

*AT THE SIGN
OF THE
CAT*

*THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA
FALL 2012*



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AT THE SIGN OF THE CAT

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FALL 2012

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In this issue:

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 3.

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.



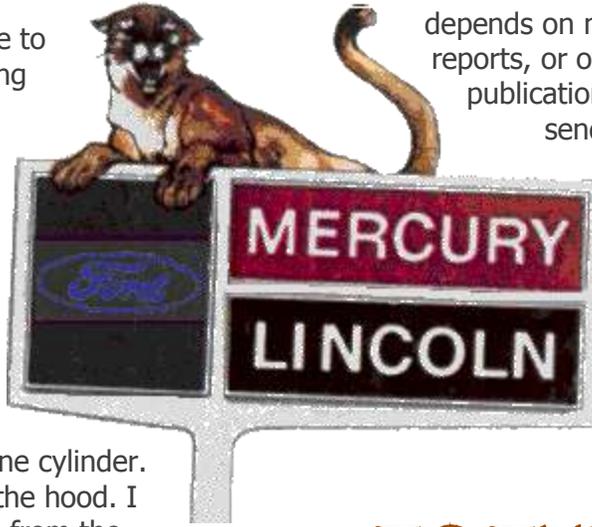
Temporary

Letter from the Editor

I had intended to get this issue to you in September, but one thing inevitably leads to another. A bunch of my "Cougar-time," sad to say, ended up being devoted to my own car. It started when I was out for a 'spirited' ride on a beautiful day. Suddenly, the 428CJ started running poorly, lacked power and acceleration, and acted like it was missing on more than one cylinder. I nursed it home and popped the hood. I could hear a rhythmic clacking from the engine. With the aid of some rubber tubing (garage stethoscope), I was able to determine it was coming from the timing chain cover. Well... long story shortened up a bit... turns out that the camshaft was "walking," causing the fuel pump eccentric to hit the timing cover. From half a country away on the forums at mercurycougar.net, G-Registrar Royce Peterson put all the clues together and concluded that the rear cam shaft retainer was installed backwards by whomever built the engine some years before I bought it. I confirmed Royce's diagnosis from a picture I took when I had the engine was out of the car. < sigh > The driving season ended early for me, and my winter project awaits. On the upside, this will allow me to fix some things I did wrong the first time.

In the category of doing things twice, my computer also has decided to slow me down on this newsletter. Seems it has taken a liking to randomly shutting down without warning – the "blue screen of death," as they say. I've read on the internet that this can be caused by failing memory. My memory ain't what it used to be, but I am getting better at remembering to hit the "save" button frequently. Maybe having to re-do things after each blue screen has improved this edition – or maybe it's just made me rush through before the next crash occurs.

They say bad things come in threes, so I'm keeping my head down and throwing salt over my shoulder.



I'm hoping to get the next issue out before the end of the year. *At the Sign of the Cat* has been a quarterly publication of the CCOA (with a couple of exceptions when the editor pool dried up) since its inception. I hope to keep that going. Whether I get the fourth issue out before year's end partly depends on members sending in stories, event reports, or other items of interest for publication. If you have something to share, send it by December 3 to make sure it is included in the next issue.

Hope you enjoy this edition...

LETTERS TO THE EDITOR

COUGAR MAN CAVE

Carl A. Bryant (#8709)
Santa Rosa Beach, Florida

The ad on the front cover of the Summer 2012 issue of *At the Sign of the Cat* inspired me to jot you a note along with some recent photos showing my 1967 Cougar and my car room. My first love is my 1967 Cougar; my second love is old Mercurys in general.



My Cougar is a burgundy color with custom silver stripes on the sides. It has a stock 289 c.i. V-8 engine and factory 4-speed manual floor transmission. It has the stock '67 Cougar rally wheels and a luggage rack mounted on the truck. The interior is black leather with burgundy accents. I installed 1970 Cougar bucket seats, as I wanted the higher neck and head supports they provide. It

also sports an after-market tachometer and a matching external side-view mirrors on the passenger side door. It has dual exhaust with Flowmaster mufflers. The hide-away headlights and sequential turn signals work just fine. It has always been garaged in the middle bay of y temperature controlled 3-car garage. The other two bays house my "Lost in the 50's" and "Lost in the 60's" memorabilia, mostly comprised of various automobilia pieces from those respective eras.

My most recent purchase is a large, beautiful taxidermy-mounted cougar that I display on the hood of my Cougar.



And, as you might well imagine, I have the Cougar ad that I alluded to in the opening paragraph framed and resting on the windshield.

I've included some photos of my car room to share with others, along with my own collection of "Cougars in Miniature."



I've also decorated the room with other Mercury and Cougar vintage ads, press releases and photos. I hope you'll find some of these suitable for publishing in an upcoming issue of *At the Sign of the Cat*. I genuinely appreciate all that the CCOA

does in our efforts to appreciate and preserve the great Cougar memories we all have.



NEW MEMBER'S DREAM MADE REAL BY LONG-TIME MEMBER'S BUSINESS

**RICHARD TAYLOR (#9104)
VIRGINIA BEACH, VIRGINIA**

New member Richard Taylor include a note and some photos with his membership application. He states that he has realized a dream held since childhood with his 1967 GT 390 Cougar. The car underwent a concours restoration by KTL Restorations under the watchful eye of Tom Lawrance (CCOA #7112) – so you know it was done to a very high standard.



The car received invitational display at the Carlisle Ford Nationals in June 2012, and represented the Cougar marque with pride.



More pictures and videos of the restoration process can be seen at the KTL website www.KTLrestorations.com.

PROJECT IN PROGRESS

John Allgood (#8958)
Cabot, Arkansas

I have always been a Ford lover especially Mustangs and Cougars. I found the car in August 2009 in Cabool, Missouri while looking for Galaxie 500 parts. There were two cars. One was a 1969 small block car in decent shape. The other was this 1970 in very bad condition.



The guys at the salvage yard told me it had been totaled in 1980, but that they had driven it off the transport. But after 29 years sitting on the ground, totaled, and stripped of its most desirable parts, there really wasn't much left to salvage. I wrote down the VIN and got the Marti report before any serious thought of purchase.

Much to my surprise, when the Marti report came back, there it was in black and white. Competition orange, 428CJ, automatic, ram air, eliminator package.



A piece of "history" from the Competition Orange Eliminator

My friends and family laughed as I drove home with the rusted out hunk that had been loaded with the help of a fork lift. After some cleaning and investigation, I realized the car had also been wrecked in 1973 I think since I found NOS parts with shipping tags from that date. Finding beer cans under the front seats probably tells part of the story of its life. What was left of the exhaust system was held up by wire. The entire right rear 1/3 of the car had been cut off and replaced with parts from a green donor car.



Building a car on a budget is tough but I do plan to bring it back to life with the help of several donor parts. The pictures are after much blood, sweat, and some tears. Locating the right Eliminator parts is very hard. So bit by bit it will breathe again. Anyone that really loves the hobby never gives up on a project. It might slow down and even get put on the back burner sometimes but never give up!

WORLD-WIDE APPEAL

**Errol Sharp (#9096)
Dunedin, New Zealand**

Errol Sharp recently became our newest member from New Zealand. Newest means he joins just one other CCOA Kiwi, Athol Elliott (#8859) of Kingston. Errol's 1967 XR-7 is equipped with the 390 engine backed-up up with a four-speed manual transmission.



Errol's car certainly must be one of the top two Cougars on the island nation.

1967 COUGAR TAKES A LAP AT INDY

**Paul Hayes (#7334)
Lawrence, Indiana**

Our 1967 Cougar was invited to participate in the 2nd Annual "Celebration of Automobiles" at the Indianapolis Motor Speedway, May 10-11, 2012. There were only 200 cars invited from all over the country, most were of the post WW II era.

Towards the end of the first day we were all allowed to drive around the track for 2 laps. After we finished our first lap, we were coming out of turn four when the car all of a sudden lost all power. We coasted to a stop just short of the start/finish line. We were put on a flatbed truck and taken back to the garage area. Turned out that the positive post terminal "shorted" out causing us to lose power. By the time I had it fixed it was too late to go back because the Indy cars were running. Still, we did drive over one lap; how many people can say that?



Errol reports that the car was imported to New Zealand in 1971 and has logged 250,000 miles.



As shown, Errol took the car down to bare metal, and restored it to factory original specifications with Inverness green paint over saddle interior.



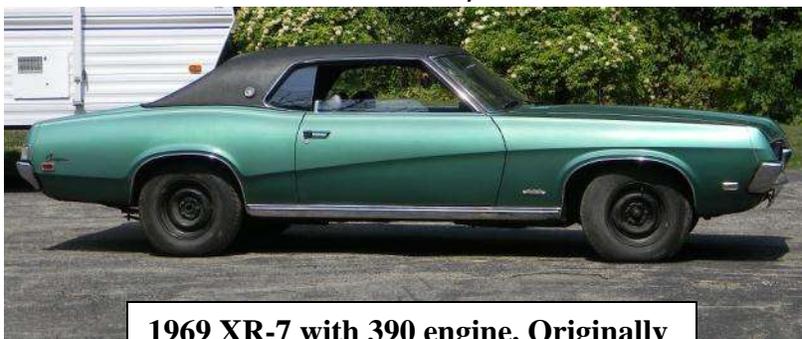
All the cars were judged on the second day and even though we didn't win anything, just being invited and rubbing elbows with some of the world's best drivers was reward enough. Our 1968 Cougar has already been invited to next year's show.

COUGAR COLLECTION FINDS NEW HOME

Brian Carpenter (#8301)
President, Cougar Ass'n of the Tri-States.
Ceresco, Michigan

I was first contacted on March 7 2012 by Jen Siliko regarding the estate sale of her father's Cougar collection. Jen, her mother Judy and family were selling all of the Cougar related items belonging to long-time CCOA member Chris Ryan (#0972). Chris' love for Cougars started at the age of 19 when he purchased the 69 XR7 390-4v medium green metallic with black interior new from what I believe to be La Riche Lincoln Mercury in Cleveland which is now Rick Mayer Lincoln. During his life-time Chris purchased several Cougars and parted them out and also acquired a 69 428 CJ 4 speed Cougar as well. He also collected many NOS parts, Cougar toys, models and literature. Judy stated that the 69 XR7 Cougar was Chris's first love and she was his second. Unfortunately, Chris passed away three years ago of an unsuspected heart attack at the age of 58.

Jen described the collection to me, including VIN's for her father's original owner 1969 XR-7 390, and the "R-code" 69 XR-7 that had only 56,000 miles, as well as several parts cars. As Jen put it, "Collecting and working on these cars and parts was a hobby and passion of my father's. My family and I hope we can find a buyer with the same love for these cars."



1969 XR-7 with 390 engine. Originally Owned by Chris Ryan

I made the trip from Michigan to the Cleveland area to look at the Cougars and parts for sale. Upon my arrival I found that Chris had spent a life

time collecting Cougars and related items. I spent several hours viewing the Cougars and parts which were somewhat of a challenge as Chris had Cougar parts in the garage attic and stored away in several places. Despite the massive inventory and limited space, it was all very neatly organized and well taken care of.



Chris also had several file cabinets full of toys and models in the basement that were also offered for sale. My main interest was the two Cougars and parts although the toy collection was neat to see. I made an offer, but Judy and the family members wanted to inventory everything with another Cougar club member to get a better understanding of the value. Fast forward to mid-August and I received a phone call stating they would accept my offer for the two Cougars and parts.

The next couple of days were spent figuring out how I was going to get all that stuff back to Michigan, and where I was going to put it once I got it home. The first trip was made on 8/25 with my 24' enclosed trailer and my Dad offered to go as well and pull a trailer to haul one of the Cougars home. That was a very long weekend ... packing parts and loading the XR7 for the trip home. My son Mitchell and I returned the next weekend and loaded the rest of the parts and the 428 CJ 4spd Cougar for the trip home.

The 69 XR7 390-4v Cougar was very well preserved by Chris.



According to the note in the glove box it has been stored since 6/14/1976. Build date shows May 2 1969 and Chris titled it on May 19 1969. The Cougar retains its original medium green metallic paint, charcoal black interior and original parts right down to the radiator hoses.

The car shows no signs of rust.

The only change I've found on the

Cougar is some grey primer sprayed on the bottom of the doors to stop some flash rust and the distributor cap. I intend to wake it up and get it running again and kept it in its survivor condition. It has factory 8 track radio, but no antenna was installed in the fender, so I'm curious when I get the Marti report if it was a radio delete car or the antenna was never installed at the dealership. It also has the rare comfort stream ventilation (power vents).



The R code XR7 428 CJ 4 speed appears to be original Medium Lime Metallic paint with a beautiful dark olive green interior, which might be the originally installed light Ivy Gold called out on the dataplate. It's a very basic Cougar for an XR7.



The only real option I have identified so far are power disc brakes. According to the CCOA's VIN decoder, it came with a close-ratio four-speed transmission and 3.50 locking rear end. It is in need of a full restoration but most of the parts are present including the rear end, transmission and ram air setup. Unfortunately, the original engine is missing, perhaps due to the fact it has a Hurst ram rod shifter installed, so I'm sure it spent some time doing duty as a serious street or drag racer. I have the past owners names and currently am working on trying to track down the original motor to find out if it is still around. Judging from Chris's collection if it was still available I'm sure he would have purchased it to keep it with the Cougar. Kind of ironically, the week



I was going to start hauling stuff home this 428 CJ appeared on EBay that was only about 30 miles away from this CJ Cougar.

It was like Christmas morning for three weeks opening up boxes of Cougar treasures and discovering new items as I organized them. Most of the NOS parts collect were purchased by Chris back in the late 70's early 80's time frame when they were still available from Ford. Some of the NOS parts are wheel well trim, cruise control systems, bumpers, seat belts, floor mats, and the various trim pieces, door handles, bumpers, front & rear

valance, Eliminator spoiler, Cougar emblems, wheel beauty rings, even a full set of lug nuts and much more.



Chris retrieved the used parts that could be saved from the parts cars, and also included some rare

stuff. Several Cougar 8 track radios, hood scoops and two complete sunroofs he removed. Complete interiors and several tilt columns. I plan on keeping all the NOS and used parts I think I can use on my current Cougars and start offering some of the rest for sale to help out some other Cougar owners.

Chris daughter Jen kept all the Cougar toys and models and has sold off some of the collection. Judy kept the literature and is going to sort it out in a couple of years after her retirement.

I feel honored to now have this collection, and hope I helped Chris' family as they continue to heal from his untimely and unexpected passing.

Meet the New Webmaster

JOHN ROTELLA (#9102)

John@cougarclub.org

Hello CCOA Members! My name is John Rotella, I am the founder and webmaster of www.tbirdregistry.com, www.lovefords.org, and forum.love-fords.org In addition I maintain several sites for commercial accounts in my area Syracuse NY). I volunteered to work on the CCOA web site and the Board quickly accepted and put me to work.

First, I would like to state that when I speak of "Love Fords", I mean all Ford products...all things on wheels, past and present, made by Ford Motor Company which has its World Headquarters in Dearborn, Michigan.

I have been active in, no...**devoted** to the Ford hobby for many years, actually 5+ decades if you take into account my liberation of FMEL brochures on a regular, methodical basis since the days the Edsel was first in dealer showrooms. In 1966 I got my first car which was a 1959 Thunderbird. In 2000 I started to author a web site called LOVEfords [now undergoing a total back-end restoration], followed in 2002 by the Thunderbird Registry. There is a Forum on a third, separate site. I also author and maintain a half-dozen commercial accounts for family and their friends, on topics ranging from dogs to chimney sweeps.

My goal with the CCOA site is the same as with the 3 Ford sites I mention above: to present information accurately and in a user-friendly manner. I will do so in a way which fully respects the Blue Oval and its accomplishments.

Let's call me the "web site coordinator" because I will do my best to use your ideas about what the site should be and how it should look. Likewise, if you spot an error, an omission, or if something just doesn't look quite right, please contact me. I have set up this email address john@cougarclub.org which will land in my mailbox, flagged so I don't miss it.

I know that Ford lovers want to know about each other's' cars, and I don't mind talking about mine, so here it is: I have a 1965 Galaxie 500 [since 1998] and a 1964 Thunderbird [since 1973]. The T-bird is in the final stages of a mechanical restoration, greatly assisted and advised by CCOA Database Manager Phil Parcels who lives not very from me here in Upstate New York. My daily drivers are a 2007 Mustang GT and a 2008 Ranger 4x4. More about me: In 2005, I retired from my role as a flight attendant at Northwest Airlines [based in Detroit]; I now have a part-time job at a friend's

retail establishment as well as assisting my sister-in-law who owns an automobile transport company.

On the charge that I have never owned a Cougar.... guilty! However I do have the unforgettable memory of being in the body shop upstairs at Heritage Lincoln-Mercury in Syracuse about 46 years ago and seeing one of the first Cougars as it was being prepped for showroom duty. It was white, and yes I nearly fainted. This experience was almost too much for my 17-year old brain to handle because I had just come from the Ford dealer across the street after pawing over a new '67 Thunderbird which was also in hiding. Having a father who was a used car dealer himself

and who knew all of the new-car dealers was my carte-blanche. I have vivid recollections of new-on-the-showroom-floor 1959 Galaxies [...when a Skyliner's trunk caught on fire as the top was being demonstrated], 1960 Lincolns [I drained the battery from too much power seat testing], 1964 Mercurys [the Montclair and Park Lane return!] and dozens of others ...but please don't ask me to do long division or quote Shakespeare.

I am really excited and proud to be part of this group and am looking forward to helping the Club make its web site even better than it is now.

More from John's Love of Fords....

Phil Parcells was in one of his contemplative moods, thinking about cars and Fords, much like a Buddhist monk contemplating the meaning of life. Phil's meditation focused on the conundrum – What is the difference between a hardtop and a sedan in the language of Ford? Phil turned to his mountaintop guru, John Rotella, for enlightenment. John's answer was...

It was common across the industry in the 1950s and 1960s to use sedan and hardtop to describe the cars.

A sedan is a body style with a post, a hardtop does not have a post.

However some manufacturers modified this when it came to marketing terms. For instance Ford called its 1958-1960 Lincoln 4-door hardtops a "Landau" in catalogs and sales guides. But the industry and the public called them a "Hardtop". Mercury called its first 4-door hardtops "Phaeton", and of course Ford used "Victoria". Cadillac called its premium 4-door hardtop the "Fleetwood Sixty Special Sedan" in the early 1950s but then it became a true hardtop in 1957 and continued for many years with the "sedan" name.

Interestingly about the 58-60 Lincoln 4-door Sedans, the center post was not necessary for body integrity as it was in other similar styles. Unlike other cars, the bodies of these Lincolns were the same sedan-vs-hardtop. They installed a very slim "post" which was really just for looks, for those traditionalists who wanted a true sedan look.

Then we have the "Pillared Hardtop" era of the 1970s which I never did understand. That to me is a false positive since a hardtop does not have a pillar. These Fords and Mercurys also did not need the post for body integrity, but it was there to seal the windows which by now were all frameless. Ford called its 1977-1979 Thunderbirds "2-door Hardtop" but they had that broad center post and the rear quarter windows didn't even lower.

Some of the first true hardtops were called "hardtop convertibles". This was because a true wide-open look was achieved for the first time, with no post, and the car "converted" into a hardtop when all windows were lowered. This is mainly GM terminology in brochures etc. It doesn't actually refer to a convertible as we think of it today.

With the 2-door models, the industry used the same sedan/hardtop names but some used "Coupe". This name was regarded as kind of old-fashioned and it was not used much except of course as a marketing term like "Club Coupe" starting with 1966 Falcons and Fairlanes.

So broadly stated, a sedan has a post; a hardtop has no post. 2-door, 4-door, Tudor, Fordor.

Cougars In Miniature

Bill Quay #1515

This article deals with the 10 Inch Plastic toy Cougar also referred to as a "Promo" Toy. I think these received the Promo label because you would order these toys as part of the Lincoln Mercury "Cougar Hunt" contest that was held in 1966 for the introduction of the 1967 Cougar. It is also said that one could receive one of the toys for test driving a new cougar. True Promo cars are a highly detailed Die cast toy car, which these were not. These toys were available for the 67-68 model years. The year of the toy was on the license plate. Of course the 1968 toy has the side marker lights and a running cat on the lower front fender. The only colors that I have seen are a Light Blue, Dark Blue, Pea Green, Light Red, and Dark Red. They all had a White color interior. They would arrive at your home in a shipping box as seen in the picture.



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



The vintage ads shown on several pages of this newsletter are from the collection of Dan Gurney Special Registrar Scott DeFriez (#2369).

Regional Reports & Events



**FordNutz
Cougar Club
Vancouver BC**
BY: HEATHER
WHITAKER (#7477)
EVENTS DIRECTOR

I hear through the Cougar grapevine that many local clubs have slowly slipped away due to various circumstances and this is a sad thing. But CCOA is gaining momentum and will hopefully fill the void. Here on the west coast of Canada, I'm proud to report that Fordnutz is very much alive and well. Membership and participation in local events have been growing due in large part to some key members who have come up with amazing garage tours and cruises.



One such event was our annual Canada Day Cruise (July 1st). Six Cougars, three classic Mustangs, a 60's Ford Pickup and several "daily drivers" left Abbotsford just before noon for a 125 km (just shy of 80 miles) cruise through rural farmland snuggled up to the U.S. border en route to Chilliwack and the home of Henry Miller. Henry rarely opens his doors to strangers and is very particular about his collectibles (as you may have seen on a recent airing of *Canadian Pickers*) because most of his acquisitions are in pristine



condition – and he bought them that way. Like many collectors, he had so much for us to see that something new came to our attention each time we turned around. After feasting our eyes on Henry's fantastic collection for a long while, it was time head back to the home of Kim and Cindy Friesen for a game of "Name That Part"

Cats at Henry Miller's Chilliwack home.

and a delicious dinner. In all, 32 people enjoyed the cruise with a few more joining us for dinner. What a great day!

Claw In (Fordnutz' annual show) had yet another format this year as we did a "show within a show" on July 14th sharing this Surrey event with the local Galaxie Club where organizers and spectators alike enjoyed the spectacle of our Cougars rumbling through their gate, not to mention some other Fordnutz classics. After spending the day with a team of roller derby girls and test driving some new Fords we collected our "Club Participation" award and returned to Scott Ferguson's and my home for a BBQ and our club awards.



Although half the yard was dug up due to construction (addition to our shop) there was still plenty of cool lawn and shade to bring everyone's temperature down and, of course, the best type of cool was having 11 classic Cougars parked in the back yard. After an amazing feed of burgers, six

types of salad, fresh veggies and fruit, not to mention an array of desserts to die for, it was time for our awards. It was a long day but everyone had a great time and as darkness fell most had headed for home leaving just a few stalwarts to party on.

The weekend of July 21/22 was Cascade Cougar Club's 28th Prowl in Issaquah, Washington and as promised, there were plenty of Cougars for us to view – 41 to be exact.



Overall attendance was down for the festivities due, no doubt, to thunderstorms in the area, but we had sunshine for both the Saturday BBQ and Sunday show so it was all good.

August 3rd was a scorching hot day in Salem, Oregon as 5 Fordnutz joined many other Cougar enthusiasts at the West Coast Classic Cougar annual open house. I've always found this "role reversal" event quite funny because while we girls sat quietly chatting on the shaded lawn, it was the boys who went on a shopping frenzy – for 7 hours! They wandered the aisles of Don's warehouse picking up thousands of dollars' worth of "necessities" leaving only to gather at the scrap yard area of the property for the excitement of watching the car crusher do its thing then returned to the warehouse to make sure no bargain had been missed. At six o'clock, though, we all got together for delicious barbecued chicken which had been grilling under the watchful eye of Don's staff. No sooner were forks put down than drivers gathered their passengers, started their engines and were off on a cruise through the Oregon countryside. It was an exciting evening as Don and his videographer, Andrew (in Don's beautiful 66 Cyclone) led a line of 13 Cougars heading east. When we stopped to turn south, Andrew bailed out, set up his tripod and taped each of us doing burnouts around the corner. As the tire smoke cleared, the roar of a big block 390 screamed past us as Don and Andrew charged to the front of the line to prepare for the next photo session.

Before turning west, we filed through a Silverton gas station where an older man stood slack-jawed, gas nozzle in hand totally transfixed until those 13 sets of taillights faded into the distance.



Heading north into Salem again we turned into a giant church parking lot where the "Night of Fire" event was in full swing. Don must have had something pre-arranged, as each of us received a dash card and plaque and got to park in a vacant row seemingly set aside for us. As the sun set, we got out, stretched our legs and wandered through the show field for an hour or so, looking at an impressive collection of cars. Some of our little "cat-avan" left for home, but most of us continued the adventure, stopping in Keizer at the Sonic Drive In where we took up one whole side of their lot, affording Andrew another great photo op. Milk shakes, onion rings and assorted goodies topped up our human tanks as we enjoyed the cool of the evening before calling it a day. Check out the action on WCCC's web site.

On Saturday, the 4th, Don had even more in store for us: Antique Powerland for the Great Oregon Steam-up.



There weren't many classic cars this year but classics aside, this was a huge event mainly geared toward antique agricultural equipment. It was like a county fair with lots of food vendors, a swap meet and buildings with specialty displays and demonstrations. This event was unique in that much of the steam-powered equipment was up and running forming a parade through the centre of the venue. There were clouds of steam, dust and smoke but these hundred-year-old tractors, diggers and other machinery unrecognizable to this city girl were on the move, clanking and puffing for all to see. There were also electric trolleys, trams and other antique

see. There were also electric trolleys, trams and other antique

transportation offering rides around this multi-acre site which helped everyone get around in the 90 degree heat. This was an interesting and educational day which we all enjoyed very much. Thanks, Don, for putting it all together for us.

BC Day, August 6th, was the Shelby show at Hallmark Ford in Surrey.



It was a warm start to the day as 11 Fordnutz (9 Cougars, a T-bird and a Lincoln) filed onto the lot to settle in for the day. It was hot and muggy most of the day, causing some of us to hide in any air conditioned building we could find, but we did have to poke our heads out every once in a while to check on the door prize draw. As you might know, just as the awards finished, it began to rain so I had a top down, "damp" ride home.

On August 11th Scott and I decided to take in the first annual North Delta Show 'n' Shine, seeing as it was close to home and all. Much to our surprise, Scott's G won "Choice Stock/Original", presented by none other than Delta's Mayor, Lois Jackson. It was a pretty decent show held at the North Delta Rec. Centre and the food provided by the local Lions Club was great (and reasonably priced). We could have cooled off in the on-site pool but, not having thought to bring our bathing suits, had to settle for sitting in the shade under the trees. All in all, it was a good day (and I didn't have to drive home in the rain).



The following weekend, the hottest of the year, Scott headed south once again to join our southern neighbours at Bowen Scarff Ford in Kent, Washington.

The bed of a new Ford Ranger filled with ice served as a "cooler" for water and sodas to keep everyone hydrated and there was free food all day as well.

Then to close out August, several Fordnutz attended the Mustang Roundup at Langley, BC where we again picked up the "Club Participation" award as well as a few others then rushed home under ominous skies.



Well, that's it for another summer season. There are still a few events in our 'hood as the leaves begin to change colour but you'll have to wait until next time to hear all about them. As our car season draws to a close here in southwest Canada, many of you in hotter climates are just getting started, so enjoy your events and I hope you'll share your experiences with the rest of us to keep us going until Spring.

Visit our website at www.fordnutz.org



OHIO

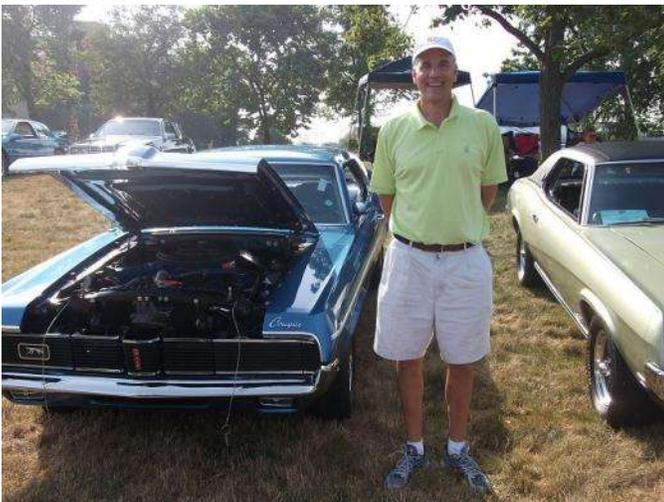
BY: BEN BRACE (#2796)

The 30th Anniversary Arthritis Foundation Classic Auto Show & Cruise-In, held July 6-7 in Dublin Ohio was a great success. The show has grown immensely throughout the past 30 years. What started with 60 cars now has more than 1,200 collectible automobiles throughout the two day show!

Winners in the Cougar show within the show are posted under class 37 on the www.arthritisautoshow.com website (there's a link to the list on the CCOA's site).



Best of Show went to Mike Stickney's 1969 Eliminator Clone, which was also featured on the posters, fliers and other promotional material for the show.



First place in the Cougar category went to Arthur Harper's 1969 XR-7 convertible.



Awards of Excellence were given to:

Daniel & Paula Sugg- 85 Cougar
Steven Thomas 93 Cougar
Leonard Haas, 71 Cougar
Chris Smith, 69 Cougar
Mike Harnett - 69 Cougar
Jim Sackett - 68 Cougar XR7
Ben Brace - 68 Cougar, DGS
George Gordon - 67 Cougar



Ric Porvasnik (#7970), whose 1985 Cougar has taken best in show for the previous three years, took over the reins as head Cougar judge for this show. He entered his car in another class to avoid any conflict of interest, but still parked with the rest of the cool Cats.

We had Cougars from Ohio, Pennsylvania, Indiana and Michigan.

Save the date for the **2013 Classic Auto Show & Cruise-In**. It will take place on July 12 & 13, 2013. Go to www.arthritisautoshow.com for all the details.

M60 COUGARS, U.K.

BY: **BARRIE DIXON (#156)**
PRESIDENT



Despite the promise of a wet weekend, my nephew, Richard, and I took my Cougar along to the annual Stars and Stripes show at Tatton Park on July 1st. On a good day, there are upwards of 600-cars on the show field and if you arrive later than 10am on Sunday morning, you're lucky if there are any spaces left. This year, even with rain threatening, the field was just about full by 9:45. I guess with the amount of rain we've had this year, we must have got so used to it that we just don't care anymore because even the general public came through the spectator gates in droves!

This show sees just about every make of Detroit's finest turn out. Everything from 1920s cars to the latest Mustangs, Challengers and Camaros. This year's collection of Cougars comprised my '67 289 with its impressive new leather upholstery and Electric Life windows.



M60 VP Steve with his '68 302 and a right hand drive '68 302 that I just couldn't track the owner down to get the details from his data plate. That it was made in Detroit I know. How it came to end up as a Right handed car in Hong Kong, I have no idea. I suspect it was shipped to Australia and Oz Falcon parts were used but, trust me, that mystery will unfold one day!

The threat of rain continued all day and despite two or three heavy showers, Rick and I managed to be in the right places at the right times and kept ourselves dry. Carrying a huge umbrella helped! Even my new upholstery and electric windows managed to keep away from the wet weather. Oh, the joys of a fully charged battery!

The show goes on from 10am to

4pm and, as the organiser doesn't allow any vehicle movement in between those times, we were pretty much "locked in" to the show scene. But between the cars, the swap meet and a couple of good rock bands on the sound stage, Rick and I kept ourselves occupied enough to not even think about the time. Roll on 2013!

Each year our cars, in the UK, are subject to a safety test. Known from its beginnings in the late 1950s as "the MOT", those letters being for "Ministry of Transport". This is a government initiative that's administered by the Department for Transport and operated by local garages right across the nation and it's applied to all vehicles more than three years old. Just approved by Parliament is an exemption from MOT for vehicles first used before 1960. This doesn't apply to our Cougars, obviously, and it isn't clear at this time if the cutoff date will be a rolling year but fear not, I'll keep you informed if and when we manage to get any kind of concession.

The classic car movement in the UK is still concerned about the addition of ethanol to our fuel. There's concern that some plastic parts may erode because of this bio-fuel and there's concern that European motors may not be able to handle the octane boost that ethanol might give and the longer term effect of this additive to our 95-octane fuel. Yes, that's correct. The most readily available grade of unleaded gasoline is rated at 95-octane. Higher graded fuel is available, but not at all gas stations. And the Government thinks we need to boost this "High Octane" fuel by adding less than 10% methanol!

Well, I have to tell you, my Cougar has never run so well as it does right now. I don't know if that's the ethanol, the platinum loaded spark plugs, fat plug wires or what but it just runs so well right now that any changes I may have planned to my motor are right on the back burner. Those .030"-over pistons, the lightweight heads and intake and that roller cam I've been thinking about for so long can wait. Right now Guys, I just don't need you. Ask me again in another 148,000-miles!



International Mercury Owners Association

BY: JERRY ROBBIN
 IMO A PRESIDENT

The historic Route 66 will be a focus of the International Mercury Owners' Association annual meet Sept. 27-29, 2013, in Springfield, Illinois. The IMO A extends an invitation to the CCOA to join us in this event. The 2013 Route 66 Show will be the largest display of Mercury vehicles ever assembled so make sure your club is part of this Mega Event!

The show coincides with Springfield's Route 66 Mother Road Festival (www.Route66Fest.com). The IMO A has decided to be more proactive in signing up new members and is opening attendance to the annual show to all Mercury owners, whether they are club members or not. Non-member cars will also be able to take part in judging. The IMO A board believes that inviting non-members to the event is a chance to show them the advantages of belonging to the club. The host hotel will be the Northfield Inn in Springfield (www.northfieldinn.com).

Route 66 was established in 1926 and ran from Chicago to Los Angeles, a distance of 2,448 miles.



It became a major migration route during the Depression for those looking for a better life on the West Coast, but started being replaced by the Interstate system in the 1950s.

Springfield is the state capital of Illinois with a population of about 120,000. Abraham Lincoln spent 24 years there as a lawyer and politician before being elected president. One of the daytrips during the IMO A show will likely be a visit to the Abraham Lincoln Presidential Library and Museum in Springfield.

The Route 66 festival features more than 1,000 classic cars and 80,000 spectators, a Friday night cruise, Horsepower Alley with a Burnout Competition, live music, a Saturday Poker Race, Performance Marketplace and CASI certified national car judging for more than 40 classes.

Plan ahead to attend. More information is available at the IMO A's web site www.mercuryclub.com. Or contact us at info@mercuryclub.com.

YOU MAY HAVE ALREADY WON!



A MERCURY COUGAR SPORTS CAR... OR A LUXURIOUS FULL-LENGTH MINK COAT

200 Grand Prizes... Plus 10,000 AM-FM Transistor Radios in the new LONGINES SYMPHONETTE

"GOLDEN COUGAR" SWEEPSTAKES!

MAIL YOUR OFFICIAL ENTRY CARD TODAY checked "YES" and you have already "won" a FREE Record Album!

REMEMBER: BE SURE TO CHECK "YES" if you want your FREE RECORD and FREE 10-day trial

THIS IS YOUR LUCKY NUMBER (No one else has it!) ▶ FE 248953

The Longines Symphonette
 NEW ANNIVERSARY EDITION

YES—tell me if I have already won and send the Treasury of Music for "Reflection and Meditation" for FREE 10-day trial. I can return it and owe nothing or will send just \$5 a month until \$13.98 (plus postage and handling) is paid. I keep FREE "SWEET VOICES OF INSPIRATION" record album no matter what I decide!

PLEASE CHECK ONE

HIGH FIDELITY STEREO just \$1.80 additional

NOTE: If you do not want your free record album, fill in and mail coupon in advertisement to enter sweepstakes.

NAME _____ (Please Print)

ADDRESS _____

CITY _____ STATE _____ ZIP _____

FREE 10-DAY TRIAL

OFFICIAL ENTRY CARD



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: 1978 XR-7
VIN: 8H93Sxxxxx
Miles: 19,762
Condition: 1
Final bid: \$10,900
Total # of Bids: 8

Comments: This Cat hasn't prowled the streets much with under 20,000 miles! Body, paint & interior are in like new condition, the leather seats are still supple and show no wear. 400 engine with auto trans. Loaded with AC, PS, PB, PW, Tilt, AM/FM, power driver's seat. Runs and drives like it just left the showroom.



Year/Model: 1968 Hertz XR7G
VIN: 8F93S5xxxxx
Miles: 100,000
Condition: 3
Winning bid: \$3,951
Total # of Bids: 10

Comments: Project car. Diamond blue w/ blue interior, 390, 2.75 rear, sunroof and tilt wheel. Has sat a long time and engine is locked. Engine, intake, fan and radiator original. It has a service Ford Holley carb, chrome valve covers with orig chrome top air cleaner w/snorkle, orig hood scoop and exhaust manifolds & fog lights. Exhaust cut outs are gone. Still has the G only horns and most emblems and tags. This G is rusty, very rusty. Roof and sunroof area look good as well as front rails and shock towers.



Year/Model: 1990 XR7
VIN: 1MEPMXXX
Miles: 98,240
Condition: 3
Winning bid: \$1,200
Total # of Bids: 1

Comments: This XR7 has the rare option; the Supercharger. Body is ok with little damage, interior needs work. This Cat needs a good mechanic; when warmed up car dies, but will start right back up. Ran like a dream until a year ago. Lots of new parts trying to get it running right. Giving up!



Year/Model: 2000
VIN: 1ZWFTxxxx
Miles: 130,000 miles
Condition: 2
Final Bid: 2,325
Total # of Bids: 29

Comments: DURATEC 2.5L V6 24 VALVE DOHC with auto trans. Has alloy wheels, AM/FM Stereo /CD Player, AC, Center Console with Storage, Cruise Control, Fog Lamps, Overhead Console with Information Center, Rear Spoiler & Sunroof!! Body is in good shape as well as the interior. No mechanical problem!!! A strong running Cat.



Year/Model: 1973 XR7 Conv.
VIN: 3F94Hxxxx
Miles: 71,188
Condition: 3
Final Bid: \$3,500
Total # of bids: 3

Comments: This XR-7 convert has only 71k orig miles, but needs complete restoration. 351 auto. AC and cruise. Has new top in the trunk. Has one small ding in the right rear top of the fender. Cat has been sitting for 12 years, but it runs good. Needs both motor mounts.



Year/Model: 1968
VIN: 8F91C572xxx
Miles: 13,996
Condition: 1
Final Bid: \$16,800
Total # of Bids: 40

Comments: Time capsule with original black cherry paint that still shines well. Original 289 is untouched, with Merc-o-matic. Interior is immaculate with black vinyl in flawless condition. Sports console and AM radio. All original down to the floor mats. Even has original decals in the glove box. No rust or damage. Everything works as it should. Car is a beautiful, unrestored survivor. Loads of documentation. One owner until it was discovered and put up for auction.

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.

BEST BIRTHDAY

**BY: CHARLES R. NASON (#9077)
NORTON, MASSACHUSETTS**

I first saw the Cougar on television ads in 1967. In April, 1968, I went to the Mercury dealer closest to my town. The salesman there didn't take me seriously, so I went to Devine Mercury in Foxboro, MA. The salesman wrote down options and prices. I told the salesman that I wanted the XR7, black with black interior, 302-4V with a 4 Speed transmission and limited slip rear, AM radio, and F70-14 wide oval tires. It came with standard rims, but later I got a good deal on some Mustang rims and changed them. Maybe someday I'll get the Cougar rims again and change them back.

I put \$50.00 down and around four weeks later my car came in. Despite my request for black, my car came in with a dark green interior. I liked it from the start and didn't want to wait another month to reorder. When my new car was delivered to the dealer I traded in my 1963 Galaxie and \$2700.00 cash and the new car was mine.

CAR INVOICE
CUSTOMER'S COPY

DEVINE'S MOTOR SALES, INC.
122 Central Street, Rt. 3-5495
FOXBORO, MASS.

SOLD TO: Charles R. Nason
ADDRESS: 28 So. Washington St. Norton, Mass.

DATE: May 27, 1968
SALESMAN: Ed Vendatelli

DESCRIPTION	AMOUNT
1968 Mercury Cougar XR7 2-Dr. HT # 87933566800	5761.13
DISTRIBUTION AND DELIVERY - GASOLINE, OIL & LUBRICATION ACCESSORIES	
TAX REIMBURSED MANUFACTURER'S CASH SALE PRICE	
TIME SALE PRICE DIFFERENTIAL	
TIME SALE PRICE	
DEPOSIT ON ORDER	50.00
CASH ON DELIVERY	2700.00
ALLOWANCE ON TRADE-IN	1811.13
TOTAL CREDIT	2751.13
DEFERRED BALANCE	

*Paid in full
Thank you Charles R. Nason
Ed Vendatelli
May 27, 1968*

It was six days past my 25th birthday, my best present to myself.

CAR ORDER DATE: 5-25-1968

DEALER: DEVINE'S MOTOR SALES

PURCHASER: CHARLES R. NASON

PLEASE ENTER MY ORDER FOR ONE CAR AS FOLLOWS:

NAME	MODEL	COLOR	TYPE	YEAR
COUGAR	93	BLACK	302 ENGINE 4V	1968

ENGINE NO. SERIAL NO. TO BE DELIVERED

DESCRIPTION	AMOUNT
CAR SALES PRICE	5231.91
TRANSPORTATION CHARGE	73.50
ACCESSORIES & EXTRA EQUIPMENT	57.61
Professional Agent R.P. RANS	6.89
MO. BATTERY - COLUMBIUM BELT	22.79
RADIO - TINTED GLASS	91.65
WILLIAMS MOTOR'S 4-SPEED TRANS.	184.02
TAX	
LICENSE, LICENSE TRANSFER, TITLE, REGISTRATION FEE, ETC.	
TOTAL CASH DELIVERED PRICE	3741.68

DEBIT	CREDIT
DEPOSIT ON ORDER	50.00
USED CAR ALLOWANCE	1991.58
LESS: BAL. OWING TO -	
CASH ON DELIVERY	2700.00

RECORD OF TRADE-IN

MAKE	YEAR	TYPE	MODEL	YEAR	TOTAL CREDIT
FORD	1963	DR. SEDAN	500	1963	1811.13

CONTRACT TO BE PAID IN _____ INSTALLMENTS OF \$ _____ EACH AND ONE INSTALLMENT OF \$ _____ FIRST INSTALLMENT DUE _____ IS _____

BUYER'S SIGNATURE: Charles R. Nason
ADDRESS: 28 So. WASHINGTON ST. NORTON, MASS.

SALESMAN: Ed Vendatelli



Charles' Nason's '68 in 1968

I made three trips to the Daytona 500 in the Cougar. One of those trips was my honeymoon in 1971. I drove it every day until 1974 when I purchase a 1974 Mercury Capri. I parked the Cougar next to the house and would drive it once in a while in the 1980's. Then I parked it in my garage up until now.

Over the years, the paint grew tired and my 25th birthday present was showing its age. I retired in

2005 and started working on the car. I put on new rear springs, did some work on the engine, some front end work, and repaired some rusty spots. I repainted the car with urethane single stage paint with technical help of my brother-in-law who is a Master Body Worker. After it was all ready to go, I had the front seats reupholstered. The rear seat was still in mint condition.



Cougar at the Cape Cod Canal Railroad



I put my Cougar back on the road in 2009. My wife and I cruise around town along with going to Plymouth, MA and Cape Cod, MA.

The car still drives great, just like the first day I drove it off the Devine Mercury dealership lot, and now has 126,310 miles on the odometer. After the restoration, it looks as good as it did when I was 25.

MEMBERSHIP REPORT

Rob Merritt (#8323)

Membership@cougarclub.org

Greetings fellow Cougar enthusiasts!

NEW MEMBERS

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

ROBERT NIVEN	ARANDA AUSTRALIA
MICHAEL MCGRORY	BRISBANE AUSTRALIA
SERGE GAUTHIER	MERLIN ON CANADA
ERROL SHARPE	DUNEDIN NEW ZEALAND
GRAHAM ROGERS	COALVILLE UK
GAVIN SCHLESINGER	DANVILLE CA
GREG MARTIN	NICHOLS CA
STEVE ACKERLEY	WATKINSVILLE GA
LANDIS KAPERAK	TERRE HAUTE IN
DANNY ROGEL	ARMA KS
DAVID KLINGELHOFER	NOTTINGHAM MD
DAN MCKINTY	LINCOLN NE
WILLIAM GALANIS	MANCHESTER NH
JOHN ROTELLA	CAMILLUS NY

DENISE FINCH
RICHARD TAYLOR
JENNIFER KY SAR

MARSHALL VA
VIRGINIA BEACH VA
KEARNEYSVILLE WV

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 you receive the newsletter by mail, keep an eye on the address label. If your renewal date is coming up, it will show that date on the label. No date – no worry, you're not coming due for a while. For email readers, the email sending the download link will notify you if it's time to renew. If your renewal is due, use the handy PayPal button at www.cougarclub.org/about/membership.aspx or send a check, payable to CCOA, for your choice of delivery method (email - \$20; US mail \$30; non-US mail \$35) to Rob Merritt, 28 W 8th St., Duluth, MN 55806. Be sure to let me know if you change your postal or email address.

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **December 3** 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: Cougar Literature and manuals.
Contact: lisnu@hotmail.com

//

FOR SALE: PARTS. 1969 restoration parts, 428cj parts. Pics at:
<https://sites.google.com/site/2catsspiderweb/gallery>
I also have some 1/18 scale 1967 and a box of 1969 1/43 die cast cars. Make offers on what you like. If you need prices or help email marvin28210@yahoo.com or call (704) 502-2175

//



FOR SALE: A VERY RARE FIND. This is an absolute pristine, mint original with only 12,300, yes, 12,300 original miles since new. Sun City, Arizona car since new when it was first registered on 2/24/1995 with only 4 miles on it! Options include, 4.6 OHC V-8 with factory dual exhaust, ABS, dual air bags, factory a/c, automatic, tilt, cruise, power windows, locks, am/fm stereo cassette with factory premium sound, power driver's seat, leather and suede interior, power side view mirrors, tinted glass and factory alloy wheels on Michelin tires. Has complete Carfax with all books and digital entry card. Never smoked in and the spare tire has never been down. Not one nick or ding on this car. Even has the original windshield with the Ford sticker still on it! Car is indistinguishable from brand new. \$10,500 Please call Jeff at 602-686-8276

//

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

//

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>

//

FOR SALE: 1968 COUGAR STANDARD Survivor with 66k orig miles on its 302 2V/C4 tranny. Lime Frost with black decor interior & black vinyl top. Courtesy light group w/ console & AM radio. Has power steering & 3.00 standard axle ratio. Comes with orig owner's manual & orig shop manuals (Wiring Diagram, Body Assembly & Chassis Assembly) & 1968 PPG Paint Chart. Have repair records. NOT A SHOW CAR, JUST A NICE OLD SURVIVOR!! \$6,500 Cell Phone: 502-641-5117 (Alexandria, VA)

//

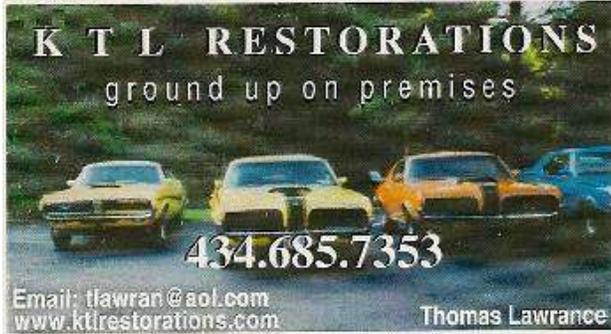
FOR SALE: 1995 XR7 in mint condition. New Paint with Custom pinstripe & clear coat. New Leather Upholstery & Carpet. Custom Wheels with New Tires PLUS 4 other new tires & wheels with original Gold Cougar emblem. 4.6 Liter V8, AC, Cruise, CD, Passenger & Driver Air Bags, Smog Clear, LOW Miles 74,635, Nada Vehicle History Records. Replaced battery, water pump, radiator and heater hoses & thermostat, spark plugs, wires, fuel filter & PVC Valve, Drive Belt, O-Ring Seal, Air Filter, Serviced Transmission, Front & Rear Rotors, Trans Filter, Pan Gasket, Vehicle Restraint Systems Air Bag Action. The car has completely gone through. Chrome Mufflers & Exhaust Pipes & Tail Pipes. Must see this car to believe it. \$6,400.00 OBO Call Judy @ 530-605-3446 Redding, CA.



//

FOR SALE: PARTS. 1968 stroker 302: Eagle 347 rotating assy, ported & polished heads, roller rockers & stud girdles, Ultradine solid lifter cam, Eldelbrock Victor Jr intake, Holley carb, MSD dist, ARP main & head studs, etc. \$4,800. 1967 GT 390 carb cast # C7OF-9510-A, list 3793, 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
//



Financial Director's Report

Greg Fritz #5269

finance@cougarclub.org

Balance Sheet			
	As of		
	12/31/2011	3/31/2012	6/30/2012
Assets			
US Bank	11,747.24	13,985.64	13,429.41
PayPal	7,517.55	9,106.25	9,669.73
Total Cash	19,264.79	23,091.89	23,099.14
Accounts Receivable	-	-	-
Total Current Assets	19,264.79	23,091.89	23,099.14
Inventory Assets	877.00	877.00	877.00
Office Furniture/Equipment	-	-	-
Total Fixed Assets	877.00	877.00	877.00
Other Non-Current Assets			
Computer Software	-	-	-
Total Assets	20,141.79	23,968.89	23,976.14
Liabilities			
Current Liabilities	-	-	-
Long Term Liabilities	-	-	-
Total Liabilities	-	-	-
Equity	20,737.65	20,141.79	23,968.89
Current Earnings	(595.86)	3,827.10	7.25
Total Owners Equity	20,141.79	23,968.89	23,976.14
Total Liabilities & Equity	20,141.79	23,968.89	23,976.14

Income Statement			
	As of		
	12/31/2011	3/31/2012	6/30/2012
Revenue			
Dues - Checks	285.00	3,830.00	1,030.00
Advertising		13.30	-
Calendars	-	-	-
Merchandise	-	-	-
Donations	-	-	-
PayPal - Dues	310.00	1,661.00	590.00
PayPal - Merchandise	61.00	-	-
Total Revenue	656.00	5,504.30	1,620.00
Expenses			
Postage	57.23	368.08	-
Office Supplies	-	209.51	-
Ad Refunds	-	-	-
Bank Fees	4.00	1.71	16.72
Checkprinting	-	-	-
Newsletter	1,134.22	1,000.65	1,569.51
Web Site Fee	-	24.95	-
PayPal Fees	36.41	72.30	26.52
Legal Fees	-	-	-
Merchandise	20.00	-	-
Merch Refund	-	-	-
Memorial	-	-	-
Nat'l Show	-	-	-
Total Expenses	1,251.86	1,677.20	1,612.75
Net Income	(595.86)	3,827.10	7.25



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

Address Service Requested

FIRST CLASS MAIL