

AT THE SIGN OF THE CAT

*THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA
FALL 2013*



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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 the **Winter**. Please send your submissions no later than December 6.

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/join.htm> 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. Ads may also be placed on the website free of charge at www.cougarclub.org/classifieds.htm.

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.*



Letter from the ^{Temporary} Editor

By Rob Merritt (#8323)
Temporary Editor

Lots of reports from the regional Cougar Clubs around the country and world were sent in for this issue. I hope the great pictures come through within the limitations of this newsletter's format. Some really nice photography – especially from Florida's Sunshine State Cougar Club which gets credit for the cover on this issue of *At the Sign of the Cat*.

You might recall from the last issue that a new member noted that Cougars of more recent vintage seemed to be underrepresented on these pages. Well... Phil Parcels (#2554) to the rescue! Phil put his talents to work studying the 1999 – 2002 models, and gives us a glimpse of these "new" Cougars in his article. If you're looking for more information, be sure to check out www.NewCougar.org.

Bill Quay (#1515) continues his long-running series on Cougars in Miniature, featuring some hobby models of the 1967 cats. Bill has been doing these articles for so long that one has to wonder just how many toys he has, and how he manages to keep all the neighborhood kids out of his horde. Bill is always the first to send in his article for the newsletter. You would think that makes my job easier – but it actually serves as a nagging reminder that I'm behind schedule once again! [Just kidding, Bill – keep up the good work].

We also have some more "Original Member" stories to share. Not to sound like a broken record here, but if you are either an Original Owner of your Cougar, or a long-time member of the CCOA, we would love to read your story. Take your place in Cougar history by sending in your story and a few photos, and get a year's free membership as a token of our appreciation. I feel confident speaking for other members that we want to hear your story.



On to the stories

Original Members

This is the third installment in the series of stories from long-time members of the CCOA. If you have a story to share of the early days of the Club, write it up, send it in and get a year's free membership as a token of our appreciation.

SHIRLEY LONG (#3249) FORT ATKINSON, WISCONSIN

I have been a member since 1986. I used to travel with Car Craft friends to Indiana and Illinois. People didn't know what my car was. Then I found out about the Cougar Club of America. Knowing how rare my car was, this was right up my alley.



1971 Mercury Cougar XR-7 Convertible

My first CCOA car show was in Holland, Michigan in 1986 – loved the wooden shoe trophies with the tulip! Have been to a lot of shows since, from the middle 1980s to around 2007. With prices of gas being so high, I just couldn't afford to drive to them so far away, which kept me to local car shows where you are lucky to see even one Cougar.

Love the Mercury Cougar, and have owned my 1971 XR-7 since 1972. It is brown with a white convertible top. It is one of only 19 that was built with the three-speed, manual transmission. I still own the car – it is part of the family. My kids grew up with this car and now the grandkids are listening to the 8-track player with the top down.

In 1992, I bought another Cougar – a 1972 in the same color brown as my '71, except with a brown, hardtop roof instead. I remember John

Baumann (#1229) saying back in the 1980s that if you wanted a rare car to buy a 1971-73 hardtop or convertible. Now I have one of each.



1972 Mercury Cougar

Going to the shows it seems like we are all friends having one main interest. When I first started showing my car, besides myself, there was only one other lady out there. Terry Schroeder, from Wisconsin, owned *sixteen* Cougars. We lost Terry a couple of years ago. Darn it! She didn't get to see my first Cougar tattoo. I bet she's up there driving a Cougar with angel wings.

My favorite part of attending CCOA shows was the traveling and seeing all the beautiful scenery along the way. The "bad luck" stories awarded at the shows were always very interesting too. I couldn't believe that people could have worse luck than our buddy Kent. Every time Terry and I traveled with him, it seems like his car broke down.

Another favorite memory was the side trip to the Coors brewery in Golden Colorado as part of the show in Colorado. We all rode on a double decker bus. I'm still buying that Coors – Good Stuff!



PHIL KOS (#1614) **LIVONIA, MICHIGAN**

I don't really remember when I first heard about the CCOA, or when I joined, but it might be as long ago as 1981. Back then, the most important reason to join the CCOA was to get

restoration tips and help finding parts that had become obsolete from the dealer.

I participated in a CCOA show held at Ford World Headquarters in Dearborn, Michigan. This was the special 20th Anniversary A lot has changed since that show in 1987.

Now we have the internet and instant answers to questions and parts suppliers just a click away on the computer. My reasons for staying a member in the Cougar Club really haven't changed much, though. It's nice that all of us share a common interest in our Cougars. It is enjoyable to read about Cougars, to find out about shows and events, and see the write-ups from around the world. We are still kind of like a big Cougar family.



When I first joined the CCOA I had a 1972 XR-7 Convertible pictured above. I still own it today. Over the years I've also had a 1979 XR-7, 1981 XR-7 and a 1995 XR-7. I guess I'm hooked!



ROBERT ECKBRETH (#183) **PITTSBURGH, PENNSYLVANIA**

I've been a member longer than my memory is able to recall. I think I learned about the CCOA by seeing a note in Hemmings – which was what we old-timers used to get information about our cars before the internet became a reality. I joined the Club simply because I wanted to share my enthusiasm and interest with other people who loved the Mercury Cougar.



Early on, I attended the CCOA show in Virginia, back in 1984. I still own the same 1968 Dan Gurney Special as I had back then. I bought the car brand new.



Vintage Photo from 1968

Later on, I purchased a 1968 XR-7 GT. Both of my Cougars are painted in the code 6, Fawn, and make a great matching set.



As a long-time member of the CCOA, I've seen the Club grow and get better over the years. We've come a long way from the original, type-written newsletters. I'd like to see the Club grow and get even stronger, especially now that the Mercury brand is no longer being produced. As the

mission statement of the CCOA says, we need to stay dedicated to the appreciation and preservation of the Mercury Cougar.



MEMBERSHIP REPORT

Rob Merritt (#8323)
Member Services Director

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.

NEW MEMBERS

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

Martyn Barnes	Adelaide Australia
Constantine Baltas	Melbourne Australia
Preston Boline	Enterprise AL
Joseph Czesnowicz Jr.	Theodore AL
D W Roberts	Fort Smith AR
Melinda Barley	Chico CA
Miguel Alejo	Hayward CA
Ira Essoe	Norco CA
Joe Holgate	Durango CO
Stanley Whittington	Orlando FL
Steve Harvey	Sarasota FL
Kim Callahan	Milford MA
Kimberly Swift	Detroit MI
Mike Bindus	Shelby Twp MI
Randall Saylor	Tecumseh MI
Charles Andrews	Sauk Rapids MN
Philip Carrillo	Minden NV
Bruce Lambertus	Pahrump NV
Jeff Kennedy	Scio OH
Charles Gage	Pflugerville TX
Michael Godwin	Suffolk VA

Welcome to the new members!



SOMETHING NEW!

If you've joined the CCOA or renewed your membership any time in the last decade, you're probably familiar with the official CCOA window decal – and maybe have a pile of them in your desk drawer. Me? I never really cared to put the sticker on my car, fearing that it would be hard to remove. It's that whole "don't make irreversible changes" mantra.

Announcing the new, official Cougar Club of America mirror hanger! Now you can display your membership and promote the Club with no sticky residue!

New and renewing members will receive the mirror hanger with your next renewal.



The hanger includes the official CCOA logo as well as the Club's web address so everyone who sees your car can learn more about these great automobiles, and maybe join the Club. The design also includes a double pinstripe around the edge, reminiscent of the stripes along the sleek body of our cars. Get yours at your next renewal. If you just can't wait, drop me a note and we'll get you hooked up.

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/join.htm or use the form printed toward the back of this issue if you prefer to renew by regular mail. Be sure to let me know if you change your postal or email address.



MESSAGES FROM THE MEMBERSHIP

Member **Edward Borschein** (#9136) of East Rockaway, NY sent in a couple pictures of his collection of early 70s Cougar convertibles. Check out the Eliminator stylings on that beautiful ride!



Chris & Sally Course (#9000), from South Ockendon, Essex in the UK send their greetings as well. They write: After a bad spring, summer is at last here and it's mega hot!! Our cat has appeared at 6 shows so far this season. She's running just fine, but we had to pay out 500 sterling to get her through our MOT system...[legal road use inspection]. It needed a new idler arm and rear brake pipe.



Shows we've been to include the 1st ever American speed fest at the famous brands hatch circuit. At the end of a very cold day, those who stayed got to drive their cars a couple of laps around the circuit. It was great fun. Of course, ours was the only Cougar there of over 400 cars! We also went to the famous North Weald airfield that saw plenty of action during WWII. I got to blast

down the runway in my mate's ex drag Camaro. My other mate took best of show with his 58 Buick. He often wins, and again he's also owned it close to 40 years, restored it himself. We also hang out with a 4th couple who have a very nice restored Mustang. We all meet up, set up our sun canopies, and enjoy the comments on our cars.

New parts for our Cougar this year included the hood centre trim. THANKS John's Classic Cougar. West Coast Classic Cougar is sending me a new bezel for my radio. Found an original radio on eBay, it's like new complete with knobs...good price too. Other things I want to sort out is a new dash pad and get the clock bezel re-chromed. Sally's going to buy me a new carb for Christmas, ours is tired, and has old school choke problems.

Our new kids that ride with us all the time are now listening to the beach boys.



Their names are Ronnie and Crystal, and they get great comments from the public at shows! We think they look fine....and they don't keep asking for ice creams.

We are really enjoying our Cougar and Sally is coping with sitting on the wrong side of the car.



When we first got the cat, she was pretty scared, but now she's ok, as my driving has improved! It's been over 25 years since my last American car. Of

course trying to get it to stop is still an adventure! No power brakes on this car from the factory, and I plan to keep it that way.

Finally hope you like our Cougar model collection.



Watch out Bill Quay, we're catching up to you! Actually, never, but slowly building up a collection, including a limited edition Eliminator that was another present from Sally.



You can always email me c.course@btinternet.com I'm also Chris Course on Facebook. Look me up!



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.

GRANDMA'S RIDE BACK ON THE PROWL

BY: "COACH JACK" (#9167)
UNION CITY, CALIFORNIA

My wife's grandmother originally purchased the Aqua colored hardtop Cougar in 1967 from Stanford Lincoln Mercury, when she was 71. It was her "commuter scooter." The Cougar made daily trips around town along with an occasional jaunt to Los Angeles on Highway 1 (in 5 ½ hours from Redwood City!!) My wife's recollection was from the back seat where she would ride with her grandmother to the coast via La Honda every weekend. The twisty road along with grandma's lead foot

inevitably led to my wife hanging her head out of the back quarter window and tossing her cookies. The Cougar was also used as a dog hauler for her Dalmatian, a dog in a Cat, NICE!!

My father-in-law drove the car sparingly as the car sat in his driveway when he was away at sea. The last time I drove the car until this year was 15 years ago as I was heading home from the golf course when the cars in front of me suddenly stopped. I put my foot hard on the brakes and even though the vehicle had factory power drum brakes, there was no pedal. It was either hit the car in front of me or put it up on the median, In a flick of my wrists, I plowed the car up on the burm in the median,

luckily not causing anyone injuries nor body damage to the car. A slow limp home and I parked the car in my driveway and covered her up until I had the time and money to fix her up appropriately. The odometer sat motionless at 45,304 miles, frozen in time.

Fast Forward 14 years, I set up a small shop in my father-in-law's garage. Borrowing the battery out of my 20 year old station wagon, adding fresh fuel to the tank, and a lot of starting fluid, the 289 4V engine came to life although sounding more like a cat trying to cough up a hairball instead of a purring cat. I feathered the gas pedal enough to make the one mile trip to my in-laws' garage and backed her in. I disassembled the front and rear suspension, anything I reused like the spindles, strut rods (yes with the articulating bushings), and shock covers were sent out for bead blasting and powder coating. I purchased a front end suspension kit, rebuilt the strut rods, and ordered all new rear suspension components. Of course, those front drum brakes were not going back on the car as I purchased a disc brake conversion kit to provide the front brakes that had earlier failed me. To clear the Cat's

throat, I pulled the original Autolite 4300 4V, cleaned and rebuilt it, flushed the gas tank and cleaned the fuel lines.



After ordering parts, waiting for deliveries, bustin' my knuckles, and five months of perseverance, the suspension and brakes were good to go. But she still handled skittishly with the P78 red stripe polyglas tires which of course had been flat spotted by the years of neglect. I knew the rims and tires had to get replaced and that's when I came across a Craigslist ad for V45's at a Mustang shop in the town next to me. I went down

to Mustang-Magic and met Rhonda and Paul who were nice enough to let me take the rims back to my garage to test fit them on my Cougar. Although the rims would look great on a Mustang, they just didn't have the Cougar persona I wanted. Not to be denied, I returned them to the shop and they let me try Magnum 500's, and 2 different Mustang Styled Steel wheels. Even though I really wanted the Cougar Styled Steel Wheels, the lead time was another 3 months. (I know 3 months is nothing compared to 14 years however the Cat just needed new claws to get her rolling!!) I finally decided on the Scott Drake Mustang 15 x7 Styled steel wheels with the black Mercury Man center caps. We loaded them into the back seat and the trunk of the Cougar and off to Roger Kraus Racing to have her new shoes installed.

I felt like a kid at Christmas waiting for Santa. The guys at Roger Kraus Racing mounted the BF Goodrich Radial T/As and transferred the kitty to a Cougar. They rolled the car into their alignment bay and took their time getting the alignment correct (Note: put in as much positive Caster as possible) to give the Cat a straight as an arrow ride with minimal input (an occasional thumb

is all she needs). Four hours later, the car was done and she was ready to roll!! As I pulled out of the shop, I stopped as two middle school boys walked past the car on the sidewalk. "Now that's a car!!" one of the boys yelled as if they had just laid their eyes on a Cougar for the first time. Even though Kraus Racing is only 15 minutes from my house, I took the 100-mile, long way home and enjoyed every mile.

As I was cleaning out the Cougar this summer, I found a maintenance log in the glove box that showed that the car had 28,724 miles in April 1973. The clock currently has 46,374 miles and gets added to every weekend driving around town and through the canyons. And as far as the Dalmatian, I must have vacuumed up 10 lbs of dog hair under the seats. I even found a note written by my Father-In-Law seventeen years ago saying that he needs to get the car aligned as it never tracked right. Don't need to worry about that anymore G, this Cat is back on the prowl!!

COUGAR

Cougars in Miniature

Bill Quay #1515

This model toy article is about the 1967 cougar -- the type that you could build as the family car. The model in the lower right corner is the AMT kit # 5327-170. For those of you who may be interested, the 5327 was the AMT part number, and the 170 stood for the Price. This kit would cost \$1.70. These 1/24 AMT kits gave the builder a choice of 3 different ways to build the model. Usually as a standard car, a race version, and an all-out customized version. The model on the top right is the small AMT 1/43 snap together car. These came in a variety of colors and no glue was needed. The finished car was of a regular Cougar, and the kit even included a display case. No customizing in this kit. The models on the left are from Palmer Plastics Inc. These models were rather crude when compared to AMT. The body was molded in three pieces. You had to glue the sides of the car to the top of the car, whereas the AMT model was molded as a one piece body. As you can see, Palmer offered two toys: the standard 3 in 1 model and the motorized version. The price for the toy was printed on the front of the box.



1999 – 2002 Cougar Production

By: Phil Parcels (#2554) Lima, New York

National Database Manager, Special Services Director, and All-around Good Guy.

The Cougar built between 1999 and 2002 is a significant car in Cougar history; it has several "firsts" associated with it. It was the first Cougar to be built on a completely original platform, and the chassis "CDW27" was Ford's first "World Car" chassis. More on that in a minute. It was sold in the USA by Mercury dealers and was badged the Mercury Cougar. It was also sold in Europe through Ford dealers as the Ford Cougar. This generation of Cougars was called "New Edge" in Ford & Mercury marketing literature.

They were built on a chassis called "CDW27" because that was its code name during development. Every product has a code name when it is on the drawing boards. For example, the 1967 Cougar was code named "T7". This Cougar was named CDW27 because it straddled the C & D size classes and was a "World Car." This chassis is a front-engine, front-wheel drive design. In addition to the Cougar, other Ford vehicles that used this chassis platform were the Ford Contour, Mercury Mystique, and Ford Mondeo in Europe.



1999 Mercury Cougar Brochure

The previous incarnation of the Cougar, the MN-12 chassis, was built in Lorain, OH assembly plant. Production began in 1989 and ended its run in August of 1997. There were no 1998 Cougars as the production changeover was underway. The next generation, the 1999 - 2002 Cougars were all



2000 Mercury Cougar

built at the AAI (AutoAlliance International) factory, in Flat Rock, Michigan.

Cougar production started at AAI in April of 1998, but probably because they were so close to the normal new model introduction time of July / August, they were not called 1998 Cougars, they were certified and sold as 1999 Cougars. As a result, when one reviews the production numbers, it appears there were almost twice as many 1999's built compared to 2000's:

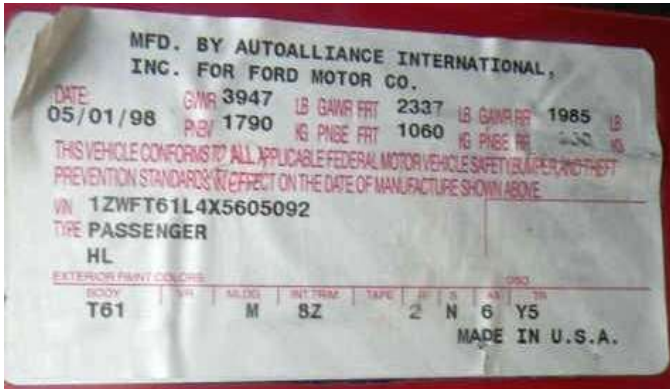
Cougar Production, from NewCougar.org:

- ✓ 1999 - 88,288
- ✓ 2000 - 44,935
- ✓ 2001 - 25,044
- ✓ 2002 - 18,321



Ford's restructuring plan in 2002 resulted in the decision to cancel the Cougar, as well as the Escort, Lincoln Continental and Mercury Villager.

Decoding the VIN is interesting on these Cougars. For example:



1ZWFT61L4X5605092

- **1ZW** = World Manufacturing Identifier = AAI, Inc, Ford passenger car
- **F** = restraint system = active belts all positions & air bags for driver & passenger positions
- **T** = passenger car
- **61** = Cougar V6 (other option: 60 = Cougar I4)
- **L** = engine = 2.5L DOHC Duratec V6 (other option: 3 = 2.0L I4 DOHC Zetec engine)
- **4** = check digit
- **X** = year = 1999
- **5** = assembly plant = AAI, MI
- **605092** = production sequence number 5092, a very early 1999 Cougar actually built 5/1/98. Domestic Cougars began with production sequence 600001

1999 – 2002 Ford Cougar

A little known Cougar production fact here in the United States was that along with the Domestic Mercury Cougar, there was also its twin being built at AAI - The Ford Cougar. This car was a right-hand drive twin, sold in Europe and Australia. Very little is known or published about the Ford Cougar. According to some literature it was not a sales success, but Ford documents from November 1999 state the opposite: "Ford Cougar is already a huge sales success with a 50 percent share in the family coupe segment" They then went on to announce a high-performance version of the 2000 Ford Cougar called the ST200.



The Ford Cougar was built alongside the domestic Cougars at the Flat Rock assembly plant for at least 3 of the four years of New Edge Cougar production. We have no examples of 2002 Ford Cougars reported to the database. Production numbers are unknown for the Ford Cougar.

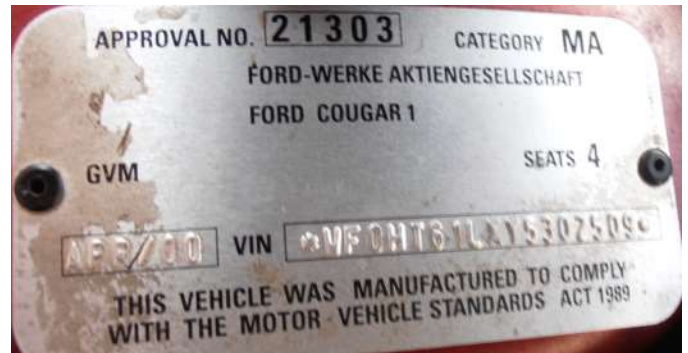


The Ford Cougar VIN was slightly different, in that it has a different WMI. For example: WFOHT61L9X5204604

- **WFO** = World Manufacturing Identifier = Germany
- **H** = restraint system = active belts all positions & front & side air bags for driver & passenger positions
- **T** = passenger car
- **61** = Cougar V6 (other option: 60 = Cougar I4)
- **L** = engine = 2.5L V6 (other option: 3 = 2.0 I4)
- **9** = check digit
- **X** = year = 1999
- **5** = assembly plant = AAI, MI
- **204604** = production sequence number 4604, export Cougars began with production sequence 200001



were then shipped to the Ford – Werke Aktiengesellschaft facility in Cologne (Köln), Germany. This was the staging area for distribution throughout Europe. It is unclear if there was any actual work performed on the cars, such as the right hand drive conversion. However, in Cologne, the cars got another data plate showing the VIN, build date and compliance to Motor Vehicle Standards Act 1989.



The Ford Cougars were all built at AAI, and received a metal data plate rather than the domestic Vehicle Certification (VC) label.



This plate shows the VIN, build date, color, molding, trim, radio, transmission, and various certification weights. It is unknown at this time if the cars were built as left hand drive and then converted in Germany to right hand drive, built as right hand drive, or built as incomplete vehicles.

Then if the car was destined for Australia, it was shipped from Germany to Ford Australia Tickford Vehicle Engineering (TVE) for further modifications possibly for unique Australian suspension, safety or lighting requirements. This was also the distribution point to the various dealerships in Australia.

This is a research project in progress, so if anyone has any further information to add to this article, please contact me at cougardb@frontiernet.net.



Once the assembly process in Flat Rock was complete and the cars passed Quality Control, they



Regional Reports & Events

Cascade Cougar Club

BY: HEATHER WHITAKER
(#7477)

ACTIVITIES

I can't believe so many months have passed since my last report. The summer has been terrific and the car events so numerous that it has been somewhat of a blur. With that in mind, just where do I begin?

Well, on June 1st several Cascade members attended the All Ford Show and Swap Meet in Hillsboro, Oregon. Hillsboro is a beautiful city, a



Some of our Cougars
at Hillsboro OR

Washington neighbors. Over the course of the day we cruised through the swap meet and had visits from a number of people including Scott Behncke from WCCC—we even signed a new member. There were 245 vehicles in 59 classes and Cougars in attendance numbered 12. Although not all were Cascade members we had more members present than any other club, enough to win the Club Participation Award AND a check for \$100 which went to our treasurer. First place in the Cougar class went to Jeff and Carol Bingaman for their beautiful competition green '70 sunroof cat and our hosts, the Mustang Wranglers of Oregon, collected over \$3000 in their raffle to support five separate charities in the area.

On June 14/15 a small group of us "west coasters" hit the trail for a weekend adventure in Coeur d'Alene, Idaho. En route, we stopped for a BBQ lunch at one of our member's Spokane home then duly fed and watered it was time to continue east for the main event. Dropping off luggage in our rooms, we had just enough time to do a little cat preening before the downtown cruise began.



little further from home for some but perfect for our Oregon members to get together and hang out with their

Promptly at 6pm the mass of bright paint and chrome began to snake its way through the streets of our host city and after one full circuit, our group of five Cougars found our usual parking spot in the



Classics line up for the
Car d'Lane cruise

heart of the action, set up our chairs, readied our cameras and settled in to watch the hundreds of classic cars pass by. It was almost like alphabet soup as "AMX", "GTX", "GTO" and others passed by and in order to miss nothing, we dined outdoors amid exhaust fumes and tire smoke. Later, as the sun set, we packed up, made one last lap then headed off for some much-needed shut-eye. After all, we'd be back on the streets in less than eight hours for the Saturday show.

Promptly at 0600 (that's six o'clock...in the morning...almost still night) we rumbled down Sherman Street to our appointed parking spot and began the detailing process once again in preparation for the mass of humanity that would come to see us. As the clouds parted and the sun gained strength, the crowds swelled and it was game on. As usual, our Cougars got lots of attention and if we had a dollar for every time we heard the familiar phrase "I used to have one of these"...well, we'd all be wealthy (or at least have enough money for more parts). It was a great day, beginning with free blankets for the first 300 people, plenty to see and do throughout the day topped off with the Bingamans winning the "Best Stock 70's" award ...AND we signed another new member.



The trophy girl's dress
matches Jeff's car

We closed out the day by getting together for dinner and, as we reviewed our weekend, some of us decided to visit a dealership car show on the way home the following day in Spokane. So on Sunday, June 16th our little group hit Wendle Ford. There was no registration fee and each driver was

handed a ticket upon entry. Not only was the ticket good for door prizes (our group won two) but it also gave each of us \$5 off lunch (which was



Our Cougars hit a show in Spokane

with optional avocado and other goodies – all made fresh on site. To the best of my knowledge there were no awards but it was a treat none-the-less as there were lots of cars never before seen by any of our west coast eyes.

If you happen to have a hot rod in your stable, there's a fabulous annual event in Victoria, BC: Northwest Deuce Days, where, from July 19th through 21st, over a thousand rods took over the Inner Harbour of beautiful, downtown Victoria.



Thousands attend Victoria's Deuce Days

thrill of seeing so many beautiful cars in one place, there were plenty of activities for participants. On Friday there was a choice of visiting an air museum or Butchart Gardens, Saturday there was a poker run or a cruise up-island to Ladysmith then Sunday was the show at the Inner Harbour. Even if you don't have a hot rod, this is an amazing gathering to take in.

On July 21st, Mustangs Northwest held their Mustang Roundup & All Ford Picnic in Bellevue, WA. It was my first trip to this annual show which is advertised as the "world largest annual gathering of Mustangs" and with over a thousand cars, I wouldn't be at all surprised. Cascade was fairly well represented with eight of the eleven cats on site owned by members and with 75 classes to work through it was an onerous task to complete our ballots.

amazing, by the way). Besides the usual hamburgers and smokies, there were BLT's, chicken sandwiches and much more

Many of you know Jim and Elaine Pinkerton, owners of Cougar One, but did you know that each of them has a hot rod? This year the Pinkertons took Jim's 32 Ford to the event leaving Elaine's 34 at home. Besides the



We had three winners at Bellevue

As the day drew to a close and the Cougar class winners were announced, 3rd place went to Jeff Bingaman's familiar Competition green '70 sunroof car, 2nd place to Scott Ferguson's Madras blue sunroof G and 1st place honors to John Benoit for his '70 Competition blue 428 Eliminator.

The continuing phenomenal weather on the Pacific coast gave rise to a record number attending the annual Cascade Cougar Club Prowl BBQ on Saturday, July 27th. No fewer than 40 relaxed in the Federal Way back yard of Jeff and Carol Bingaman amid 10 classic Cougars plus Luucy, Marc Ogren's 1954 Monterey. In light of the



Cats on the lawn at the Prowl BBQ

numbers, it was a wise decision on Jeff's part to dispense with the usual burgers in favor of pulled pork sandwiches which saved him from slaving over a hot grill for hours while everyone else relaxed. After an

afternoon of grazing the sagging buffet table, it was a wonder anyone could even move to navigate home, but by early evening there was little left to indicate the yard had recently been full of cars and people. What a great day!

It was an early start on Sunday to make the trip to Issaquah for set up of the people's choice show we call Prowl. Arriving before 7am, several members were already on hand to help put up tents, tables and chairs and generally get ready for what we hoped would be a record attendance. With 34 pre-registered already, we hoped we'd at least double that with show day entrants, but as the morning wore on it soon became apparent that it was not to be. Unfortunately, our annual show is suffering the same fate as that of many other clubs: too many events and not enough weekends. The final participant tally was 47 (33 of which were Cougars) but due in part to member sponsorship of

trophy classes (totaling over \$700) and a great t-shirt design this year (all but 9 t-shirts were sold),



Jeff Bingaman,
Scott Ferguson and
Don Skinner

we didn't have to file for bankruptcy. Despite the low attendance, it was a great day and in addition to the usual class trophies, the club awarded Don Skinner and Jeff Bingaman lifetime memberships this year, recognizing their years of dedicated service.

Most of you are familiar with Don Rush and his staff through the purchase of Cougar parts from his Salem, Oregon business, West Coast Classic Cougar. It appears word is getting around too about his annual open house. This year's event was held on the August 9-11 weekend and each year more and more Cougar owners make the pilgrimage to Waconda Road to lose themselves in the pursuit of those "gotta have" parts. Again this year there were Cougars from fellow Oregonians, neighboring Washingtonians and from as far away as California, BC and Alberta at various times on the property.



Friday was the first of two "shopping" days where the guys spent the entire day in the WCCC warehouse shopping for "shiny things" while all the ladies sat in the shade beneath the trees, sipping cold drinks and chatting. The men emerged briefly in the late afternoon when Javier fired up the grill for foot-long as threatening clouds closed in sending several Cougars into the warehouse for safe-keeping. After dinner we bid our hosts adieu and headed to our various hotels, arriving none too soon as the skies opened up amid rumbles of thunder.

Saturday was the "main event" with some eager Cascade members lining up on the road

shortly after sunrise waiting for the gate to open. Over the course of the day, over two dozen Cougars came and went with owners shopping, visiting a while then disappearing once again. At noon, Javier worked his culinary magic, feeding the masses a delicious lunch of bacon and veggie wraps, foot-long, brownies and lots of finger food. By the afternoon, once again the sky darkened, thunder rolled and lightning flashed sending some Cougars scurrying for safety but in the end the rains fell elsewhere for the most part. As we waited for the sky to clear, there were some raffle draws then it was time to queue up for the famous WCCC cruise. This is when the testosterone levels really peaked. As men settled in behind their steering wheels, body language changed, pupils dilated and leg muscles flexed in anticipation. Then, amid clouds of tire smoke, we were off...twenty-four Cougars tearing down Waconda Road into the rural landscape.

(You can catch all the action by logging onto West Coast Classic Cougar's YouTube area - www.youtube.com/user/WestCoastClassicCoug)

On Sunday, a few die hard Cascade members joined the hundred or so cars at Champoege Park for the Mid-Willamette Early Ford V8 Club All Ford Picnic. Don and Javier were again on hand to cook us a delicious BBQ chicken lunch then before we knew it, it was time to head for home.

If you've never been to one of Don's events, you really should go at least once. It's a great "guy weekend" with never-ending car talk, a chance to pore over rarely seen Cougars and to cruise, spinning the tires at every opportunity – not to mention you can pick up any much-needed parts for your project.

So now that summer is drawing to close in the Pacific

Northwest, it's time for all of you in the southern climes to hit the highways and byways then share your adventures with the rest of us. Let us know what's happening in your 'hood.



A rare sight: 24 Cougars on the Road!

C.A.T.S. – Cougar Association of the Tri-States (Michigan, Ohio and Northern Indiana)

BY: BRIAN CARPENTER (#8301)

The C.A.T.S club along with John's Classic Cougars was invited to the Metro cruise in Grand Rapids MI on August 24 2013 by Dan Pfeiffer Lincoln (used to be Mercury). The weather was perfect and about 15 Cougars came and went as cruising 28th street was going on all day. Dan Pfeiffer was a major sponsor of Dyno Don Nickelson drag racing efforts in 1969. Plans are being made to repeat this show next year during the metro cruise. Check out: www.28thstreetmetrocruise.com



FordNutz Cougar Club - Vancouver BC

BY: HEATHER WHITAKER (#7477)

EVENTS DIRECTOR



June 30th : Totem T-bird Show 'n' Shine, Cloverdale, BC

Boy, did summer ever arrive with a vengeance! Just a few days earlier it was pouring rain and so dark that lights needed to be on to read indoors, but on this day, there wasn't a cloud in the sky and the mercury was screaming northward at an alarming pace. Speaking of Mercury, there were a few at Totem's new venue, Fraser Downs. Of the 160 entries, Fordnutz was represented only by the Bingamans in their 70 standard, Sheldon Potts in his 68 XR7, Scott in his 68 G and me in my 69 XR7 convertible.

Cougar



Contrast in Horsepower

As the day progressed and the temperature continued to rise, many of us escaped to the casino which, in Carol Bingaman's words, felt like a meat locker by comparison to the outdoors. None-the-less, it



was a welcome break from the heat and we could get a bite to eat and something cold to drink. A few of us tried our luck at the slot machines, but didn't win. Winning would come later when Jeff and Carol took 2nd place in the 1970-79 Class for their 1970 Cougar sunroof car, losing out to a 1970 Dodge Challenger. Scott, Sheldon and I finished behind two 1966 Mustangs that took 1st and 2nd place awards in the 1966-69 Class. All in all, we had a great time visiting with old friends we hadn't seen since last year and we got to drive our classics in the bright sunshine for a change.

July 1st: Kim's Kruise & BBQ, Abbotsford, BC

Canada Day was another scorcher and the turnout for the annual cruise was terrific. Only two daily drivers were part of the group of eleven Cougars, three Mustangs, one Firebird and Liane Henschke's brand new pride and joy 68 Camaro convertible. Our 88 kilometer cruise commenced shortly after noon, winding through the eastern



Cougars at Shady Grove

Fraser Valley to our first stop, the Birchwood Dairy, where we joined several dozen bicyclists (seemed

like a swarm of locusts), who were on an event of their own, for some delicious frozen dairy treats.

After cooling our heels for a short time, we were back on the road to Shady Grove Farms, where our host, Abe Suderman opened up his fabulous collection of classic cars and antiques for us to browse. One could spend a week at Shady Grove poring over Abe's fantastic collection which is a virtual time capsule not only of automotive history, but of life itself, but alas we had to keep moving as there was a delicious BBQ dinner in store for us just down the road.

Thankfully, by the time we arrived at Kim and Cindy's home the back yard was totally shaded so everyone set up their chairs and settled in to cool off. There was plenty of lively conversation, another round of "Name That Tool" going in the shop while the girls slaved away in the kitchen heating up appetizers and serving their 34 guests. Before long, Kim fired up two grills, donned his fry-cook hat and got the burgers and chicken going. The noise level dropped considerably as everyone settled in to their Canada Day feast then before our captive audience could escape, a quick Fordnutz meeting got under way. Scott announced we had several renewals and even signed new member Fil Spasojevic who has a 67 Cougar. Heather went over past and future events and Cindy confirmed we still have money in the bank. It only took twenty minutes total then it was back to concentrating on digestion before cleaning up and heading for home.

July 13th: Galaxie Show, July 13th, Dams Ford Lincoln, Surrey, BC

Six Fordnutz faithful came out on this perfect day but the overall turnout for the Galaxie guys was disappointing. Only 60 vehicles in total showed up for this usually well-attended show



Not many Cats at Dams despite the fact that participants could test drive a variety of Dams' new vehicles for the Cops for Cancer charity and have a good lunch while bopping to some great tunes. While relaxing in the shade, we were visited by several Fordnutz members who didn't enter the show and while chatting with Harry Unruh I discovered that he will appear in ICBC's 2014

calendar (Mr. August, I believe) so we'll have to look for his beautiful Eliminator there.

With only a handful of awards to give out, the Galaxie Club president got to work promptly at 2pm, the first award coming to Fordnutz for best club participation and the last award from the Dams family going to Harry Unruh for his 69 Eliminator. With everything wrapped up by 2:30, we had plenty of time to get ready for the Fordnutz BBQ later in the day.

July 13th: Claw In BBQ, Cougar Ridge, Delta, BC

With the Galaxie show over so early, it was a relaxing afternoon sitting in our yard waiting for the rest of the dinner guests to arrive. One by one



Cougars drove into the back yard and food appeared making our stomachs growl in anticipation. As expected, the

ladies tended to gather on the patio while the boys headed for the shop. Conversation in both courts was lively and animated before it was announced that burgers were ready and everyone filled their plates causing the noise level to drop considerably.

Following dinner there were challenges on the slot car track and after much hilarity (and many crashes) we filled out ballots voting for our favourite Cougar on site and handed them to Grant (our VP) to count. He then made a small presentation speech explaining the significance of the annual Fordnutz Memorial Trophy before making this year's presentation to Harry & Marlene Unruh. As the sun began to set in the west, Cougar hoods were opened, apparently releasing their pheromones as immediately all the males grouped around each of the cars with heads in engine compartments mumbling amongst themselves much to the amusement of the ladies. Just as the party was breaking up we had a surprise visit from Steve O'Connell who stayed until after dark...and then it was over for another year.

July 14th : Ford 'n' Friends Picnic, Heritage Acres, Victoria, BC

Vancouver Island member, Brian Schofield attended this annual car show near his home and reported there were lots of

cars but only one other Cougar (a '68) besides his pale blue '67. Brian has been refurbishing his car steadily over the years and it's looking great. He said he had quite a few people come up to his car asking questions and taking photos. One person was in the process of restoring a '68 XR7 so Brian said he encouraged him to check out the club on line and think about joining. Thanks Brian for representing and promoting Fordnutz and for giving us a taste of what's happening on the Island.



July 28th, Cascade Cougar Club Prowl, Issaquah, WA

In years past, Fordnutz had a great contingent of members traveling south to join Cascade's annual event but since 9-11 our Canadian numbers have been steadily decreasing, due in part to lengthy border waits and heightened security. It's a shame, too, because for Cougar-lovers, it's a rare opportunity to see literally dozens of beautiful cats in one place. The event boasts 12 Cougar classes plus 11 others for various Fords and other makes and models. New member, Fil Spasojevic joined Scott and me as the sole Canadian representatives, but we did have several American members on site.

Although it was a bright, sunny day a steady, chilly wind made registration, ballot-counting and anything else involving paper a real challenge but Cascade's crew of volunteers managed to get their jobs done, and those wanting to get out of the wind could go inside the



Some of the Dozens of Cougars at Prowl

restaurant to get a hot meal – which would take a while as XXX's burgers and dogs are absolutely HUGE.

By 2:30 all the ballots were counted and Scott was ready to announce the winners (in case you didn't know, Scott is the Chairman of Cascade, too). Here's a list of Fordnutz winners:

- Mike Warner, Spokane, WA – 2nd, 67 Cougar Standard
- Brian & Grace Howson, Tigard, OR – 1st, 69 Cougar Hardtop/XR-7/Standard
- Dave & Kim Nashif, Lake Forest Park, WA – 3rd, 69-70 Cougar Convertible
- Filip Spasojevic, Surrey, BC – 3rd, Modified Cougar Hardtop
- Scott Ferguson, Delta, BC – 1st, GTE/XR7-G/Eliminator
- Jeff & Carol Bingaman, Federal Way, WA – Best of Show Cougar

August 4th, Westcoasters Daze, White Rock, BC

Harry Unruh and Fil Spasojevic were the lone reps for Fordnutz at this year's event. Harry says there were only 3 Cougars amid the 450 registrants and that it was a very good show. Neither he nor Fil won anything (too many Chevys apparently) but Harry said he received lots of positive comments about the car and its story.



**Harry's Eliminator
at White Rock**

August 5th, Shelby Club S&S, Hallmark Ford, Surrey, BC

It was another scorcher for this annual BC Day event that normally sees about a dozen Fordnutz faithful attending. This year, however, only 5 of the 7 Cougars on site were members but we did have a few others drop by during the day.



Dean Henschke drove his Lime Frost 68 and complained that since he got his front seats re-foamed, he gets a kink in his neck trying to look below the tint in his windshield. He and wife, Liane helped the Shelby crew with parking and merchandise sales throughout the day, which I'm sure was much appreciated. Guy Stromsten again drove his 68 GT race car from Mission to join us, Scott drove his G, I drove "Ol' Yeller" and Malcolm McMillan showed up in his new acquisition, a Lime Frost big block GTE recently purchased from Cascade's Chris Farmer. The car drew lots of attention over the course of the day and Malcolm was more than happy to answer questions and chat with admirers. By 3:00 everyone was crowded into the shade for the awards presentation where Scott picked up 2nd place for his G behind Paul Tekatch's orange 70 Eliminator in the Cougar class. By 4pm it was all over for another year and we were headed home for a cool drink and relaxation.

August 10th, North Delta Show 'n' Shine, Delta, BC

Bill Ronalds was the sole Fordnutz rep at this year's show and was rewarded for the countless hours he's put in on his 69 Cougar convertible when he won the "Best of the 60's" award. Congrats, Bill. I'm sure there will be much more hardware coming your way in the future.

August 25th, GVMA All Pony Roundup, Langley, BC

Over 200 vehicles were at the George Preston Arena on Sunday for this year's show. My 69 convertible, Scott's G, Guy Stromsten's race car, Bill Ronalds' 69 convertible and Julie Robertson's 70 convertible formed a colourful line of Cougars while Terry Robertson's 40 Ford truck was parked a short distance away. We had several Fordnutz visitors over the day and got caught up on some recent activities. John Edwards' years-long engine project in his 68 Cougar was recently completed with the help of Mel

Snow but when John took it out for a test drive the other day things did not go well, so it was back to the



barn. Rick Tesan also came by and said he won his class at Mission's Old Time Drags recently in his 69 Cougar. Don Wicklund visited with his grandson

and Sheldon Potts was too late to enter his 68 XR7 in the show but he parked a short distance away and stopped to have lunch and a chat. At award time, Terry Robertson took 2nd place in the Ford



truck class and in the Cougar class I finished 2nd while Scott finished first. As a point of

interest, the Canadian long distance award went to a lady from Dawson Creek, BC some 1140 kilometers northeast.

September 2nd, CFFCC Show, Langley, BC

Unfortunately it was pouring rain in Delta on this morning, so I opted to remain home and dry, but further east the weather was better so Tom Wood attended the show with his 64 Comet drag car and Terry & Julie Robertson took both the 70 Cougar convertible and the 40 Ford pickup.

September 8th, Coast Mountain Bus Rodeo, Surrey, BC

Only fourteen cars (four of which were Fordnutz members) came out for this annual fun event. Myron and Tuula Pajak have put on the car show portion of the "rodeo" for several years now and it was shame to see so few people in attendance.



There was free food all day long including a pancake breakfast changing over to burgers and dogs for lunch while spectators sat in a shaded area with a clear view of drivers putting their big city buses through their paces on an obstacle course. There were several "bouncy castles" and plenty of games to keep the kids occupied and Myron had the car show portion wrapped up by 1:30 having given out door prizes and trophies with the "Best 60's" award going to Scott for his XR7-G.



Lone Star Cougar Club By Ken Stovall, Pres. (#7956)



The Lone Star Cougar Club had six cars at the Yellow Rose Classic in Fort Worth, TX this past August. Both Gene and Dwain took class awards for their Cats; Gene's '69 convert and Dwain's '73 STD convert respectively. Mike won the whole class with his '69 convert. Barry took the coupe class award with his '67 bench seat GT and Ken took a class award with his '68! It really says a lot for the guys to consistently put up not only these kinds of cars for the shows, but the help and support they show each other "on and off the field" to keep these cars at this level. Great job guys!!



Also, the Yellow Rose was a little smaller this year because they closed off part of the Center making less room. This and the fact that parking is not free and the Center is expensive enough forced the decision to move to a smaller facility, in a busier location. I think this is a win for the Yellow Rose. Next year they are moving the show to the Arlington Convention Center near the Ballpark/Stadium.





Hoping they do a better job marketing should get a better turn out, it was kind of slow this year. However, the Cougars did get their share of attention; I am partial, but they looked great!



The state fair was Sept. 27th and we show every year on opening day in the Classic Corral outdoors, always a great day. There was some interest in Good Guys at the Texas Motor Speedway the following weekend. Then, the weekend of Sept 12th few of us attended the 4th annual Airiana Ivy Read Benefit car show in Ft. Worth. In November, Joe Valenti is organizing a car show at his hospital in Denton. Open to all cars including some of his doctor friends and their classics.



M60 Cougars

By Barrie Dixon (#156)



Things have been a tad on the quiet side here at Cougar Castle this summer. You recall I had a dead battery problem that cost me a new battery before I could trace the fault to an open circuit, caused by a bad relay? Actually, did we get that far? Let me recap: My battery would only hold a charge for about a week, so I went and bought a new one. The new battery fell for the same symptom, so I fitted the "old" battery in the trunk and put isolators on both systems. Leaving either one turned on, that battery would only last about a week before it died.

Through a process of elimination and good fortune, I managed to trace the fault to either the relay on my tilt/swing steering or my after-market central locking system. As the swing steering had never worked properly anyway and as I don't really need the central locking, I disconnected them both and my battery/batteries stays live for well over a month, if I don't run the motor.

Well, that's OK. However, when it came time for my annual vehicle test, the MOT, I took it along to my local guy instead of my usual guy and he failed it on some frame rust I hadn't seen and some "bad" welds under the hood. So, back in the Man Cave, my nephew, Rick, and I went to work

At the Sign of the Cat

fixing the welds under the hood. To do this, the hood had to come off. In itself, not a big deal but there were a couple of rust spots on the hood that needed attention and I took the sanding wheel to them, which revealed about 4mm of paint from previous resprays. Once I'd fixed the holes with steel I had no option, but take all the paint off the rest of the hood and start over from shiny metal. Stay with me here, I'm a photographer, a writer and guitar player. Spray painter comes way down my list of "can do"! As a consequence, a light coat of bondo over the offending parts, followed by three coats of primer/surfacer hid most of the imperfections but when I came to put the top coats on. Well, let's just say there are more runs than in the Ashes Test/World Series (take your pick!) and the final coat has a finish any orange would be proud of. But, you know what? The car has been off the road for so long this year, I just want to get the hood back in place, take it along to my usual test guy, have him pass it (now that the welding has been done) and get some miles on it. I'll worry about the paint quality next spring! There are other bits I need to fix/fill/patch anyway, so I'm not over concerned about a bad paint finish that nobody is ever going to notice at the local cruise once the clocks go back and it's dark when we all get there.

So, is that the plan for next season then? Kind of. I've been talking about getting my C4 rebuilt for the last couple of years or five. That's going to happen very soon and by Christmas, I'll have shifts that actually and don't drag any more. That will encourage me, I know, to fix up the other bits and pieces I've been deliberating over for, well, forever it seems. I might even get the motor built so it's happier with unleaded gas. I'm talking alloy heads here, roller cam, that kind of deal. Sounds good?

And I'm not even going to attempt to paint the car when it's all fixed up. Someone else can do that for me. Yes, it will cost me more than I've budgeted for but nobody ever said quality comes cheap. If we'd ever had kids, I'd certainly be spending their inheritance! I'm going to stick to playing guitar, taking photos and driving my pride and joy around town. With my Fender and my Canon in the trunk, naturally!



OHIO

BY: BEN BRACE (#2796)



The Cougar show was a great success with a couple of 68's and a pair of 85 Aero Coupes. Of course 69, 70 & 71 was represented as well. The entire Arthritis Foundation show had 1,133 cars registered.



Next year will be the 32nd year of this regional car show. Remember, it includes the only Cougar show in Ohio. For 2014, the dates are

- ✓ Thursday, July 10, the Rolling Legends Tour,
- ✓ Friday, July 11- the Cruise-In,
- ✓ Saturday, July 12-the Classic Auto-Show

Put this show on your "must do" 2014 car show agenda!

Sunshine State Cougar Club

By: STEVE HARVEY

2013 CATS ACROSS THE STATE



We spent Wednesday getting the Cougar ready for an across the state tour to the nation's oldest city. We decided we would go a day early and do the "touristy" things that we had done 42½ years ago on our honeymoon. As we pulled off Interstate 95 onto US #1 south of St. Augustine, it was only appropriate that we stop at an old Stuckey's store. It truly was like stepping back into time. Jean and I are convinced that some of the souvenirs of the 50's were still on the shelves. As we walked up to the entrance, fresh fruit was colorfully displayed on tables, shell wind chimes blew in the wind, and carved coconuts with lots of different faces greeted us. Inside, we found every imaginable Florida souvenir that has been made: shells, shell lamps, shell key chains, coconut patties, but no baby gators. The restrooms were equally as reminiscent with their mid-20th century tile and bathroom fixtures. We had a warm feeling of our childhood travel days as we left the old place behind and headed toward St. Augustine.

The Hammersley's did a terrific job picking the hotel -- a recently renovated Howard Johnsons within walking distance of the historic district.

Stepping out of the car, we could see the Old Senator oak tree and hear the peacocks calling from the Fountain of Youth Park behind the hotel. Friday afternoon the Cougars started roaring in. There was no mistaking that engine sound. Keith and Julie had goodie bags for all and as usual, Nancy had her cookies. We had JEGS hats (of course), menus, brochures of sights, stress sponges, tire gauges, water, granola bars, key chains, and big red wax lips (more on these later) in the bag. Nine Cougars and 18 members (Jim Broady, Cooks, Elders, Grahams, Harveys, Hammersleys, Scott Jewett, Latimers, Wards, Wallaces) had arrived in time for our Friday dinner at Barnacle Bills. We feasted on a variety of items which included hush puppies, stuffed shrimp,



snapper, cheese grits, okra and tomatoes, and chicken tenders. Club members should know that if you eat out with Phil and Nancy Elder, no matter who orders first, Phil is the lucky one who gets served first. This proved to be the case almost everywhere we ate. Kudos go to Bill Cook for selecting the restaurant. We all walked back to the hotel with one exception (who shall remain nameless, right Jim) and spent the evening just enjoying the evening air and comradery.

The next morning it was up before sunrise to head to the beach. St. Augustine has one of the very few beaches in Florida on which you can drive. We lined the Cougars up on the beach for a picture as the sun was rising. Next, it was back to the hotel to pack and off to breakfast down A1A at the Oasis. While at the hotel, Rob Ward attached a camera to the windshield of one of Keith's Cougars which would take a





snap shot every 60 seconds as we drove on our tour. Can't wait to see those shots. Along the way to breakfast, the local authorities decided we should use a different route than the one Keith had picked. After a little delay, we were on our way. It is truly impressive seeing a line of Cougars going down the road. The looks and thumbs up along the way, as well as the conversations with onlookers when we stopped, made all the planning and details worthwhile. After a filling breakfast in which Phil got served first again, we headed a little further south on A1A to Ft. Matanzas State Park. This had been a planned stop on the last trip that was missed, so we all got to see it this time. After Matanzas, we headed north and west for the next leg of our cruise which included another detour due to bridge construction.

We zigzagged across the state to our next stop to a local park called (believe it or not) Cougar Park. After pictures with our individual cars, we took a group shot. When you view our pictures, you will see our beautiful ruby red lips. Trust me, you just had to be there! It was nearing lunch time so we headed out for our next stop—the Rawlings Restaurant in Cross Creek. Talk about old Florida. This area of Florida is rarely seen from the Interstate. It is what Florida use to be before Mickey and Shamu. As we walked up to the entrance, I wondered what kind of “dive” had Keith found. I can honestly say I would never have stopped here had I not been encouraged. What a surprise inside -- lots of memorabilia, live blues music, and great food. Yep, Phil got served first again. Next stop, the Majorie Rawlings homestead. Upon arrival at the homestead, Phil said he was having rear end problems -- with his Cougar. So while some of us toured the farm, he worked on his rear. Lacking the necessary tools, he was about to give up and head back home. But as usual, when you are in a group of Cougar owners, we all pulled

together and found the tools he needed to fix the problem and get back on the road to Cedar Key. Shortly after getting back on the road, Keith, in the lead, had to slow for a turning vehicle. All of a sudden he heard screaming tires. His immediate thought was that Phil's rear end had locked up; but no it was me sliding sideways because I was having brake problems associated with distracted driving. I really did not come close to hitting Phil, but it sure scared me and those around me. *I would have put it in the ditch first Phil, I promise!* (Just as a side note; coming home, I pulled off the road to adjust my GPS.) It was funny how Jim Graham and his son put space between me and him after that. Keith decided we would skip Micanopy and head directly to Cedar Key as we were a little behind schedule.



As we entered Williston, we had an unexpected welcoming party of over 10,000 people. We later found out that it was an unauthorized, unapproved Crab Fest. For several miles all one could see were vendors, cars and people. We arrived in Cedar Key in late afternoon and got checked in to our motel – another good choice by Keith and Julie. Jim Broady left us at this

point. He said his horse was probably hungry. I am not sure if that was a real horse or his Mustang was calling. Just prior to sunset, we headed to the west side of the key for our sunset shoot. We lined up in front of the bay. Again, a number of people stopped to look at our impromptu car show. It was fun talking to the locals as well as the visitors. One vacationing family was kind enough to let us use their 2nd and 3rd story balcony for pictures. After a long day of driving, we all headed by to the hotel. Most of us ordered dinner take out and sat on the motel picnic deck eating pizza and spaghetti. Later, some wandered into the local entertainment establishments for music and a drink.

Sunday morning, most of us slept in a little. Some of us had breakfast at a restaurant that was decorated with classic car décor. Even the menus had car themes. Service was interesting at best. We got it alright, but you just had to be there to understand our waitress' serving style.

Check out time was at 11:00 so another CATS tour sadly came to a close. This was our first tour. If you have never been on one of these, you are missing a great time. Even if your car isn't road worthy enough, get with someone and go as a group. You will have so much fun and see part of Florida that you have never seen. Keith and Julie do a fantastic job putting these together at a reasonable cost. On behalf of all of us, thanks for all the coordination and planning that went into this.



Upcoming Annual Event Sunshine Cougars at Old Town, Kissimmee Florida

By: Lynne Stickley, Secretary

November 2nd starting at 10:00 am at Old Town, 5770 West Irlo Bronson Memorial Highway, Kissimmee Florida. We have normally over 20+ cougars at this annual event. I would have to say one of the largest gatherings of Cougars in the State of Florida. We will be the featured club in the nightly cruise again this year. We start gathering at 10:00 am for our preferred parking area. Board Meeting 2:00 pm followed by member general meeting at 3:00 pm. In the same location as last year in the shade behind the store.

This event is so much fun in a great location with several hotels available in the middle of a family fun center. Only a few miles from Disney World, Sea World, and Universal Studios. The gathering is throughout the day ending with a nightly cruise through Old Town.

Here's a couple of pictures from last year's event.



Hoping you might be able to show our website & Facebook Page for Sunshine State Cougar Club.

- www.sunshinestatecougarclub.com/
- www.facebook.com/SSCOUGARCLUB

Website for Old Town: <http://myoldtownusa.com/>
<https://www.facebook.com/MyOldTownUSA>

Thank you. If you have any questions please let me know. jlstick@verizon.net

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: 1977 XR-7

VIN: 7A93H5xxxx

Miles: 103,500

Condition: 2

Final bid: \$2,550

of Bids: 9

Comments: 351-2v with auto trans. Near mint inside and out. Time capsule with no rust, dents or dings. Beautiful brown with matching vinyl top and hounds tooth (brown and white) interior. Based on paperwork and condition, mileage could be 3,500. Nice example of 1970s luxury, but without power options (windows, seats or locks) which are prone to failure.



Year/Model: 1968 XR-7

VIN: 9F93Hxxxxx

Miles: 71,081

Condition: 3

Winning bid: \$3,850

Total # of Bids: 10

Comments: This XR-7 has auto, PDB, PS, AC but the compressor is missing. New Gas Tank. 351 2v converted to 4BBL Carburetor. Does not start. Has been in storage for 20+ years. The car has a very nice interior. The Vinyl Top is showing signs of wear. The Body looks to be solid. Did not see any major rust areas. Other than the Aftermarket Headers we do not know if other modifications have been made. The Air Cleaner has been altered.



Year/Model: 1972 XR-7

VIN: 2F93HXXXX

Miles: 18,150

Condition: 2

Winning bid: \$6,200

of Bids: 12

Comments: Only showing 18k miles (not sure if orig) this XR-7 runs strong and shifts perfectly. Beautiful Original Interior with only minor cracking on driver's arm rest. Repainted in 2010, new tires on Magnum 500 Wheels with "Walking Cougar" Center Caps. Chrome is nice. Has A/C but needs R-12, has not been converted to 134a. Original AM radio and clock do not work. Undercarriage is in great shape.



Year/Model: 1976 XR-7

VIN: 6A93H5XXXXX

Miles: 35,321

Condition: 1

Winning bid: \$6,500

Total # of Bids: 1

Comments: All orig with only 35k miles on its 351w 2v/C4! Nothing has been changed or altered (even the smog is still there). Original paint, interior, and drivetrain! Zero rust. Never been in an accident. Some of the options include: White half vinyl top, Convenience group, cruise, tilt, power seat, reclining passenger seat, bumper guards, AC, AM/FM, Appearance protection group, electric trunk release, dual racing mirrors, visibility light group, tinted glass and power windows. Everything works except the clock. AC has been converted to 134 and is ice cold. I wouldn't be afraid to drive across the country! Rides like a dream.



Year/Model: 1967 XR-7

VIN: 7F93Axxxx

Miles: 89,000

Condition: 4

Final Bid: \$1,050

Total # of bids: 12

Comments: XR7 needs TLC. AC, PS, PDB. Rust on doors and trunk. Frame and top are solid. Front end damage from hitting pole. Radiator replaced. No frame damage.. Engine/trans rebuilt 10 years ago, then parked. Rodents ate some of the wiring so car won't start with key, but is not frozen and can be started other ways.



Year/Model: 1988 XR-7

VIN: 1MEBM60XXXXX

Miles: 50,605

Condition: 2

Winning bid: \$2,500

Total # of Bids: Best offer/BIN

Comments: This XR7 is in mint condition and has only 50k orig miles. Digital display includes the speedometer, odometer, trip, and service light. Everything works fine including the A/C, heater, defroster. Runs & drives great with no problems. Only things this Cat would need is an oil change, 2 tires and new brakes.

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **December 1** to ensure inclusion in the next *ATSOTC*. Ads run twice unless renewed. See more ads on the web site at: <http://www.cougarclub.org/classifieds.htm>

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
*

WANTED: Nice pair of '67 or '68 XR-7 DARK RED Map pockets for door panels. Contact: JOHN BAUMANN 616-396-0390, jc-cougars@eql.net
//

WANTED: Carburetors part # on air horn C8OF-AB & C8OF-AA; FE distributors Part # on housing C8OF-D, C8OF-F, C8OF-H. 1968 red dash pad. Keith Litteken St. Louis MO (314) 480-2556 or email: kslitteken@aol.com
/

FOR SALE: I am considering selling one of my 1969 Big Block Cougars. The first is a maroon, saddle interior, vinyl top 1969 Std Coupe and has a 390 CID with 4-speed transmission. Completely restored. This is my first car and I have owned it since May 1972. I am the second owner. The second car is a yellow Eliminator and also is a 390 CID with C6 automatic transmission. I have owned this car since 1994. It has original paint and interior. Both cars are fun to drive and are currently licensed and inspected. Both cars have placed in Cougar Club Nationals and at Ford Carlisle. The

cars are located near Elmira, New York. I would entertain discussion via email and would share more info and photos. bbsolsky@frontiernet.net
/

FOR SALE: PARTS. 1967 Cougar or Mustang: stainless steel front disc brake 6 piece line set. \$75. 1965 289 Hi Po short block: Vin # 5F09K725851, cast # C5AE-6015 E, date 5E6. Rebuilt with forged pistons. \$5 000.00. 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 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 # 70F-9510-A, list 3793, date 784, good core \$250.00; 390 short block \$450.00; N.O.S. 87-88 Cougar red headliner part number E7WY-6651916-ABD, \$150.00; 1972 351C 4V intake, \$100.00; 351W heads, cast #E7TE, date codes 4B16 & 4B18, \$100 for the pair 1965 289: rods, cast # C3AE D, matching set of 8, \$100; distributor, cast # C5AF 12127 M, date code 4KB, \$150; oil pan, \$35; 2V intake cast # C5AE 9425 D, \$75 etc. 390 short block, \$450 Keith Litteken St. Louis MO (314) 480-2556 or email kslitteken@aol.com
/

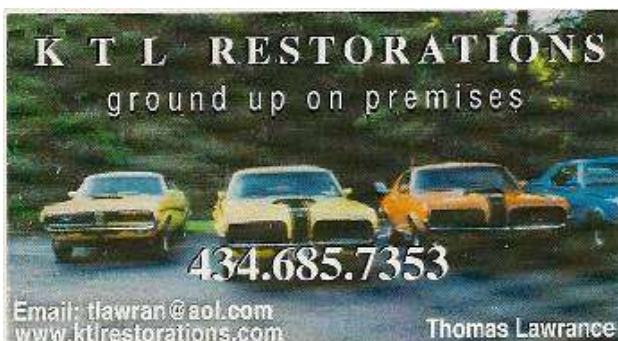


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Financial Director's Report

Greg Fritz #5269

Financial Services Director



Income Statement		
	As of 03/31/2013	As of 06/30/2013
Revenue		
Dues - Checks	3,445.00	535.00
Advertising	-	-
Calendars	-	-
Merchandise	-	-
Donations	-	-
PayPal - Dues	1,585.00	450.99
PayPal - Merchandise		
Total Revenue	5,030.00	985.99
Expenses		
Postage	480.63	-
Office Supplies	163.87	-
Advertising Refunds	-	-
Bank Fees	10.31	4.00
Checkprint Charges	-	-
Newsletter	939.64	1,088.61
Web Site Fee	314.95	-
PayPal Fees	68.33	19.68
Legal Fees	-	-
Merchandise Cost	-	-
Merchandise Refund	-	-
Memorial	-	-
Nat'l Show Expense	-	-
Total Expenses	1,977.73	1,112.29
Net Income	3,052.27	(126.30)

Balance Sheet		
	As of 03/31/2013	As of 06/30/13
Assets		
US Bank	16,041.96	15,484.35
PayPal	12,735.92	13,167.23
Total Cash	28,777.88	28,651.58
Accounts Receivable	-	-
Total Current Assets	28,777.88	28,651.58
Inventory Assets	877.00	877.00
Fixed Assets	-	-
Office Furniture/Equipment	-	-
Total Fixed Assets	877.00	877.00
Other Non-Current Assets	-	-
Computer Software	-	-
Total Assets	29,654.88	29,528.58
Liabilities		
Current Liabilities	-	-
Long Term Liabilities	-	-
Total Liabilities	-	-
Equity	26,602.61	29,654.88
Current Earnings	3,052.27	(126.30)
Total Owners Equity	29,654.88	29,528.58
Total Liabilities & Equity	29,654.88	29,528.58



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)

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Yes _____ No _____

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