the car was all over the place as I swung it round. You know, I really should get some decent tires for my car. The problem we have in the UK right now is 14" tires are all but impossible to get hold of. That's why I have these awful "cheap" tires fitted: It's all I can get. However, a few days of searching the internet I found me a set of Toyo tires that according to the reviews will give me good grip in the wet and the dry. I was all set for fitting a set of 17" tires, but then which wheels do I get; slots or 5-Spoke? Do I want 7" or 8" wide? And do I want polished or chrome? At least for the foreseeable future I have a set of decent 14" tires to grace my 69 Torino chrome 6" wide wheels.

One of the rained out shows was re-scheduled for August, so I managed to find a slot in my busy lifestyle to go along. Wouldn't you know, it was a cold day and it rained for most of it; such is the show season here in the UK. Held at another Country Estate, Capesthorpe Hall, this show catered for all kinds of classics; Jaguar, Rolls Royce, Triumph, MG, BMC and others. Plus around 50 American cars of all makes. The up side of the show was my nephew, Rick who came with me this year. It's the first car show he's ever done, so he enjoyed it. In fact, he has put his name down

already to come with me to a couple of shows in 2012. I guess I *have* to go now. Right? Anyway, it's his turn to buy lunch! And whatever shows Rick and I get to, I must make sure that any photos are on my desktop PC and my laptop too, Agreed?



OHIO

BY: BEN BRACE (#2796)

The 29th annual Arthritis AutoShow was held in July 2011 at the Dublin Metro Center, nearby Columbus, Ohio. A record of over 1500 vehicles participated. The Cougar class had seven Cougars pre-registered with a total of nine Cougars participating. The Best in Show among the Cougars was Ric Porvasnik of Parma, Ohio with his 1985 V-8 Sedan.



The 2012 Arthritis AutoShow will feature the Cougar's 45th Anniversary as a Marque. Mark your calendars for July 6 & 7, 2012 if you plan to be in the area.

The 2012 Classic Auto Show & Cruise-In registration is now open! Go to www.arthritisautoshow.com and register today.

Watch for more information regarding this great event in the next issue of *At the Sign of the Cat*.

Ben Brace
614-795-6627

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.

"HER LUCK"

**By: William S. Culver, Jr. (#5125)
Metairie, LA**

This is a response to the post card I received from the CCOA asking about original owners of Cougars.

My Cougar has been in the family since new. It was won by my mother in a national give-away sponsored by Ford when the '67 Cougars were announced. It is still registered in her name.

My mother, Janet Culver, was very much of a car person, and loved to look at cars. I remember that she once bought a new 1949 Ford and took it straight from the showroom to the muffler shop, where she had glass packs put on it! We would typically visit the showroom when the new models came out, so it was in character for her to visit one of the local Mercury dealers when the Cougars first hit the showrooms, in late 1966. (Delta Mercury in New Orleans, long since defunct). As we walked around the showroom looking at the new cars, the salesman attached himself to us, and asked us to fill out a card and drop it in the slot in the box on one of the tables in the showroom, because Cougar was giving away some new Cougars across the country. I seem to remember four were being given away, one in each quadrant of the country, although I may be mistaken on that point.

My mother responded that she never wins anything, and wasn't interested in filling out the card. The salesman continued to mention the give-away, and my mother pretty much ignored him for the half-hour we were there. As we were about to walk out the door, the frustrated salesman said: "Lady, wait! I'll fill out the card for you!" He walked over and got a card and wrote down the information my mother reluctantly supplied. We left and thought nothing more about it.

Sometime later (possibly a couple of months), my mother received a telephone call from someone identifying themselves as being from the Burns Detective Agency in Michigan. That person told her she was a "potential winner in a national contest" and he asked for her social security number and other personal information. She told him that she didn't believe him, wasn't giving out her personal information, and abruptly hung up on him. A week or two later, she received a registered letter from Burns, again asking for information.

She finally responded and supplied some of the requested information, and in December, 1966, received the attached letter from the Lincoln-Mercury Division of Ford Motor Company, advising that she had in fact won a new 1967 Mercury Cougar!

As you can see in the letter, she was given carte blanche to either pick any Cougar in stock, or to special-order one with any equipment she desired. She took them at their word, and ordered the car with the 6.5 Litre package (390 engine, C6 tranny), heavy duty shocks, European braces under the hood, and wide oval tires. The package came with chrome valve covers, air cleaner and oil filler cap. It was dark metallic green with black vinyl top and black interior and am/fm radio, power steering and power drum brakes. (Disc brakes were new at the time and my mother wasn't sure whether she wanted to trust them). The data plate shows: Serial No.: 7F91S 556469 (the model year began numbering at 500,001); Body 65A(2 door hardtop, bucket seats); Color Y; Trim 2.A. (black vinyl); Date21A, (January 21,1967); Axle 1 (2.75:1); Transmission U (Automatic C-6).

LINCOLN-MERCURY DIVISION

Ford Motor Company,

3000 SCHAEFER ROAD
DEARBORN, MICHIGAN 48121

December 29, 1966

Miss Janet Culver
Box 217
Destrehan, Louisiana

Dear Miss Culver:

Congratulations! I am pleased to advise you that you are the winner of a 1967 Mercury Cougar in the recent "Mercury 1967 Announcement Showroom Visitor Registration Program". Your 1967 Mercury Cougar will be delivered, when all arrangements have been completed, through the Lincoln-Mercury dealership with whom you registered:

Delta Mercury, Inc.
2201 Canal Street
New Orleans, Louisiana

Your 1967 Mercury Cougar will be a 2-door hardtop and will be equipped with Select-shift Merc-O-Matic, power steering, power brakes, 289 standard V-8 engine, A.M. push button radio, heater and white sidewall tires. There may be other items you personally may wish to order for your new Cougar at your own expense. You may order the additional equipment through the dealership named above. In addition, you will be required to pay any Federal, State or local taxes except Federal Excise Tax.

Your first step should be to contact Delta Mercury, Inc. and select the body color and the interior trim you desire. Delta Mercury, Inc. has been notified to expect a call from you so they may assist you in filling out the needed forms for ordering your new car.

One additional bit of information will be required from you. When you see your dealer, please give him your Social Security Number so he can return it to us with the completed car order form.

Again, congratulations and may you have many happy hours of motoring in your new Mercury Cougar.

Very truly yours,

J. C. Turnacliff
J. C. Turnacliff

Sales Promotion Department

JCT/ms

Somewhere, I have a photo of her accepting the keys from the salesman.

She was a registered nurse at a local chemical plant, and drove the car back and forth to work for years. My sister then used it to attend the University of New Orleans. The car was amazingly smooth and powerful with the 6.5 Litre package. Once my sister no longer needed it, it sat out in the weather for years and developed rot in the roof and floor pan. I recall that we had some problems with defects in the wide ovals, and finally used a different type of tire on the car.

I have rebuilt the running gear, and we are currently determining whether the body is worth salvaging or whether another body should be put on the chassis and running gear. Rebuilding the engine turned out to be a problem. It was done at a local shop, by an excellent mechanic, but a disgruntled employee at the shop dropped a screw down the carburetor

after the rebuild, which of course blew out a cylinder. We tried unsuccessfully to sleeve the cylinder, and ended up obtaining and rebuilding another 390 from the same era. The actual mileage is probably about 140,000 plus. The tranny is original. I have a '51 Ford Victoria, '52 Lincoln convertible and a '56 Ford Sunliner, so it is in good company.

My mother has now passed on, and she always warned us to not get rid of "her luck"!

25TH ANNIVERSARY

**BY: RANDY & DOROTHY MINNIEAR (#481)
LAFAYETTE INDIANA**

Dear Cougar Club members: I'm not the original owner of a 67 cougar, but my wife (Dorothy) and I are the original owners of a 92 25th anniversary Cougar. This came about when Dorothy found an article in *At the Sign of the Cat* that stated Mercury was going to make a limited edition 25th anniversary Cougar. So we ordered one, trying to make it a one of a kind, we don't know if we did or not.



The car was ordered from Dave Mason Lincoln Mercury in Indianapolis. we received the car on March 27 1992. The car was ordered with a 5.0 ho posi-trac rear end, on the LS platform not the XR7. It came with disc brakes on the front and drum on the back and no ABS; power driver's seat but not the passenger seat; am fm cassette player and that's it.

Now since we already owned a 67 Cougar we knew we would always own Cougars and no other car was even considered. Over the years we took it to one car show -- the 92 Cougar Nationals in Holland Michigan. Since then we have retired it to occasional Sunday use and have only driven it 8,921 miles since new.



The car is kept in a climate controlled garage along with the 67 GT 4 speed that I restored and finished in 2009.

We know it will be a collector car to a select few and that's why we bought it and have driven it very little, although it's fun to drive. My wife says it still has the original air in the tires. We drove my truck most of the time to keep the miles off the 92 but have since purchased a 2002 cougar XR7 to help out. So we now have 3 cougars all special, the 67 GT 4 speed the 92 25th anniversary (one of 4750 made) and now the 2002 XR7 (one of 3000 made).



So in closing this is an update of our 92 Cougar and would like to let everybody know that it was pictured in the newsletter sometime after the show in Holland Michigan and that I wrote a story in 92 titled, *The Tail of a New Cougar*. Hope everyone enjoys my story and update. Thanks Dorothy and Randy Minniear

Keep the cats purring.



Also if anyone could decode the buck tag I would be very

pleased. I'm interested in the number 5 that has been punched out. Thanks, Randy M.



SEARCHED FOR LOST CAT

**BY: DAVID ISSELHARD
BATTLE GROUND, WASHINGTON**

I am responding to your request for the information on my First Cougar.

I purchased my first Mercury Cougar in 1967 from a Dealer in El Cajon, Calif. At the time I resided in San Diego, Calif. The Cougar was a New, Special order, 1967 Cougar XR7, Dark Blue exterior with a Dark Blue interior. I traded in a 1964 Chevy Malibu 4-speed Convertible (Yellow, Black interior, black top-which I had purchased new in 1964) to purchase the 1967 Cougar.

I did not consider any other cars when I purchased the Cougar XR7. I was attracted to the Cougar XR7 because it was an American Sports Car and was more luxurious than any Mustang. I customized my 1967 Cougar by making it a Special Order

I sold the Cougar in 1970 to obtain the down payment on my 1971 Porsche 911T (which I still own). Hence, I do not know the current mileage. The 1967 Cougar had only 18,000 miles on it when I sold it.

I always regretted selling my original 1967 Cougar XR7 and in 2003 I started a "search" for that car. I was not successful in my search--I was led to believe that my original '67 XR7 no longer existed. However the results of my search resulted in the following: In 2004 I did locate another 1967 Cougar XR7 (Yellow with a Black-now Leather interior) in Phoenix, Arizona. I flew down to Phoenix, inspected the car, test-drove it, purchased it and drove it home to Battle Ground, Washington. I have done several thousand dollars of work to the replacement '67 Cougar XR7 and it now is in my "Collection" of Classic Cars and Vintage Race Cars. It is occasionally shown at local Car Shows. I have no special memories involving the original 1967 XR7, other than I really missed the car and that resulted in my locating and purchasing my current '67 XR7.



FOUND A LOST CAT

**HARRY UNRUH'S 1969 COUGAR ELIMINATOR
BY: HARRY UNRUH
BRITISH COLUMBIA, CANADA**

Originally purchased August 1, 1969, and re-purchased August 15, 2009.

This story actually begins in 1967 while still in college. I fell in love with the '67 Cougars and before my graduation that year, ordered a new 1967 Standard Cougar, 289-4V, Automatic, no A/C. It was a fun car and served me very well over the following 2+ years I owned it.

Then, when the 1969's came out, I was impressed with the new styling and had the urge to make a trade. But since we were then living in a remote northern community of BC, Canada, there was no Mercury dealer nearby so had to wait until we got back to Vancouver. In the meantime, I saw a picture in a magazine (which, by the way, I also now have .. January 1969 issue of Hot Rod) of the new Eliminator and then was determined to get one just like it.

We made the trip to Vancouver on July 30 for a family event. The next morning we went straight to the Mercury dealer (Geo. Black Motors) not knowing what he had in stock. And to my amazement, he had just the car I had been dreaming about, the 1969 Eliminator in the color (Competition orange) and with most of the options I wanted (351W-4V, Automatic, no A/C). I think it took all of 15 minutes to complete the deal, and I took delivery the next morning, August 1, 1969.

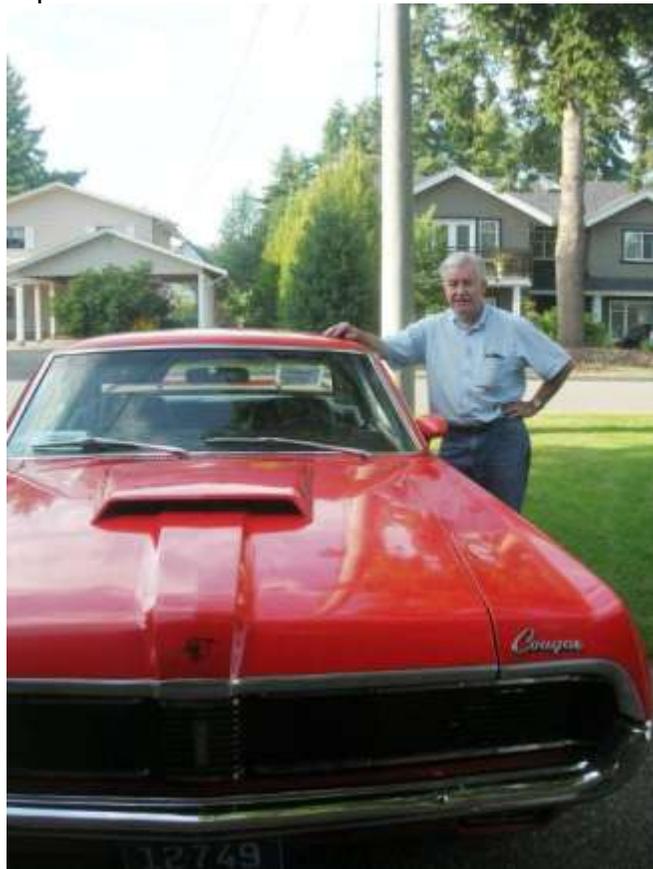


It was a great car and I owned it for the next 5 years. Initially, I had a lot of carburetor problems; it just wouldn't accelerate right. It took the local

dealer almost a year to get it working properly. The car was great fun to drive (and race) and ran extremely well over this period.

However, over these 5 years, a number of changes took place in my life. We relocated back to Vancouver, purchased a new house in the suburbs, started a family, and basically settled down to family life. And as you all know, the Cougar is not a practical family car, and we could not afford a second large-enough vehicle to haul the family. Along with this, the car was attracting far too much attention from the local constabulary and I was accumulating too many tickets. So it was decided that we would need to replace it with a larger, more "docile" and less obtrusive car, which we did in the spring of 1974.

I learned shortly after I had sold the car that the new owner had "totaled" it in a collision. This really ticked me off! My precious Eliminator was no more! Almost as soon as I had sold the Eliminator, I regretted it, and it has been the one car of the more than 20 I have owned that I wished I had kept.



Over the years since, I had always been curious to see if any used '69 Eliminators would become available for sale. I would frequently do a cursory

search for a 1969 Eliminator similar to the one I had owned. Of course, in the early years without internet, this was somewhat more difficult to do, so most of my searches would be in either the classic car sales catalogs or at car shows. Then with the introduction of the internet and easier searching, I often did a "surf" to see what if anything "was out there", knowing what I would find (if anything) would not be my car since it had been totaled. But I still had the desire to someday get another one if possible.



Fast forward to the summer of 2009. My wife and I had gone to several collector/antique car shows that summer and the urge to get into a project car really hit both of us. We had some discretionary cash from an inheritance, and I was semi-retired and had a lot of spare time that needed filling. So one evening I started surfing the net for "1969 Cougar Eliminator" and came up with several hits that looked interesting; two in particular. One was white with black interior that had been restored and priced quite high, the other an orange one just like the one we had owned 40 years earlier. But of course it wasn't ours; it had been totaled!! This one had a "For Sale" website, but the site was already more than 1 1/2 years old so would likely not be available any longer, but what the heck, I'd send the seller an email and see where it led. I explained my background, that I had owned one just like his, that it had been totaled, and was interested in his car since it was very similar (actually identical) to what I had owned. This was Saturday, August 8, 2009.





Christmas. A week later I brought the car home and we soon decided that we needed to get the car back to its original condition as well.



The seller responded soon after I'd sent the email, saying the car was still available, and, yes, this car had also at one time been totaled and repaired, and that this was very likely my original Eliminator. We compared some more details such as original dealership, purchase date, etc. and it was determined that this was in fact my original Cougar.

Since then I have received a copy of the original Motor Vehicle Registration for the car proving this to be my original car. Before this I was still somewhat apprehensive or unsure that this truly was the car I had once owned.



I had never done any restoration work so I hired a local restoration shop to perform a complete ground up restoration. It has now been almost 2 years since this was started; the work required far exceeded my expectations and budget!! But from what I have learned, this is quite normal when restoring an old car, especially one that has had some rather serious damage done to it. The car is now complete other than some minor final details as of this writing. See the latest at my website: www.harrya.webs.com

After several days of email communication, we agreed on a price and I re-purchased my original 1969 Cougar Eliminator. I felt like a kid at

MORE STORIES WANTED.

Editor's Note: I hope everyone is enjoying these Original Owner stories as much I as have. If you're an original owner and have not yet sent in your story... what are ya waiting for??? You can send your story by mail to CCOA. 28 West 8th St., Duluth, MN 55806-2515 or membership@cougarclub.org.



BY: **BILL QUAY (#1515)**
CCOA VP
AND RANDY GOODLING (#95), CHAIR.

This section in the CCOA newsletter pertains to Lincoln-Mercury Technical Service Bulletins, or as they are commonly referred to in the industry, TSBs. What is a TSB you ask? TSBs are issued by the manufacturer, generally from the engineering department. They usually deal with how to repair a problem. Sometimes they deal with a running production change or an upgrade. In today's world they offer a repair to a recall issue.

How is a the need for a TSB determined? They might come straight from the engineering department. It could be the result of a production line problem, or a problem with an outside vendor. It could be the result

Page 2 of 11

1967 SERVICE BULLETIN NO. 10

CHASSIS

NEW ARTICULATED DRAG STRUT

1967 COUGAR
All Models

The Cougar front suspension incorporates a new drag strut, which connects the front suspension lower arm to the #1 cross member. The strut has rubber bushings at both ends to allow slight fore and aft movement for a smoother ride over bumpy roads.

When the drag strut is removed, the attaching bolts (See Fig. 1) must be replaced with new C7WY-3B267-A bolts from stock. This is a special bolt with two (2) diameters and double serrations to assure positive retention. It should be installed exactly as shown in Fig. 1. Torque Req'd 55-70 ft. lbs.

CAUTION: If the specified bolt (C7WY-3B267-A) is not used or incorrectly installed, the front suspension lower arm will not be properly retained.

Part No. C7WY-3B267-A is classified "C"

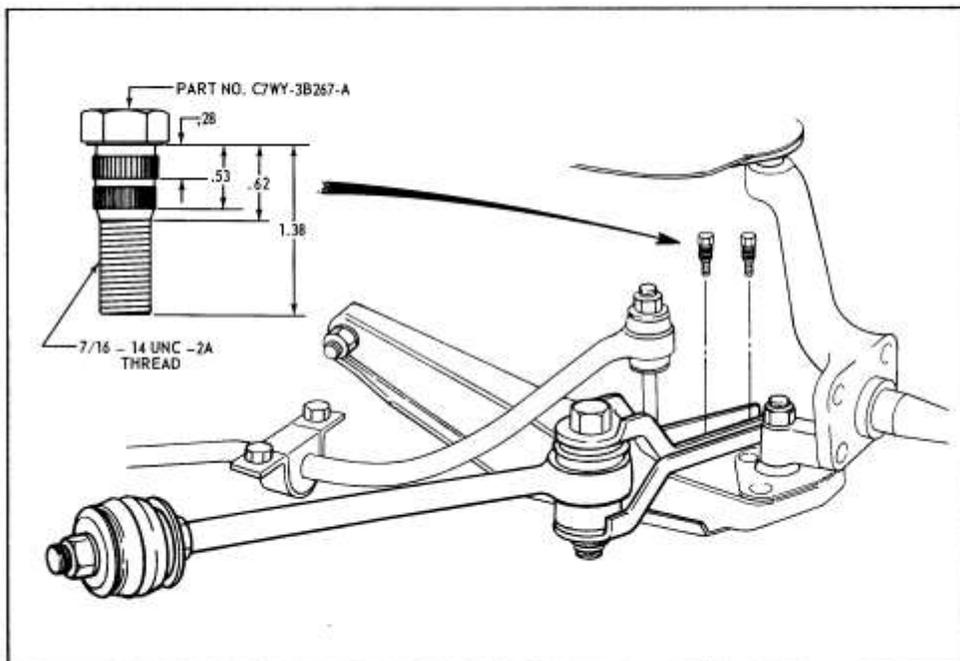


Fig. 1 - New Articulated Drag Strut 7043A

of an engineering change.

They might come about from a mechanic's experience in the field. A technician might find a problem and come up with a solution. A report is sent to the engineering department and a TSB is written. If the technician finds a problem but cannot come up with a solution the engineering department would be brought in to find a solution.

They might come about due to a customer directly contacting the company about a problem. The engineering department could then be called in to find a solution.

Lincoln-Mercury sends updates to their TSBs to the dealership's service departments on a regular basis. The service department keeps all the TSBs on file for use by it's mechanics. They are still in use to this day, although they now are sent electronically instead of in print.

These bulletins would deal with anything as minor as changing a screw on the spoiler of the 1970 Eliminator to troubleshooting the entire electrical system. They are not only helpful to the weekend mechanic in keeping our cars on the road they also offering entertaining reading as well. Enjoy.

Expat Cougar Wows U.K.

**By: Chris Course (#9000)
Essex, U.K.**

We bought the cat November 2010, after finding it on e-bay in the U.K. It wasn't too far to drive to view it. We had taken out a loan to buy the car and I fell in love as soon as I saw it. It looked straight, with no dents or rust. It wasn't totally perfect, for example, window problems. But after a test drive all seemed good -- engine and trans all seemed fine. We parted with 10.7k sterling and drove home. It then sat in the garden and got snowed on even before I'd bought a cover for it.

After a month when the snow melted, I set about doing work on it. I crawled all over it pumping it full of wax. I also took out the seats and door panels. We made new door boards as they were buckled. All the decor trim and seats are in very good condition, just the dash is warped, and I may change this someday. We put new window regulators in, new belt line and roof rail rubber and one front fender trim. I carpeted the trunk, but it still has the original trunk mat and boards on each side. Other new parts include water pump, electronic voltage regulator, and new limited slip differential.

In the early part of 2012, I'm taking it in to have new power steering ram, plus electronic ignition fitted. I may change the radiator, and also add an electric fan. Parts I've added are rocker and wheel arch trim and bumperettes.



The car went to auction at Russo and Steele in 2004 as restored. I have a small report from them which they kindly sent me. It still has a Russo and Steele key fob! It then came to UK in 2005, and has one owner before me. I also got a Marti report done and it all ties up nicely. The only thing that has changed is its color. It was lime frost, but somewhere along the line it's now a beautiful deep metallic rio green which I've found to be a g.m. color. Other than that, it seems original. It's been a very frustrating year, as I've either been working

on it, been in to have little jobs sorted out, or the weather has been against us every time. I will not take it out in the rain!!

Overall we are very happy with it, and the couple of times we have taken it out other than its dreadful steering, ie.it handles like a boat in a storm, guess that's the way it's gonna stay, I'm not changing the steering set up. We've taken it down to the local coast. What us Brits call the seaside, and have had amazing reactions from the public. They hear it coming 2 blocks away. Thanks to twin flowmasters, it sounds like thunder!! Also I found out from Russo and Steele, it has a mild cam and trick shift box... but as stated the rest seems just how Mr. Mercury intended. It still runs the original mechanical sequentials, and the head lamp doors all work fine.

I'm so proud to own this....the prettiest American car ever made as far as I'm concerned...best wishes to all club members.



Would love to hear from anyone, I also want to collect show and regional t-shirts and club window decals. I'd be very pleased if anyone can help on this subject....contact us on sallyebrown@btinternet.com thank you.

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

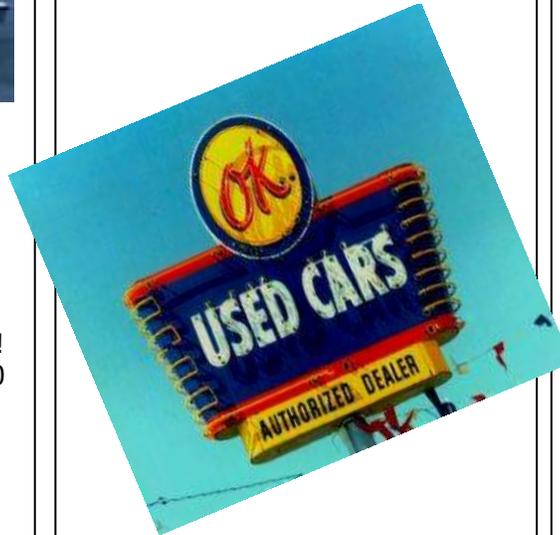
Condition: #1 Excellent; #2 Very good; #3 Average; #4 Fair/Poor; #5 What are they thinking?



Year/Model: 1974 XR7
VIN: Not shown
Miles: 8,000 orig. miles
Condition: 1
Final bid: \$13,000.00
Total # of Bids: 14

Comments: Pampered all its life by its 2 owners, has only 8k orig miles!! 2nd owner bought it in '09 with 6,900 miles. This Cat is still running on its orig "paws". Both inside & out are like new!! Has full gauge package including a tach. Has been refreshed, detailed and ready to drive or show.

Quite a few low mileage cars were seen recently on eBay. These survivor-type cars always seem to hold their own in the market.



Year/Model: 1979 XR7
VIN: 9H93H73XXXX
Miles: 11,921 orig miles
Condition: 1
Winning bid: \$3,649.00
Total # of Bids: 23

Comments: This XR7 Cat has only 11k orig miles on its 351 2v, still has the new car smell!! Both inside & out are in excellent condition, vinyl top is like new. Has cruise, rear defrost, factory AM/FM stereo.



1971 Standard
VIN: Not shown
Miles: 43,000 orig
Condition: 2
Final Bid: \$6,600-reserve not met
Total # of bids: 11

Comments: All original STD coupe with 43k original miles. Marti report states this is a 1 of 3 car. Has fresh oil change and new fuel pump and new tires.



Year/Model: 1978 XR7
VIN: 8H93H6XXXX
Miles: 27,630 orig miles
Condition: 1
Total # of Bids: 34

Comments: This Cat spent 2 decades in a private controlled environment museum. Has rare bucket seats, center console with gear shift and factory turning lights in front fenders. The interior is flawless. This Cat looks new inside & out. All original paint looks like new. New "paws" due to flat spots while on display, the original spare tire is still in the trunk.



1969 XR7
VIN: 9F93H5xxxx
Miles: 59,112 original miles
Condition 2
Final Bid: \$8,450

Reserve not met
Total # of Bids: 12
Comments: One owner car. Picked up from dealer on 4/28/69 in Cedar Rapids Iowa. Maintenance log from day one. Excellent interior. Exterior has a few very small spots starting to bubble. This Cat runs, starts, drives better than new and needs nothing.

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **February 28** 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

*

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: 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: 1968 COUGAR XR-7 Originally a California car until I purchased in May of 2000. Car has J Code 302 4v with C4 automatic. Augusta Green and Ivy Gold (green) interior. Great condition, no rust. Rebuilt carb by Pony Carbs this year. Interior redone by previous owner. Has factory A/C and tilt wheel. Runs great/looks great. \$12,900 obo. For questions please contact Steve at ssmorby@yahoo.com See pictures at <http://stevescougar.shutterfly.com/#2011-07-08>

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FOR SALE: PARTS. 1968 stroker 302: Eagle 347 rotating assy, ported & polished heads, roller rockers & stud girdles, Ultradine solid lifter cam, Eldelbrock Victor Jr intake, Holley carb, MSD dist, ARP main & head studs, etc. \$4,800. 1967 GT 390 carb cast # C70F-9510-A, list 3793, date784, 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 (314)351-1789 Keith Litteken St. Louis MO or email:

kslitteken@aol.com

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Wanted: Carburetors part # on air horn C80F-AB & C80F-AA; FE distributors Part # on housing C80F-D, C80F-F, C80F-H. 1968 red dash pad. (314) 351-1789 Keith Litteken St. Louis MO or email: kslitteken@aol.com

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WANTED 1967 XR7 SADDLE INTERIOR PARTS.

Console, door panels, etc. Contact Scott DeFries, at 575-544-4444 or demingdobes@zianet.com

/

FOR SALE: 1967 STD; original owner. Repainted in '89 in its original dark green. The 289 was overhauled in '89 & top end rebuilt in '02 and only 8,000 miles since overhaul. Has electronic ignition, automatic, new electronic sequential indicators, new gas tank and sender. New brakes in '08 with additional upgrades '09. The interior is black vinyl, back seats are original, front bucket seats & headliner restored 1979. Factory original luggage rack. The car has been garaged for the last 25+ years, Originally a So. Calif. car and has been in FL ever since. It needs work around the back window and the lower edges of the quarter panels. It was my driver until about 3 years ago when we changed insurance. It runs very well and interior is very good. Asking \$10,500, insured for \$11,500. Please call me for any details I can provide. I have a few spare parts, manuals, and receipts for the work I have had done over the years. Please see my story & photos in the September 2011 issue. Gail (904) 797-1984, Email: captdean@hotmail.com in St. Augustine, FL

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FOR SALE: PARTS. I have quite a few parts for '69-'70's, including dash gauges for XR-7 with bezels, 2 NOS front wheel well moldings, fender extensions, rear ashtrays, rim blow steering wheel (needs restoration), etc. Too many parts to list; I can send a complete list along with prices to anyone interested. Email aroger@consolidated.net Located in Montgomery, TX

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Financial Director's Report
Greg Fritz #5269
finance@cougarclub.org

Balance Sheet		
	As of 06/30/2011	As of 09/30/2011
Assets		
US Bank	\$13,532.35	\$12,757.69
PayPal	\$6,858.43	\$7,182.96
Total Cash	\$20,390.78	\$19,940.65
Accts Receivable	\$0.00	\$0.00
Total Current Assets	\$20,390.78	\$19,940.65
Inventory Assets	\$897.00	\$897.00
Fixed Assets	\$0.00	\$0.00
Furniture/Equipment	\$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	\$21,287.78	\$20,837.65
Liabilities		
Current Liabilities	\$553.35	\$100.00
Long Term Liabilities	\$0.00	\$0.00
Total Liabilities	\$553.35	\$100.00
Equity		
Current Earnings	\$1,521.44	\$3.22
Total Owners Equity	\$20,734.43	\$20,737.65
Total Liabilities & Equity	\$21,287.78	\$20,837.65

Income Statement		
	As of 06/30/2011	As of 09/30/2011
Revenue		
Dues - Checks	\$2,245.00	\$1,035.00
Advertising	\$0.00	\$0.00
Calendars	\$0.00	\$0.00
Merchandise	\$8.00	\$0.00
Donations	\$0.00	\$0.00
PayPal - Dues	\$1,335.00	\$340.00
PayPal - Merchandise	\$15.00	\$0.00
Total Revenue	\$3,603.00	\$1,375.00
Expenses		
Postage	\$261.00	\$0.00
Office Supplies	\$84.64	\$0.00
Advertising Refunds	\$0.00	\$0.00
Bank Fees	\$20.00	\$0.00
Checkprint Charges	\$0.00	\$0.00
Newsletter	\$1,157.45	\$1,036.91
Web Site Fee	\$0.00	\$119.40
PayPal Fees	\$58.47	\$15.47
Legal Fees	\$0.00	\$0.00
Merchandise Cost	\$0.00	\$0.00
Merchandise Refund	\$0.00	\$0.00
Memorial	\$0.00	\$200.00
Nat'l Show Expense	\$500.00	\$0.00
Total Expenses	\$2,081.56	\$1,371.78
Net Income	\$1,521.44	\$3.22



MEMBERSHIP REPORT

Rob Merritt (#8323)

Membership@cougarclub.org

ROGER BEHREND	CLIO, MI
JAMES COBURN	CARL JUNCTION, MO
RICK OSWALT	WALLS, MS
MICHAEL KOMARSKI	MATTITUCK, NY
ROB HIXSON	SANDY, UT
RUSTY JEBBIA	WHEELING, WV

Greetings fellow Cougar enthusiasts!

It's back to work after the Holidays. Hope you have good memories of the Season and a healthy and prosperous New Year.

NEW MEMBERS

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

ALEXANDER WEISS	GERMANY
EDDY BEYST	LINCOLNSHIRE, UK
RICHARD KASSNER	PHOENIX, AZ
GAIL DEAN	ST AUGUSTINE, FL
NICK POOR	TAYLORVILLE, IL
GARY MITZNER	SHAWNEE, KS

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.

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

Expanded Marti Reports For 1987-1993 Ford Vehicles

El Mirage, Arizona- Marti Auto Works is proud to announce the new expanded Marti Reports are now available to owners of 1987 through 1993 Ford Motor Company vehicles. "We are pleased to offer our new, expanded Marti Reports for owners who desire to know about their Ford, Lincoln and Mercury vehicles in detail," stated Kevin Marti, Marti Auto Works President. "We have been able to expand our Marti Reports to now provide owners of 1967-1993 Ford, Lincoln and Mercury vehicles reports on their special vehicles, including all Mustang Fox Body models, Thunderbird, Lincoln Mark VII and LSC models and Ford F-Series." Marti concluded.

Previously, Marti Auto Works, the Ford licensee to Ford Motor Company's entire database was able to provide owners for the 1967-1986 model years with comprehensive information including door data plate information, optional equipment, important

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



order and build dates, what dealer originally delivered the vehicle and on what day it was sold.

The new, expanded Marti Reports now provide owners of the 1987-1993 Ford, Lincoln and Mercury vehicles with the same comprehensive information when they send their vehicle VIN number to Marti Auto Works. "We have found through the years that the Marti Reports document and authenticate a person's vehicle as well as providing interesting information about their prized position," Kevin Marti stated.

Marti Auto Works has provided the finest quality restoration products that meet or exceed original design specifications at auto supply prices including door data plates, other ID tags, belts and hoses, stripe kits, spark plug wires and battery cables, in addition to the Marti Reports for over 28 years.

Randy Goodling
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