

AT THE SIGN OF THE CAT



THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA

FALL 2014



MERCURY
STRAY CATS
CLASSIC COUGAR AUTOMOBILE CLUB

Stray Cats Host the
CCOA Western
Regional Show

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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 1**.

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 or renew, 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.*

CCOA OFFICER ELECTIONS.

Randy Goodling (#0095) CCOA Chairperson

Nominations were received for the Director positions that will expire at the end of the year: (1) Chairperson, (2) Special Services Director, and (3) Membership Services Director.

Each of the nominees was invited to submit a campaign statement for publication in this newsletter, and those submissions follow for your consideration. **Voting instructions and the official ballot are at the very back of the newsletter on page 49.**

I extend my thanks to those willing to serve on the Board, but it isn't necessary to be a Board member in order to help run the Club. If you're interested in lending a hand, or have ideas you'd like to help the Club pursue, contact any of the Board members listed on the contacts page and let us know.



Candidate for Chairman – Gavin Schlesinger (#9090)

I currently live in Northern California with my wife Lauren, son Jack & daughter Kate.

Over the past 25+ years, I have spent countless hours with strangers hanging out in parking lots and talking about cars. I am as interested in the cars today as I was when I first began my search for my first classic car.

My family has always been supportive of my interest in cars. My father and I rebuilt my first carburetor together in the late 80's. I still remember the scratches on my parents' kitchen table as we gouged it when we



used it as a workstation. I also remember the countless nights before car shows that my father, who very rarely attended a show, would spend helping me wax and shine

my car. I was the only teenager I know of, that had both garage parking spaces in my parents' garage. I typically had at least 3 cars growing up; one for shows, one for daily use, and one to fix up & flip or part out to earn additional funds.



I have a very good network of friends within the Cougar community, around the country. I have lived in eight states, and have been in multiple car clubs. My job allows me to travel nationwide. With my business travels, I reach out to people within the community. I enjoy gaining knowledge, having help and support, or supporting others working on or gathering details about the various Cougars.

What the position requires...

The Chairperson of the Board of Directors is responsible for:

1. Ensuring that all CCOA activities are conducted in compliance with the Operating Agreement, the non-profit corporation laws of the State of Wisconsin and the regulations of any other governmental agencies that may be applicable.
2. Overseeing and directing all aspects of CCOA administration.
3. Polling Directors on matters requiring a vote of the BOD.
4. Conducting Membership polls.
5. Establishing and filling Staff Management positions in accordance with the Operating Agreement.
6. Maintaining and distributing, as required, the Official Record of the Board of Directors.
7. Updating the Operating Agreement in a timely manner to reflect all BOD-approved changes or additions to the Operating Agreement.

8. Overseeing and/or conducting any other administrative activities as required by circumstances.
9. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).



I have filled the CCOA Club Services position as well as President of The Mercury Stray Cats for almost two years. During that time as Club Services Director, I have coordinated and reached out to all of the Regional Clubs at first via mail, then via Facebook and also the various web pages. I have been working for ways the National Club can help bring solutions to the Regional Clubs to not only host events, but also to provide support and information where possible. As President of the Mercury Stray Cats, I have a track record of successfully performing similar tasks as listed in the position description for the CCOA Chairman role.

I feel that I am fully capable to perform the job functions of the Chairman Role. As a current member of the CCOA Board of Directors, I have been a part of the current BOD and have worked to represent myself and the CCOA in a positive manner. As the President of the Mercury Stray Cats I have worked to represent my local club and bring awareness to the community of our existence and facilitate the needs of our membership.



I strive to convey to everyone I interact with in the Cougar Community that in the end we are a family by choice bound together by our love for the Mercury Cougar.



Sharing our experiences and enjoying each other's company is what this hobby is all about I like to network and talk with people about Cougars, I look forward to contributing to the community in the months and years to come.



Candidate for Chairman - Greg Taylor (#9115)



Hi everyone. My name is Greg Taylor, and I am currently the Technical Adviser of the CCOA. I am honored to be considered for the position of Chairperson of CCOA and to serve the Cougar community.

I have four children and a granddaughter and currently reside in Crawfordville, FL, just south of Tallahassee, where for the most part I can partake in tinkering with Cougars and driving them all year round! I am an Operating Partner of Fast Fine Classics, a restoration shop in Tallahassee. My business partner, Steven Litherland got a wild idea a couple of years ago to go into business for ourselves and thankfully we are still going strong. Check us out at www.fastfineclassics.us or on Facebook www.facebook.com/FastFineClassics to see our past and current classics.



Like many people in this hobby I am addict. I have several Cougars, some rust buckets, a couple of drivers, and a few projects in the works. My pride and joy is my 1st of 2 standard 68 1/2 428CJ Cougars. It's going to get restored one day, but for now I can get in it and drive when I want.



My Son Alex and I have spent the past year building his dream car, a standard 67, which most of the work was completed by Alex. It has a 302 mated to a 5 speed transmission, disc brakes from an 05 Mustang, Classic Auto Air, air conditioning, and an electric head light conversion. Alex and Mary, my two youngest children, have helped out a lot on bringing this project to life. Restoring cars and working on Cougars is not only my business it is my life



What the position requires...

The Chairperson of the Board of Directors is responsible for:

1. Ensuring that all CCOA activities are conducted in compliance with the Operating Agreement, the non-profit corporation laws of the State of Wisconsin and the regulations of any other governmental agencies that may be applicable.

2. Overseeing and directing all aspects of CCOA administration.
3. Polling Directors on matters requiring a vote of the BOD.
4. Conducting Membership polls.
5. Establishing and filling Staff Management positions in accordance with the Operating Agreement.
6. Maintaining and distributing, as required, the Official Record of the Board of Directors.
7. Updating the Operating Agreement in a timely manner to reflect all BOD-approved changes or additions to the Operating Agreement.
8. Overseeing and/or conducting any other administrative activities as required by circumstances.
9. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).



I am fully capable of performing the tasks of the Chairman position. I am extremely computer literate, and have the clerical and technical skills to lead the CCOA Board of Directors towards continuing to improve and evolve. As a business owner I have to make tough decisions every day as well as direct a team to work towards a common goal. It is a privilege and honor to serve the Community in my current role as Technical Advisor, and know I have a lot of great ideas to offer if elected Chairman. I have dedicated my time to the Cougar and I now to the Cougar community. Please feel free to contact me for any and all of your how to questions, as trouble shooting Cougars is what I do for a living. Serving the community is I am always available to help in any way possible. I look forward to being elected to the CCOA and assisting the members of the classic Cougar family in any way I can.





Candidate for Special Services Director – Phil Parcels (#2554)

Per the CCOA Operating Agreement, the Special Services Director is responsible for the following:

1. Researching the feasibility and costs of potential new CCOA services and programs at the request of the Chairperson or Vice-Chairperson.
2. Overseeing the development and maintenance of the CCOA National Cougar Database.
3. Overseeing the development and maintenance of the CCOA Specialty Registries.
4. Working with other Directors to establish new CCOA services and programs, as approved by the Board of Directors.
5. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
6. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).
7. Developing New Projects and assisting with CCOA merchandise development to further market the Club.

I believe I am qualified for this position because first and foremost, I am a Cougar Enthusiast. As we know, this is actually a sickness and there is no cure. I think that hobbies serve an important purpose in our overall health and a healthy CCOA is good for the entire Cougar and classic car hobby. So I want to help in some small way.

1. From my Engineering background, make/buy decisions were a routine part of the job. This is the same thing as feasibility costs in our club setting.
2. I have been involved in the development and maintenance of the National Database since it's inception.
3. I have been involved in the development and maintenance of the Specialty Registries at least since their current incarnations.
4. I work well with other volunteers and Directors to develop new services, for example: an internal online Board of Directors database where we track our open, in-process and closed action items.
5. An example of #5 would be earlier this year I conducted a quality test of the CCOA T-shirts at the request of the BOD.
6. I am available at almost any reasonable time via email, text or phone.

7. I routinely am looking and thinking of new projects and merchandise. In addition new features for the web site, all of which further market the Club and enhance the web site experience.



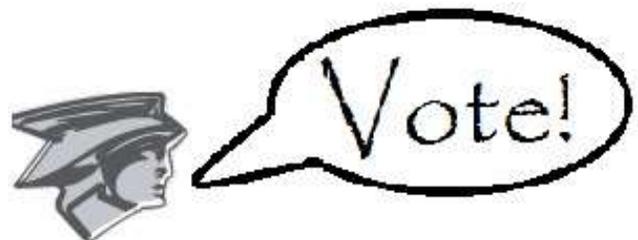
Candidate for Member Services Director – Rob Merritt (#8323)

I volunteered for the Member Services Director position and was appointed by the Board to fill the vacancy when the prior director asked for a replacement in 2008. I inherited the fruit of a lot of work by those who preceded me in the position.

The primary duties of the position are maintaining the membership roster, registering new members, processing renewals, responding to member and prospective member inquiries, and providing current lists of members to the Board and local event organizers as requested. The job requires a certain amount of fussiness and repetition, working with computer forms and stuffing envelopes, but I actually find that somehow relaxing compared to the day job.

I know I've made some mistakes along the way, sending Mr. Smith's member card to Mr. Jones or typing the wrong date of renewal in the database, but I think I've kept things pretty well organized and accurate. Of course, I'm always ready to correct an error, so no one should assume I'll be offended if you bring one to my attention.

I'd like to work on expanding the membership base, and that will be given a higher priority if I am elected to continue in this position. Even though I'm running unopposed, I hope setting that agenda gets your vote of confidence.



Cougars in Miniature

Bill Quay #1515
CCOA Vice President

This toy article is about plastic models for the 1969 Cougar. 1969 was banner year for Model Cougars. To this day they are still making models of this year, especially of the 1969 Eliminator. In the one photo for the 1969 year, you can see some of the newer models on the market. The other photo shows the MPC Super cat in the top left. The top right is the AMT "Drag Cat" model. The two models in the middle are "Palmer

Models". One is the standard Cougar and the other is the same model with an electric motor. What is unusual about these two toys is the price. The one on the left says \$1.19 in "Canada", and the one on the right has a price of \$2.98 also in "Canada". The bottom model is the AMT 1/43 scale Mini Kit. It is a very basic snap together model; usually a light Blue color, with a clear plastic display case.



CCOA Shirts

By: Randy Goodling (#0095)
CCOA Merchandise Manager

Be sure to check out the store section of the CCOA's web site. T-shirts are available again in a wide variety of sizes. The T-shirts are screen printed on white cotton, and have been a popular item for many years.



The Cougar, however, is the up-scale pony car targeted to the sophisticated driver. That's why we are now offering a more up-scale alternative to the traditional T-shirt. Introducing the all new, cotton pique polo shirt with the CCOA logo embroidered on the front of the gray shirt. Classy!

Order your new shirt from the Store section of the website (www.cougarclub.org) or contact me to order by mail. Randy Goodling chair@cougarclub.org 2046 Mill Road, Elizabethtown, PA 17022-9401 (717) 367-6700

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.

TOO GOOD TO TRADE

By: Bill Stoltzfus (#6849)
Winfield, PA

When I took the keys to my new 70 Cougar XR7, little did I expect to still be driving it in 2014. On October 6, 1970 I traded my 65 T-bird to Tom Masano Lincoln Mercury, in Reading PA, for this forest green Cougar with a parchment interior. Although it came without air conditioning or a console, the AM/FM Stereo radio sold me on this car so that I could listen to my favorite country music station. Later, when 8 tracks were popular, I removed the dash air conditioning cover piece and installed an 8 track in that space.

This was my first new car, our dating and honeymoon car, and my daily drive to work car for many years. It had become a part of my identity as well as a family member. I never wanted another car because this Cougar was so good that I couldn't bear to part with it. My garage mechanic bills for many of those years were just \$15.00, the cost of a PA state inspection sticker. I did most of the routine maintenance, oil changes, tune-ups, brakes, etc. myself. I also spent considerable time repairing rusty fenders and quarters with fiberglass and bondo. After all, the car did live in the Northeast where the rust worms live, but mechanically the car just kept going and going.

About the time the Cougar reached its 30th birthday and 220,000 miles I began to consider either restoring or replacing it. By that time, I knew I would need to find a very special car if I had to replace this family member. So I began working both sides, going to places like the Carlisle and Hershey shows looking for that special car and, at the same time, picking up replacement parts for the Cougar. I eventually found a BMW convertible that was even more fun to drive, but continued to drive the Cougar simply because I couldn't bear to part with it.

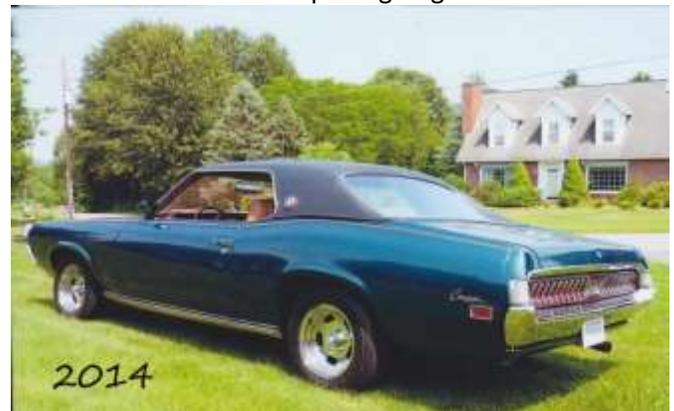
Then one day in September 2000 I noticed that the Cougar, sitting in the garage, just didn't look right from my position at the end of the driveway. Closer



inspection revealed that the headliner had finally succumbed to gravity. As I had already acquired all of the restoration panels and many other parts, the restoration decision was a no brainer and the Bimmer became the daily driver. The Cougar and me were about to enter a new

phase in our long family history.

Although I had experience with stick welders, it would be a new experience for me to weld these thin quarter panels and make them look good. I purchased a MIG and began to practice using it. The toughest part of my restoration experience was making that first cut to the left rear quarter panel. After that I was committed, and the project took on a life of its own. By May of 2002 the body work was completed with rust free sheet metal, a new vinyl top was in place, and the car was sent to a paint shop to complete that part of the project. The car again became my daily driver until November 2003 when my V8 suddenly became a V3 due to a broken camshaft. A complete professional engine overhaul was in order to preserve the originality of the car and keep the numbers matching. Later the transmission and rear also were serviced to keep the garage floor oil free.



Although I am not driving the car as much these days, I still love to drive my Cougar and welcome the looks of approval and questions from others who notice this "old" car. To me this is not an "old" car; it is still my new Cougar and will always be.

Stray Cats Host the CCOA Western Regional Show



Behind the Scenes

By Gavin Schlesinger (#9090)
CCOA Club Services Director
& Mercury Stray Cats President

The Mercury Stray Cats hosted the Cougar Club of America's Western Regional Show June 28th 2014. This was the first major Cougar Club of America sponsored event in Northern California since 1995.

Rewind to December 2013. The Mercury Stray Cats gathered for a holiday brunch at Max's Restaurant in San Ramon California. There was an amazing turnout...over 30 cars and more people than the restaurant's party room could accommodate. Rob Crowder, John Swanson, Mike Anderson, and I were talking about alternative locations for events in 2014. Rob suggested having an event at his place, just a few cars and people hanging out. Everyone looked at Rob and asked the obvious question, "How many cars can you accommodate?" Rob, who is normally a more reserved person said, "About 100." Everyone was a little surprised and immediately asked more about his home and property. The idea was not out of the question, but not something anyone at the table had entertained before.

Every year in January the Mercury Stray Cats Officers meet to develop the year's planning calendar. We meet on January 5th, after the first Cars & Coffee event of 2014, at The Blackhawk Museum, in Danville California. Afterwards, we went across the street to the Bagel Street Cafe to map out the next 12 months. John had



mentioned the possibility of an event at Rob and Julie Crowder's house. Not knowing if the event was even a possibility, I picked up the phone and called Rob. In short order, we had a date and location picked out. Perhaps this could be a Cougar Club of America event? I have always wanted to host one and it always is amazing to have a lot of Cougars to look at.

By February we were already wondering how big the



event would be. Our benchmark event is our annual club picnic. In 2013 it had soared to new heights with 54 Cougars in attendance. Was it possible that we could have 54 Cougars at the Crowder's? I had thought it would be amazing to have 65 Cougars attend, and then Rob Lucas said 75. The possibilities seemed amazing.

The following Monday I reached out to my fellow Cougar Club of America board members, and submitted the form to make our event only the second CCOA event hosted by our club in just shy of twenty years.

The next step was marketing. I sent emails to all of the Regional Cougar Clubs as well as any and all of my Cougar Related contacts. While I was working my connections, John Swanson was reaching out to sponsors for raffle prizes, gift certificates, and all of the things that make goodie bags worth having. Rob Lucas, Juli Oatham, Steve Spatola and many of the Stray Cats members were contacting local parts and speed shops for raffle prize donations.

It seemed that we had more club members working on the event than participants registered. As a note of mention, it was Jeff and Carol Bingaman from the Cascade Cougar Club who were the first to register for the event. Registrations began pouring in. Every day I would receive an email from John Swanson with the updated registrations, at one point we had so many people from out of state, and so few club members registered, I was wondering if we would reach 40 cars at the event. It was a job checking in with John Swanson, Rob Lucas, Rob Crowder, Steve Crowder, our staff of volunteers, the CCOA, our T-Shirt supplier, Dash Plaques, Trophies, and then of course still trying to have people commit to the event.



In the midst of all of the excitement I received a call from Mike Brown, of the Southern California Cougar Club. Mike said that he was going to attend the event and also wanted to sponsor a class. Mike had asked how much that would be and he would include the check with his registration. While on the phone I sent John Swanson a TEXT message "How much to sponsor a class?" He sent me back "?". Well at that point I had to

get back to Mike with what it would cost and thus the February 21st Sponsor letter was born. I had called Missy Gillen from Alpine awards to get the ball rolling asking for rough estimates for trophies which broke out to \$85.69 per class.



John thought asking for \$100 was a little much and \$85 was also an odd number so I drafted this note and sent it to our event committee for approval "Acknowledgement of your company name will be announced at the event and in both clubs newsletters and websites as a contributor to this event. Class sponsorship cost is: \$75. Benefits for sponsoring a class will include your name/company logo will be on the class trophies. Your name/logo will be on an event t-shirt, and you will also be mentioned in the club's quarterly newsletters & Facebook pages! All of this advertising is at least a \$100 value!" We figured that our club pitching in \$10.69 per class was not a big deal, with 15 classes that would be \$160.35, but that was only if more people wanted to sponsor classes. The next task was the team seeking class sponsorship. ***I want to say Thank you to Mike Brown and the Southern California Cougar Club*** for being the first sponsor and helping to get the ball rolling, we would not have had such a large event without all of the additional funding. We had regional clubs across the country step up and help by sponsoring classes. Before we knew it they were almost all taken. My club had promised that anyone who helped to sponsor a class, we will certainly return the favor when their big event is being held.

By April we had reached the 50 car mark. We had two GTE's confirmed and a few club members who owned them trying to see if there was a possibility of a third. Once we had three confirmed I started calling the other members as personally I had never seen three GTE's all in one place, and four would be that much more amazing. We also had several people signing up with XR7-G's. Previously we have had two at a few shows, but never more than that. Chris Noyer has a Black car, Tim Tierney has a beautiful unrestored Lime Frost, and

my Black Cherry XR7-G. I felt that having three in one spot would be an amazing sight. In fact the only place I had seen that was in Bill Basore's Garage which at one time had five. Tim was able to confirm as well as Scott Ferguson, whose car is featured on the cover of the event book put together by Legendary Cougar Magazine, which is offered for sale later in



FOUR GT-E'S AND COUGAR ONE, ALL IN ONE PLACE

this newsletter. We were up to three, when Rob Crowder told me that Nathan his oldest son was able to bring the car that started Rob's passion for cougars and his collection a Grecian Gold XR7-G that was in need of restoration, which would make 4! Greg Taylor, the Technical Advisor for the CCOA and working partner of www.fastfineclassics.us had spotted on Facebook, in the KTL Restorations <http://www.ktlrestorations.com/> a small block Black Cherry XR7-G for sale and said "I hope someone buys this, so I don't have to." I then forward the information to my normal group of people who circulate cars and parts of interest. Before I knew it Rob Crowder and I were on the phone reviewing the photos and he was going to call and strike a deal. Now with Rob's purchase we would have *five* XR7-G's at the event. Rob and I spoke every day about the event and also about whether the new addition to his collection would arrive in time for the Friday cruise and of course Saturday show. There is a lot more to this story that Rob Crowder and Mike Brown could fill in, but ultimately Rob's car did not arrive, so Mike Brown switched from driving up from SoCal in a Convertible to his Diamond Blue XR7-G to ensure five XR7-G's were at the event.

May was here, and in other News... Rich from Legendary Cougar Magazine will be in attendance to take photos and interview attendees for a potential future magazine article. (If you have not yet signed up to receive the magazine, it is worthwhile as this is the 1st Cougar only magazine) <http://legendarycougar.com/>)

I was getting worried at this point not only about the space and Rob Crowder's stress level due to all of the additional work I was causing for his entire family, but also was I going to bankrupt the Mercury Stray Cats. We had already spent more than we had coming in due to the T-Shirts being screen printed verses digital to offer a

better quality and also us then giving away the T-Shirts, one per car to everyone who registered by June 5th, which was the order deadline. That was a very expensive offer, but the shirts look amazing. Also with the number of cars

registering, we kept exceeding

space and Rob kept offering to drop out some of his collection to make room for others. I wanted to have Rob & Steve Crowder showcase their cars as logistically speaking it is not often anyone can have more than one or two cars at any event due to lack of drivers. Rob's two sons Nathan and Brandon both also have Gold 1968 Cougars that were going to be in attendance. Add in Julie Crowder, Rob's wife (and approving party to host the event), Steve's Daughter, Grandchildren, Brandon & Nathan's Girlfriends, some of the family friends, and 220 other people plus or minus and now we had the event!

One of the biggest surprises which was amazing to see is the appearance of Cougar 1. When Jim Pinkerton called me to see if I would mind him changing car from Elaine's father's car to Cougar 1, I immediately had to call Rob to talk about the space requirements for the Cougar 1 Pavilion. I was optimistic that Rob was willing to shift things for the tenth time or so to honor the first production cougar!



scheduled morning meeting. Rob and Shelle Lucas and their family had jumped on the gate to begin the check in process, as our goal was to give the cars a map and directions for a photo stop overview as well as to ensure no one entered who was not registered. We had more photographers staged around the property than could have been imagined. This was a big event, and I was so thankful that it was going to be so well documented.



The rest of the day was a blur. We had an entire day scheduled and it went amazingly well. There were so many people who stayed to help and clean up, it seemed like no time and it was done. Until pulling out of the property at 10:30pm, almost 18 hours later, it was the first time I was able to reflect on what a great day it was and wished somehow it was longer, or passed by slower. I could almost see the glimmer of people still lounging by the pool under the stars enjoying the hospitality of Rob and Julie Crowder.



What an amazing weekend event there are far too many people to thank as to pull off an event of this scale it takes a lot of effort.

This is the 1st Cougar event to get its own event book. www.legendarycougar.com is already updated and taking pre-orders. This will be epic!

I want thank the entire Crowder Family for allowing me to invite a few people over to their place for lunch. Brandon for the Live Music and PA system.

I need to thank the CCOA for helping to sponsor and promote as well as supporting all of the efforts via the Newsletter and Webpage <http://www.cougarclub.org/stray-cats-show.htm> , Rob Merritt & John Rotella we could not have gotten the word out without you. Greg Taylor, who attending with Alex Taylor, Phil Parcels, who attended with David Parcels, it was great not only that you attended and worked hard to support the event, but also the fact you brought your sons to share in the hobby was amazing.

Thanks to all of the passionate photographers who captured the day and help to make the memories last a lifetime. Rich Truesdell, Luigi Dionisio, Bill Watkins, Peter Peterson, Andrew Chenovick (WCCC), Larry Quay & Michael Dugan. Check out their collections from the links on the CCOA website and bottom of the Winner's List a few pages back in this newsletter.

Thanks to John Swanson and his entire family for covering the registration table, lunch tickets, and pool. Eric, Tony, and Kent who manned the T-Shirt and Raffle table all day long. Juli O, Michael S, Rob Lucas and his family for manning the gate and also assisting in the well-organized parking.

Ellsworth Amos, our clubs webmaster for spending the day adding member profile information to www.classiccougar.com Mike and Chris Sanders for taking on the unsung task of counting the ballots. Shaw's Texas Style BBQ for the amazing lunch. O' Reilly Auto Parts, Tri State Trophies, Alpine Awards, West Coast Classic Cougar, All of the class sponsors, and everyone who contributed to make the event amazing. Brian Aust, Matt Slay, Al Juraco and all of the many people who came to attend the event then stayed to help clean up and put away all of the furniture. Bruce & Darby for setting up the winery cruise. If you were missed in being called out, know that your help and support was and is greatly appreciated.



East Coast Purr-spective on the Western Regional Show.

By Phil Parcels (#2554)
Special Services Director

June 26, 27, and 28 were the dates of the CCOA Regional show held in Oakley CA. Oakley is approximately 50 miles east of San Francisco, CA, in wine country. Gavin Schlesinger and The Stray Cats Cougar club did a wonderful job organizing the show. Stray Cats member Rob Crowder opened up his palatial home for the show site. Rob's estate is wonderfully set up for just this kind of event. And he has an open gravel parking area large enough for 100 cars. Apparently, the previous owner of this house was a pastor, who held open air services and weddings at the house, and the parking area was intended for the parishioners. No matter, it was a wonderful place for a Cougar show.

Friday June 27th was a cruise in the NorCal countryside to two wineries, and ultimately to a restaurant in Discovery Bay for dinner. Saturday the 28th was the show. It was a weekend full of Cougars.

There were 90 cars present, Cougars from 1967 to 1970 and one 1973. There were other Ford powered ranging from a 1939 Mercury owned by Dan & Norma McCabe to a 1969 De Tomaso Mangusta (1 of 401, Steve Liebenow) to a 2013 Mustang (Sue Calvert).

The weather was perfect. Remember the song: "It never rains in Southern California by Albert

Hammond? Well, the same can be said for Northern California.

Attendees were primarily from Northern California, but there were folks present from WA, UT, AZ, FL, TN, TX, Canada, Germany, and yours truly from NY state. My son David and I attended, he flew in from Corpus Christi Texas, and I from NY.

We met at the airport and Juli Oatham was nice enough to pick us up.



DAVID & PHIL PARCELLS

From there, we went to her house in San Jose, and picked up her "Grumpy cat" a 69 convertible which we drove throughout the weekend. How awesome is that? Fly to a Cougar show in California and get a free 69 Convertible to drive all weekend?



ALEX VATH, REPRESENTING
THE COUGAR CLUB OF GERMANY,
SUMS UP THE SHOW!

All cars present were incredible, each for its own reason. Jim & Elaine Pinkerton brought Cougar1 for one of its rare public appearances. There were four GT-E's and five XR7-G's. Incredibly, there were only two Eliminators, both 69's, both yellow, and very close VINs. This was a noticeable difference for me, as at east coast shows there are always an inordinate amount of Eliminators and clones. There were two full blown race Cougars, and Connor Vlakancic brought the 68 "Wounded Warriors" car, which is a work therapy project by the warriors of Fort Bliss, TX, touring for a year, then to be auctioned to raise money for the work therapy program. The Hart family brought two highly modified Cougars from Utah: "Marvin the Martian" so named for the fluorescent green paint job, and "Scooter" with touches from almost every year cougar ever built. Plus several non-Cougars: the Mangusta, the '39 Merc, the '13 Mustang, and two Rancheros (one with a 429), a Marauder and several Lincolns.

The quality of the cars present was top-notch. Words cannot do this show justice, I recommend you view the online pictures. There were numerous photographers there, and so far four of whom have shared their pictures with us. See <http://www.cougarclub.org/stray-cats-show.htm> for the photo links. There are far too many to print!



Winners at the Western Regional



CLASS 1: 1967 COUPE
Sponsored by FordNutz Cougar Club
www.FordNutz.org



1. Mike Warner
Spokane, WA
67 Standard



2. Mike Hoffman
Ben Lomond, CA
67 XR-7



3. Steve & Sonia
Spatola
Stockton, CA
67 XR-7



4. Steve Sutherland
Hanford, CA
67 Standard



CLASS 2: 1968 STANDARD COUPE
Sponsored by Delmarva Cougar Club
www.dconline.org



1. Michael
McDermott
Pleasant Hill, CA



2. Dennis Pierachini
Daly City, CA



3. Godfried
Kesse
Newark, CA



4. John Stavrou
Santa Rosa, CA



CLASS 3: 1968 XR-7 COUPE

Sponsored by Arizona Cougar Club

<http://clubs.hemmings.com/azcougarclub/>



1. Mike & Chris Sanders
Santa Rosa, CA



2. Steve & Sonia Spatola
Stockton, CA



3. Mike Anderson
Burlingame, CA



4. Krisla Hart
Willard, UT



CLASS 4: 1969-1973 COUPE

Sponsored by Cascade Cougar Club

www.cascadecougarclub.com



1. Jeff & Carol Bingaman
Federal Way, WA
1970 Standard



2. Eric Braverman
San Francisco, CA
1970 XR-7



3. Rob & Julie Crowder
Oakley, CA
1969 XR-7



4. Stephen Crowder
Byron, CA
1970 XR-7



CLASS 5: 1969 STANDARD CONVERTIBLE

Sponsored by Harts Powder Colours

www.facebook.com/HartsPowderColours



1. Brian Goodman
Fremont, CA



2. Patrick Martin
Yorba Linda, CA



3. Juli Oatham
San Jose, CA



CLASS 6: 1969 XR-7 CONVERTIBLE
Sponsored by Mike Brown & SCCC
www.socalcougarclub.com



1. Steve & Zana
Goulding
Spokane, WA



2. Alcinda Wolff
Roseville, CA



3. Mike Tenge
Sacramento, CA



4. Juli Oatham
San Jose, CA



CLASS 7: 1970 STANDARD CONVERTIBLE
Sponsored by Fast Fine Classics
www.fastfineclassics.us



1. Michael Kwok
Danville, CA



2. Robert Walker
Suisun City, CA



3. Paul & Tina
Walker
El Sobrante, CA



CLASS 8: 1970 XR-7 CONVERTIBLE
 Sponsored by Lone Star Classic Cougars
www.mercurycougars.com



1. Johnnie Holland
 San Leandro, CA



2. Eric Braverman
 San Francisco, CA



3. Jim Allison
 Sacramento, CA



4. John Wills
 Fairfield, CA



CLASS 9: 1971-1973 CONVERTIBLE
 Sponsored by Lone Star Classic Cougars
www.mercurycougars.com



1. Ernie McPherson
 Roseville, CA
 1973



CLASS 10: 1967-1973 BIG BLOCK & GT
 Sponsored by Cougar Club of NJ/PA
www.ccnjpa.com



1. Landon & Karen Schadel
 Grass Valley, CA
 1968 XR-7 GT



2. Stephen & Rob Crowder
 Oakley, CA
 1969 XR-7 428CJ



3. Shelle
McGee-Lucas
San Carlos, CA
1968 XR-7 GT



4. Mark Smith
Walnut Creek, CA
1968 XR-7 6.5 Litre



CLASS 11: 1968 XR7-G
Sponsored by **Legendary Cougar Magazine**
<http://legendarycougar.com>



1. Scott
Ferguson &
Heather Whitaker
Delta, British
Columbia



2. Gavin Schlesinger
Danville, CA



3. Mike Brown
North Hollywood,
CA



4. Tim Tierney
Folsom, CA



CLASS 12: 1968 GT-E
Sponsored by **Lone Star Classic Cougars**
www.mercurycougars.com



1. Brian & Cindy
Aust
Silverton, OR
XR-7 427



2. Gary Woodward
Sunland, CA
XR-7 428CJ



3. Darrell Stoehr
Sunnyvale, CA
XR-7 427



4. John Swanson Jr.
American Canyon, CA
XR-7 427



CLASS 13: 1969-1970 ELIMINATOR
Sponsored by Capley's Paint and Body
Nashville, TN



1. Anthony &
 Dee Sheakley
 San Francisco, CA
 1969



2. John Sutherland
 Hanford, CA
 1969



CLASS 14: 1967-73 MODIFIED & RESTO-MOD
Sponsored by Rocketman Classic Cougar
Innovations www.rccinnovations.com



1. Bruce &
 Darby Sutherland
 Lodi, CA
 1968 XR-7



2. Dan & Valerie
 Linke
 Gardnerville, NV
 1968 Standard



3. Lee Schenck
 Elk Grove, CA
 1967 GT



4. Vinnie Schenck
 Sacramento, CA
 1967



**CLASS 15: OTHER FORD POWERED – ALL
 YEARS**

**Sponsored by Automatic Controls
 Engineering**



<http://ace-corporation.com>

1. Dan & Norma
 McCabe
 Napa, CA
 1939 Mercury



2. Mike Groeniger
 Eagle, ID
 1970 Ranchero 429CJ



3. Rob &
Stephen Crowder
Oakley, CA
1969 Lincoln
Mark-III



4. Susan Calvert
Fairfield, CA
2012 Mustang



SPECIAL AWARDS

Best of Show (People's Choice)
Sponsored by *Legendary Cougar Magazine*

Brian & Cindy Aust - 1968 XR-7 GT-E
Silverton, Oregon

At the Sign of the Cat Award (CCOA Officers' Choice)
Sponsored by *Legendary Cougar Magazine*

Gary Woodward - 1968 XR-7 GT-E
Sunland, California

Top Cat Award (Stray Cats Officers' Choice)
Sponsored by *Capley Paint & Body*

Mike Warner - 1967 Standard
Spokane, Washington

Kid's Choice Award
Sponsored by *Hart's Powder Colours*

Juli Oatham - 1969 XR-7 Convertible
San Jose, California

Wounded Cat Award
Sponsored by *Fast Fine Classics*

Juli Oatham - 1969 Standard Convertible
San Jose, California

Longest Distance Driven
Sponsored by *Legendary Cougar Magazine*

Mike Warner - 1967 Standard { 860-miles }
Spokane, Washington

CONGRATULATIONS TO ALL THE WINNERS!

SHOW SPONSOR:



PHOTOGRAPHER CREDITS:

Andrew Chenovick
Salem, OR
West Coast Classic Cougar
www.flyingaphoto.com/goldengategte

Phil Parcels
CCOA Special Services Director

Luigi Dionisio
San Ramon Ca
www.Luigid.com

Peter Peterson
Renton, WA
<http://cougarprowl.smugmug.com/browse>

Bill Watkins
Vacaville, CA
www.facebook.com/bill.watkins.391

LEGENDARY COUGAR MAGAZINE: AT THE 2014 CCOA WESTERN REGIONALS



For the first time ever, a major Cougar Club of America event is covered in PRINT!



Legendary Cougar Magazine is proud to present almost 100 pages of full color coverage of the 2014 Western Regional. Every car that participated in the event is pictured. This is probably the largest collection of Cougar photography ever assembled.

Rich Truesdell, Co-Editor of Legendary Cougar Magazine, shot more than 1,500 images at the event, and he was just one of five photographers that documented the show. It required the combined efforts of Gavin Schlesinger, Rob Crowder, John Swanson, Jr. and a host of others to assemble this publication.

The event book can be ordered online at: LegendaryCougar.Com. Pricing ranges from \$22.99 in the USA, \$23.99 in Canada to \$27.99 for the international edition. Postage is included.

The initial press run was only 75 copies, and more than 50 pre-orders have already been placed. The initial mailing should go out September 12, 2014.



Cougar Club of America 2014 Western Regional Award Winners



Gavin Schlesinger (left) Presenting Mercury Stang Cal sign in appreciation of the outstanding service and dedication to the local club by Robert Volker (center), Matthew Lilly (center right) and John Slavov (right).



Gavin Schlesinger (left) and Scott Ferguson (right) of the Fordruiz Cougar Club presenting the 4th place award in the 1967 Coupe Class to Steve Sutherland (center).



Gavin Schlesinger (left) and Scott Ferguson (right) of the Fordruiz Cougar Club presenting the 3rd place award in the 1967 Coupe Class to Steve and Denise Sparks (center).



Gavin Schlesinger (left) and Scott Ferguson (right) of the Fordruiz Cougar Club presenting the 2nd place award in the 1967 Coupe Class to Mike Hoffman (center).



Gavin Schlesinger (left) and Scott Ferguson (right) of the Fordruiz Cougar Club presenting the 1st place award in the 1967 Coupe Class to Mike Warner (center).



Gavin Schlesinger (left) presenting the Delmarva Cougar Club Award for 2nd place in the 1968 Coupe Class to John Slavov (right).



Gavin Schlesinger (left) presenting the Delmarva Cougar Club Award for 3rd place in the 1968 Coupe Class to Dennis Kewse (right).



Gavin Schlesinger (left) presenting the Delmarva Cougar Club Award for 4th place in the 1968 Coupe Class to Dennis Piersch (right).

Ordering information:

- **Online:** www.legendarycougar.com/product-category/special-editions/
- **By mail:** Make checks payable to BCT Publishing, P.O. Box 7671, Cave Creek, AZ 85327
- **By Phone:** 480-656-6780

About Legendary Cougar Magazine:

Legendary Cougar Magazine is the first and only magazine devoted to the Classic Mercury Cougar built from 1967 to 1973. Legendary Cougar Magazine is published 6 times per year. Subscriptions are by volume so your subscription starts with immediate delivery of issues 1 and 2, and then all subsequent issues as they are published. Not interested in print? You can subscribe to the online version for just \$23.99. Print, or Print plus Online access is just \$59.99. Canadian and international rates are higher to cover the increased cost of postage.

Cougars in the News

Editor's Note: The following article originally was published on the website www.thetruthaboutcars.com. Permission to reprint the article was graciously provided by Derek Kreindler, the managing editor for VerticalScope, Inc., the parent company. The author of the article, Ronnie Schreiber, edits **Cars In Depth**, a realistic perspective on cars & car culture and the original 3D car site. You can get a parallax view of the article at www.carsindepth.com. If the 3D thing freaks you out, don't worry, all the photo and video players in use at the site have mono options. Check out these websites next time you're surfing the net.

The original article included additional photos and videos and can be seen in full at: www.thetruthaboutcars.com/2014/08/new-york-state-outlaws-posing-big-cats-chauncey-cougar-snarls-somewhere/

New York State Outlaws Posing With Big Cats, Chauncey the Cougar Snarls Somewhere

By Ronnie Schreiber



If a law recently signed into effect by New York Governor Andrew Cuomo had been on the books in the 1960s, it's possible that the Mercury Cougar might have been named something else. In that alternative universe, the law would also have likely completely changed the direction of the Mercury brand in the 1960s and 1970s. A.9004/S.6903 prohibits exhibitors of big cats, lions, tigers, jaguars/panthers, and cougars (aka mountain lions), from allowing the public to have

“direct contact” with the exotic animals. For the purpose of the law, direct contact includes both physical contact like petting or posing with the animal, proximity to it, as well as allowing photography without a permanent physical barrier between them, protecting the animal and the public. The bill was sponsored in the New York Assembly by Linda Rosenthal (D-Manhattan), an animal rights advocate.

Somewhere, Chauncey the Mercury Cougar snarls.



The act is primarily aimed at roadside zoos and traveling carnivals, things that have existed for generations. Rosenthal says that she became aware of the practice before people apparently recently started posting photos of themselves posing with big cats online, tiger selfies. It's one of more than a dozen bills the assemblywoman has introduced on the premise of protecting animals.

Without a doubt, had the law been in place when the Mercury Cougar was introduced in 1966, while it's possible that Ford Motor Company might have still named the car the Cougar, the use of live animals in that model's introduction and marketing probably wouldn't have happened, at least the way it was implemented. Also, since the success of the Cougar car and the use of live animals in its promotion led to Mercury's use of “The Sign of the Cat” tagline in overall brand marketing, that too would have been unlikely under New York state's new legislation.

The name Cougar as a car model name at Ford predates its use by Mercury as it was one of the names under consideration for what became the Mustang. As a matter of fact you can see photos of a mockup of what looks very much like the Mustang II concept car from

when Ford stylists were still trying out ideas in 1963 and it's wearing badging with a big cat, not a pony.



Ford had used the name publicly on a couple of concept cars including the Cougar II, a potential Corvette competitor built on a Shelby Cobra chassis with a 289 V8 that was shown at the same 1964 New York World's Fair where the production Mustang first debuted. Apparently, the idea for a "man's car" to slot in below the Thunderbird in Ford's pricing scheme had resulted in a project called the T-7, also predating the Mustang. When the pony car was introduced to huge success, the T-7 project and the Cougar name were moved over to the Mustang platform.



Introduced as a 1967 model by Lincoln Mercury on Sept. 30, 1966, the Cougar's launch had been preceded by an elaborate public relations campaign to introduce the car, and it seems that a particular large cat, Chauncey the cougar, was part of that campaign from the beginning. The idea to use a live

animal is attributed to Gayle Warnock, Ford's PR director, and his assistant, Bill Peacock. Chauncey, then three years old, had been born in captivity. It's owners had fed it dog feed and a nutritional deficiency resulted in temporary paralysis and lifelong hip problems. It's thought that Chauncey's trademark snarl was a defensive mechanism to compensate for his lack of leaping ability.

Animal trainers Ted and Pat Derby rescued Chauncey as a four month old kitten, nursed it to health and put him to work in their California business, Animal World, that supplied exotic animals to the television and movie industry. One of Chauncey's stablemates, Roxanne the bobcat, was used to promote the Mercury Bobcat, that brand's version of the Ford Pinto. In later years, big cats would be used to sell another small Mercury, the Lynx, a badge engineered Ford Escort.

Chauncey's work in Cougar commercials is well known. The big cat appeared in commercials with the likes of Farah Fawcett and won the first of multiple P.A.T.S.Y awards in 1969. That was an award that was formerly given to animal performers in Hollywood. With changing attitudes towards animal rights and animal performers, that award has since been retired.



*From the Suburbanite Economist on July 31, 1974:
 "A television celebrity with a flair for a snarl will appear Aug. 3 at Van Dahm Lincoln Mercury Inc. 10201 S. Cicero Ave, Oak Lawn. Chauncey the 11-year-old cougar star of Lincoln- Mercury division's Cougar XR 7 and Sign-of-the-Cat commercials, and Christopher — the two-month-old cougar cub featured in Mercury Comet commercials. The cougars are two of 150 wild animals orphans who live at Ted and Pat Derby's Love is an Animal, a 300-acre farm near Buellton, California"*

Chauncey and Roxanne also made public appearances, which is where the Derby's would have run afoul of the new law in New York. The animals were put on display at Mercury dealers, where the public was invited to watch them walk around, climb up on the cars and hopefully reproduce Chauncey's famous pose on top of

a Cougar. Photography was encouraged, and the public was protected from the big cats by just velvet ropes and the Derby's training and handling of the animals. Those dealer appearances lasted at least until 1975, when Chauncey went on to big cat heaven.

It's not clear when Lincoln-Mercury ended the dealer visits, but they continued to use live exotics into the 1980s, with cougars appearing live at the Chicago Auto Show in both 1980 and 1981.



THAT VELVET ROPE USED TO KEEP THE CROWD FROM THE COUGAR (AND VICE VERSA) AT THE 1980 CHICAGO AUTO SHOW WOULD NOT PASS MUSTER IN NEW YORK STATE TODAY, WHICH NOW REQUIRES PERMANENT PHYSICAL BARRIERS BETWEEN THE PUBLIC AND LIVE BIG CATS ON DISPLAY.

The Cougar more than doubled original sales expectations, selling more than 150,000 units in the first year it was on sale. It's not an exaggeration to say that the Cougar nameplate would go on to more or less keep the Mercury brand on life support for the next four decades. When the Mustang was downsized to the Pinto platform in the mid 1970s, Chauncey eventually got a bigger Cougar to lay upon as it moved to the midsize Torino platform to become a sibling to the Thunderbird. Chauncey became the face of the brand, sitting on dealer signs in brand advertising as he had lounged on the roofs of Cougars. "The Sign of the Cat" became the brand's overall tagline, as mentioned, other Mercury models were given feline names, and Chauncey's snarl graced most Mercury commercials.

Despite the Cougar's success, the bean counters in Dearborn wanted to kill the model in the 1970s. Ben Bidwell, who later was the number two executive at Chrysler, was then in charge of Lincoln-Mercury and he didn't want to lose the model. By then, "The Sign of the Cat" was being used to promote Lincoln-Mercury dealers, with whom the tagline, and Chauncey, were popular.

There was a meeting in Ford's Glass House HQ presided over by Henry Ford II. While the source doesn't say when, I'm guessing that the time frame was when Ford was busy creating the Mustang II and trying to decide what to do with the Cougar, still based on the large 1972-73 Mustang.

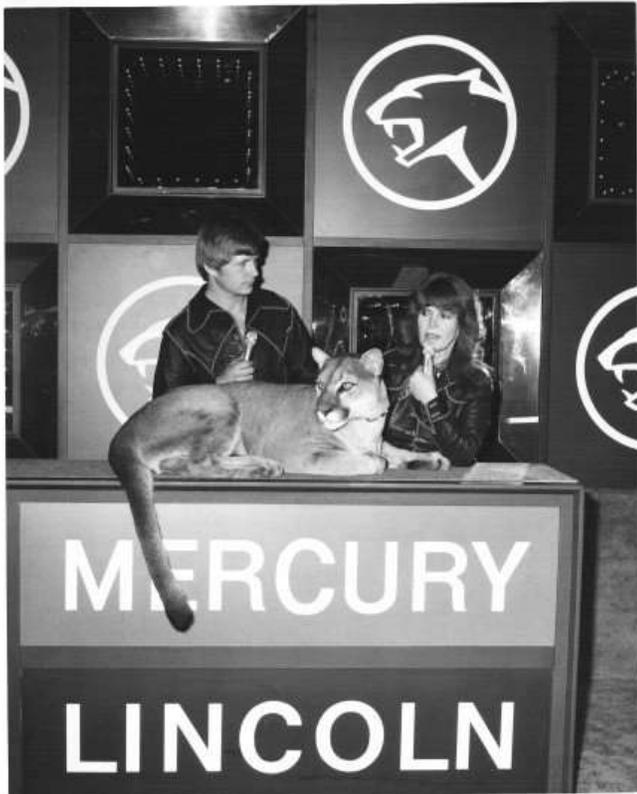


Bidwell was in the minority at the meeting. Most of those attending thought the current, rather bloated, Cougar wasn't very good and that it was going to be too expensive to replace it. The Deuce went around the room, asking for opinions, which were mostly negative. Finally he turned to Bidwell and said, "We haven't heard from you yet, Bidwell. What do you think?" Bidwell replied, "I just have one thing to say, Mr. Ford. You can't have a cat house without a cat." After The Deuce started to laugh, the other executives joined in and the Cougar was saved. The nameplate survived until 2002, though by then it shared a platform with the front wheel drive Ford Probe.

Pat Derby seems to have changed her thoughts over the years about the use of animal performers. A year after Chauncey died she and Ted Derby divorced, reportedly over his use of cattle prods in animal training. She always asserted that she used kind, humane training methods. Pat Derby continued to display live cougars for Mercury for a few years but by 1984 Derby had retired her own animals and Pat and her companion Ed Stewart started PAWS, the Performing Animal Welfare Society, a sanctuary for captive wildlife. Here is their mission statement:

PAWS is dedicated to the protection of performing animals, to providing sanctuary to abused, abandoned and retired captive wildlife, to enforcing the best standards of care for all captive wildlife, to the preservation of wild species and their habitat and to promoting public education about captive wildlife issues.

Pat Derby passed away in 2013 at the age of 70. Her ex-husband Ted was killed in 1976 by a neighboring rancher upset over the alleged killing of some livestock by Derby's animals.



PAT DERBY, ED STEWART AND CHRISTOPHER, CHAUNCEY'S REPLACEMENT, AT THE 1979 CHICAGO AUTO SHOW.

In his day Chauncey became quite the star, he even had two "doubles" to keep up with the demand for appearances. However, in a 1975 interview with a local newspaper covering a dealer appearance, Ted Derby insisted that anytime you'd see a cougar with a Mercury car, a Mercury sign or a model like Ms. Fawcett, that was Chauncey. Besides his doubles, Chauncey was also reproduced as a plush toy in a variety of sizes, both as promotional items and for sale. If I have the story down correctly, one life-size version came as standard equipment with the first high performance XR-7 Cougars in 1967. Those big stuffed cougars were also used as part of showroom displays, resting on top of Cougars.

While the white Cougar with a black vinyl top pictured here apparently came with a plush Chauncey, it's not original equipment, the car or the plush toy. The car has been restored and the owner told me that his copy of Chauncey was new old stock from a dealer's back room. The car is an XR-7 Dan Gurney Special and the photographs are from two different events, Greenfield Village's 2014 Motor Muster and the 2013 Mustang Memories show. Gurney won races in Cougars for FoMoCo in TransAm and he was a member of the

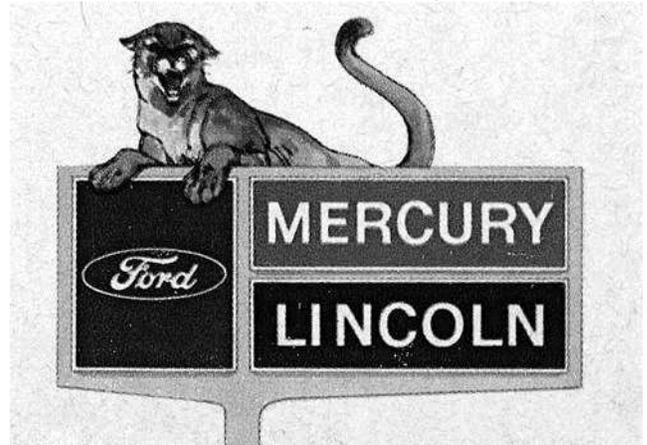
Lincoln-Mercury Sports Panel with other notable athletes like Jesse Owens and Byron Nelson.



DAN GURNEY AND CALE YARBOROUGH RACED THIS BUD MOORE PREPARED MERCURY COUGAR SUCCESSFULLY IN THE TRANS AM SERIES.

I'm not sure how many people or exotic cats New York's new law will protect. The institutions it targets, roadside attractions and carnies, are not known for treating animals to the standards of Pat Derby, and wild animals don't have thousands of years of domestication and breeding out of aggression, so it's probably a good idea. Still, I wasn't able to find any record of anyone being hurt in all the years that Mercury used live big cats at dealer and other public appearances.

If you attend enough car shows you'll see how owners like to add magazines, documentation and scale models to make their cars' displays stand out. The live sized plush Chauncey, because it came with the cars and was used by dealers, and even more so, because the real cat and its image was so instrumental in establishing the Mercury brand's subsequent identity, not only helps the car stand out at a car show, it also reminds show visitors of some of the now deceased nameplate's history.



A Cougar You Didn't Want to See

**By: Robert Owen
Richmond Hill, GA**



This 1967 Mercury Cougar was originally owned by Ralph Phillips, Calhoun County Alabama Coroner, who purchased this car as a personal automobile for his wife Emily in 1967. It was purchased at J.F. King Ford, Anniston Alabama.

County Coroner". Therefore, this Cougar is the first marked Coroner's car in Alabama.

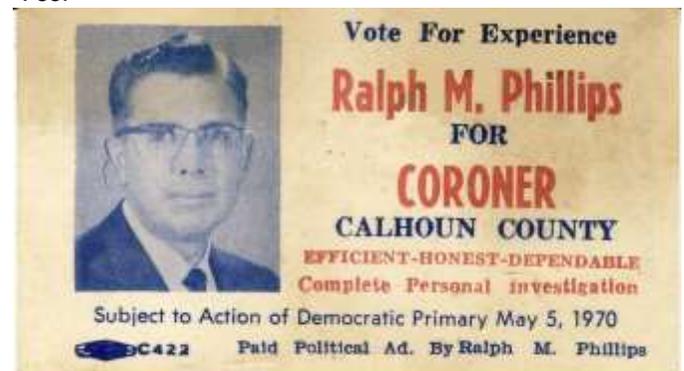
The Cougar was assembled in Dearborn Michigan, April 18, 1967. It originally came with a 289-2V engine, and a C-4 automatic transmission. The body is a standard 2 door, Cardinal Red with a white vinyl top and Red Crinkle all vinyl interior. Mr. Phillips did not like the vinyl top, so he removed it and painted the top white.

Mr. Phillips served Calhoun County for 17 years, and drove this car into the 80's. Upon his death, his Grandson, Mark Phillips, inherited the car and did a restoration in 2002. A childhood friend of mine since 1st grade, Mark sold the car to me on May 25, 2012.



In 1971 when Mr. Phillips was elected Coroner, he decided to enlist the Cougar as his work car. The county agreed to maintain it as long as he was Coroner.

This business card was found under the rear seat, along with 2 evidence bottles and assorted receipts from the '70s.



The county installed a larger 302 engine, a police radio, siren, red beacon light, and marked the doors "Calhoun

Regional Reports & Events

Cascade Cougar Club

BY: HEATHER WHITAKER (#7477)
COMMUNICATIONS DIRECTOR



When I look back over this phenomenal west coast summer, I realize just what a terrific four months it has been. Our members have been out in force to so many events, I fear the onset of severe writer's cramp as I recap some of them for you.

In **April** I received a brief email from member Lee Windh who had just returned from a **7400-mile round trip** across the country with a group of Mustang enthusiasts to celebrate that car's 50th anniversary. As his Cougar was still under repair, he made the journey in his 2006 Mustang GT 5-speed but on his route east he met up with fellow Cascade member, Jim Compton in Vail, Colorado who had driven his 69 Cougar convertible from Richland, Washington. Leaving Jim in Vail, Lee continued on to Oklahoma, Mississippi, Georgia and Florida, returning home through Louisiana, Texas, New Mexico, Arizona, Nevada and on home to Tacoma, Washington. Thanks for sharing your great adventure, Lee!



Lee's Fire Red Mustang is on the left of the line in Vail, Colorado.



Jim Compton's 69 Cougar toes the line with some Mustangs in Vail.

The aforementioned Mr. Compton was one of only two Cascade representatives to visit Port Angeles on a rainy

May 3-4 weekend for the **North Olympic Mustang Club's annual show**. There were fewer than sixty Mustangs in the show and only four Cougars. Those who did not attend missed a collection of good cars, plus a chance to win a running 1967 Mustang in a raffle. The Cougars always have a great spot in this show - a parking lot that extends over the water close to show headquarters and the lower floor of the parking garage across the street is great for ducking out of the rain.

Trophies were running mustang horses welded onto a metal base with "50 years" cut into their torsos. Bridgette Schoolfield won first place in the '69-'70 coupes with her black '70 XR7 and Jim Compton's white '69 XR7 was second. (My thanks to Jim Compton for sharing his report on this show with us).

The damp streets of Port Angeles, Washington below show just how many classes were devoid of entries this year.



Here is a little report from Tigard, Oregon member Brian Howson who has three big cats to choose from when heading out to car events. Here's what he had to say about a weekly event in his area.

"A long tradition in the unincorporated area of **Aloha, Oregon** has been the **Friday Night Cruise-In** at the Dairy

Queen. Starting at around 4pm, cars of all shapes and types begin arriving. As with any cruise-in, it tends to be a cyclical event throughout the evening as people arrive and leave until roughly the 8pm hour.

On a recent weekend, it was not unexpected to find fellow Cascade Cougar Club member Ken Hogenkamp with his red 1967 GT and its newly installed 428 cu.in. engine tucked neatly between the shock towers. I try to get out to the DQ a couple of times a month with one of my Cats to wrap up a week at work. This is a great time-waster for any members in the Portland area...or if you are from out of town and just want to drop in, you can "cruise" every Friday through the summer: 17455 SW Farmington Road., Aloha, Oregon 97007."



Although the participation in this year's event was good, it has been steadily dropping over the past three years...which is sad to see, as this event is always well-run with plenty of cars for everyone to enjoy. (Thanks, Brian, for sharing your report on this event with us.)

Stray Cats/CCOA Regional Show, Oakley, CA June 27-29, 2014

By now, all you "Facebookers" have read about the adventures of those Cascade members who made the trek south to Oakley, California, but for those of you (like me) who are not connected, let me bring you up to date.

Mike Warner drove his 67 standard from Spokane, WA (over two thousand miles round trip) and met up with Jeff and Carol Bingaman in Federal Way, WA who drove their 70 standard with sunroof and air nearly as far. Steve and Zana Goulding, also of Spokane, transported their 69 XR7 convertible in their new enclosed trailer, Jim and Elaine Pinkerton trailered Cougar One from Snohomish WA, Brian and Cindy Aust of Silverton, OR trailered their 68 XR7 GT-E and Scott Ferguson trailered his 68 XR7-G with me riding shotgun.

As everyone arrived in Oakley we had a great time reuniting with old friends and meeting new ones from several nearby states. Everyone was anticipating the start of the Friday cruise which would take us through wine country and culminate at a Discovery Bay Restaurant (although I heard a few of the guys "wining" that their wives would be getting tipsy while they were stuck driving – oh well).



KEN HOGENCAMP'S '67 GT

BRIAN'S '69

The 32nd Annual **All Ford Show** in **Hillsboro, Oregon** on **June 7th** was the site of 267 cars including 9 Cougars primarily from the Cascade Cougar Club. The day turned out to be gorgeous with temperatures reaching 82F degrees with a light breeze, seeing nearly 1000 people paying to enter the fairground and check out our cars. At the end of the day Jeff Bingaman took first place in "Cougar Closed" with his 1970 competition green standard and Ken Hogenkamp took home 2nd prize with the newly-inserted 428CJ engine in his red 1967 standard. In "Cougars Open" there was only one entry, Richard Gunn, with his Maroon 1972 Cougar XR7.



Brian Howson reported that there was a really well-maintained 1982 Cougar Villager Wagon sitting between Don Skinner's 67 GT and Mike Banks' 70 Eliminator. Raising the hood exposed a 5.0 liter engine with chrome stabilizer bars and dress up kit. Low profile tires and chrome wheels were the only things on the outside that said this was a hot car.



COUGARS AS FAR AS THE EYE COULD SEE.

At 1pm Friday twenty-one Cougars and one beautiful 79 Lincoln threaded their way through the parking lot of our hotel before heading off into the California countryside. Our first stop was the Oak Farms Winery in Lodi where all the women hurried in to the bar while the fellas were...well, somewhere else.

YOU MIGHT NOTICE A TREND AT THE WINERIES...



BOYS AT OAK FARMS....



AND, THE GIRLS.

With the first "tasting" complete it was on to Viaggio Winery in Acampo where once again, the girls enjoyed their wine in air-conditioned comfort while the boys were outside in the heat talking cars and watching a photo shoot of Scott Ferguson's beautiful blue 68 G.



BOYS AT VIAGGIO....



AND THE GIRLS

As the clock ticked down to the dinner hour, we embarked on the final leg of our tour and a much-anticipated dinner. Our route took us along some narrow roads (where we barely avoided a head-on collision in Scott's G) and over some even narrower bridges (where Steve and Zana were nearly side-swiped in their 69 convertible) but with hearts pounding, we arrived safely at our destination in Discovery Bay. After a delicious dinner and much bantering it was time to head for the hotel and clean the cars in readiness for the following day's show.

Saturday began early with a 5am photo shoot involving Scott's and Gavin's 68 G's, Jeff's 70 and Rob Crowder's (our show host) Lincoln.



Legendary Cougar Magazine's photographer, Richard Truesdell, wanted to take advantage of the early morning light to best show off our cars. As the sun slowly rose over Rob and Julie Crowder's beautiful five-acre estate it was time to open the gates and let in the 89 pre-registered Cougars and other Fords. Things were hectic as vehicles weaved their way past the 12,000 square foot house, the koi pond and Cougar One en route to their designated parking spots while Gavin got his Stray Cats volunteers organized under the shelter earmarked for trophies, door prizes, shirt and magazine sales and the live music. As the day slowly warmed up to its 106 degree zenith, show participants sat under canopies on the lawns or paddled in the beautiful swimming pool next to "show central". Sales of Don Skinner's Big Book of Cougar were brisk and I know there will be plenty more orders coming his way in future weeks.



Throughout the day I took stock of where various visitors called home. Representing Cascade, Scott and I were the sole Canadians on site, the Bingamans,

Gouldings, Pinkertons, Mike Warner and Peter Peterson hailed from Washington, the Austs and James Wilson came from Oregon and Alex and Henni Vath came all the way from Germany. Naturally there were plenty of cars from California but there were also two from Utah and one from Nevada. New York's Phil Parcels drove with his son, David (from Texas) in a local car and there were representatives from various club and corporate sponsors from Idaho, Tennessee, Illinois and Florida.

After our Texas BBQ lunch and entertainment by the Crowders' son, the show slowly wound down and everyone settled in for the raffle (over a thousand tickets were sold) and awards ceremony. There were four trophies presented for each of the fifteen classes and our own Cascade Cougar Club finished atop each class entered. Here are the results:

- ❖ Mike Warner: 1st in 67 Coupe, Long Distance driven, and Mercury Stray Cats club officers' Best of Show
- ❖ Jeff Bingaman: 1st in 69-73 Coupe
- ❖ Steve Goulding: 1st in 69 XR-7 Convertible
- ❖ Scott Ferguson: 1st in XR7-G
- ❖ Brian Aust: 1st in GT-E and Best of Show



CASCADE CHAMPS: THE AUST FAMILY, JEFF BINGAMAN, SCOTT FERGUSON, STEVE & ZANA GOULDING, MIKE WARNER AND THE PINKERTONS.

It might also be noted that the 69 XR-7 previously owned by Ted Both also won a trophy proving that people really like the cars from the Pacific Northwest. Cougar One without a doubt garnered the most attention but as a Display Vehicle, was not part of the balloting process however the Pinkertons did receive a nice commemorative award.

Sunday morning was another early one for some. There was another dawn photo session at the Crowder estate, this time featuring the Gouldings' 69 convertible and Mike Warner's 67 coupe. Fortunately they were done in time to join the rest of us for breakfast where we enjoyed a lot of laughs over our morning coffee.

Rob Lucas had organized a cruise to Jelly Belly's for that morning, but those of us facing a lengthy drive back to the northwest begged off in favour of an early start. Everyone I spoke to had a wonderful time and I'm sure that all cameras were loaded to the max with pictures...and let's not forget the hardware! Thanks to Rob & Julie Crowder for allowing us to invade their beautiful estate, to Steve Crowder for his gracious hospitality and for storing several of our car trailers, to Gavin Schlesinger and his crew of volunteers for putting on a very successful and memorable show and to all the sponsors who contributed their money and time. Great job!



SPECIAL THANKS TO THE HOSTS: STEVE, ROB & JULIE CROWDER

For a full range of photos taken at this event by Peter Peterson, use this link:

<http://cougarprowl.smugmug.com/CCOA-Western-Regional-Show/>

Prowl Weekend 2014, July 26th - 27th

Our 30th anniversary Prowl weekend began with the pre-Prowl BBQ held this year at the beautiful Bellevue home of Chris & Penny Benis. As our cats began to arrive, we parked in the driveway but Penny wisely

suggested we move them into the expansive back yard, thus allowing for more space where WE could check them out rather than passers-by on the street. There was plenty of food on which to graze and some ice cold drinks (including wine for those of us who were so inclined) to fend off the late day heat. As the dinner hour approached, Chris fired up the BBQ and got things started cooking burgers and brats amid walls of flame and clouds of smoke, but he soon relinquished his duties to Dave. It was a great way to relax and spend an afternoon with friends.



Sunday day began bright and early in a flurry of activity with everyone pitching in to set up tents, tables and everything else needed to get the show underway. Before long music was playing, event shirts were selling and things were moving along nicely. Unfortunately, a local Goodguys event conflicted with Prowl again this year so Cascade suffered the consequences with record low attendance seeing fewer than fifty vehicles come through the gate. However, despite the low numbers, the show was a relative success and attendees seemed to have a good time.



SCOTT FERGUSON,
STEVE GOULDING &
HEATHER WHITAKER

Following the awards presentation, Cascade's terrific team of volunteers packed up show equipment and travelled the short distance to Trattoria Amante for a delicious Italian dinner where we could relax over a cold beverage in the company of good friends. All in all, I'd say it was a pretty darned good weekend.

(For a full range of pictures of this event by Peter Peterson, go to <http://cougarprowl.smugmug.com/2014-Cascade-Cougar-Club-Prowl/> and by Brian Howson at <https://www.flickr.com/photos/15486460@N02/sets/72157645982170356/>)

WCCC Open House August 1-3



Five days after Prowl a number of Cascade members descended on Salem, Oregon for the much-anticipated West Coast Classic Cougar open house. Several of us arrived on Thursday in order to get settled into our Woodburn hotel in anticipation of an early start the next morning.

At the crack of dawn (literally, as there was an electrical storm overnight), it was all hands on deck as we headed south to Waconda Road so the boys could begin their three-day shopping frenzy. While most cats found a grassy resting place for the day, others dropped by for a brief visit then left again having other pursuits to fill the day. I was pleased to see so many familiar faces on the property – nearly two dozen from the Cascade Clan, although there may have been more.

At mid-day, tables became filled with delicious wraps, fresh fruit and snacks for all of us to enjoy and after lunch, Don Rush brought three separate cars into the work bay of his shop to film an instruction video on suspension and steering which will appear on his web site soon. Of course, pointing out some of the problems in these cars ensured continued success of WCCC as replacement parts were soon purchased to remedy each individual problem. (Don's mom didn't raise a fool – as the saying goes.)

By 5pm everyone was packing up chairs, closing hoods and getting ready to embark on another fabulous cruise. Twenty-six cats, one Mustang and the Pinkertons' beautiful 32 Ford hotrod took part in this year's cruise through the back roads of the Silverton area winding up at the expansive estate of Brian and Cindy Aust.



Brian provided the “dining room” while Don’s main man, Javier, oversaw the chore of barbecuing ribs and chicken for over fifty people. It was a raucous gathering full of fun with great food and fantastic photo sessions for anyone who wanted to participate. There was even specially labeled wine and a cake to celebrate the 25th anniversary of Don’s business.



We awoke Saturday morning anticipating the day’s events starting with more shopping for the boys in Don’s warehouse.



At noon, Javier was one again manning the barbecue cooking burgers for us all with welcome assistance from his wife and family. Following lunch, fifteen cats once again queued up for another cruise – this time to a couple of local wineries. With temperatures in the high

nineties, a few of our classics boiled over at the first stop but as several of us rushed into the - *a-a-h* - air-conditioned tasting rooms, there was plenty of time for engines to cool down before the next leg of our journey. As the afternoon waned, our stomachs were beginning to growl, signaling time to depart for McMinnville and dinner at McMenamin’s Hotel. With such a big group, service was a little disorganized but we all survived the experience and enjoyed our meals, finishing just as the heat of the day was finally subsiding.

Sunday there was a get-together at the Evergreen Aviation & Space Museum in McMinnville, but those of us who had a lengthy drive home begged off in favor of an early start on the freeway so our ranks were somewhat diminished. However, I’m that certain everyone who participated in this event thoroughly enjoyed himself and that Andrew was once again behind the camera so we’ll be able to see all the activity on the WCCC website soon.

Classic Ford Show, August 16th, Kent, WA

It was a hot, steamy affair at Bowen Scarff Ford on Saturday. (Got your attention, didn’t I?) There was the usual hot August sun but also high cloud cover which kept conditions positively *tropical* for the over two hundred participants at the event this year. Adding to the heat were vendors popping fresh kettle corn and grilling Polish hot dogs while others hawked goods to either fix whatever ails your classic car or make it “pretty”. There was a live band at the front of the property and “canned” music at the back making the entire scene quite reminiscent of a carnival midway.



Cascade was well-represented by the Morgans, the Bingamans, Mike Benson, Robert Murphy, Chris Osborne, Tammie Wood, John, Roman and Cameron

Benoit, Scott Ferguson and myself. For our \$20 registration, we each received a show t-shirt along with dash plaque and dozens of goodies and coupons in our participants' bags. Food and beverages were free all day and those beverages were kept cold in a pickup truck box filled with ice – great idea.



When it came time for awards, winners in each class received very interesting trophies: table lamps made out of glass blocks with show decals on each side – very cool! Three were chosen in the Mustang classes and five in non-Mustang so Cascade did very well. Here are your winners:

- ❖ 1967-68 Mustang Fastback – 1st place John Benoit
- ❖ 1969-73 Mustang Mach 1 Fastback – 1st place Chris Osborne
- ❖ Cougar All – 5th place Roman Benoit, 4th place Heather Whitaker, 3rd place Robert Murphy and 1st place Jeff Bingaman. (2nd place was a non-Cascade member)



COUGAR CLUB OF NEW ENGLAND

BY: RICHARD "DICK" CLARK (#2688)
MANCHESTER, CT

Greetings again from Connecticut!

Since the last issue of this newsletter, some members of the Cougar Club of New England took part at events in three Massachusetts cities in addition to the premier event, the Ford Nationals at Carlisle, Pennsylvania. Prize winners at Carlisle were Mark Piechowski with his 1969 Two-tone and Cindy Ghizzi with her '72 convertible.

Former CCNE Club Secretary of New Hampshire, now South Carolina, Charlotte Vreeland St. Laurent won her class and the Celebrity Choice award with her '67 GT. A delicious cookout at our hotel was hosted by the NJ/PA and Delmarva club members. Thank you! Other shows on the calendar include the Hemmings Muscledalooza in August at West Lebanon, NY and the Somerset, Mass event in September.

On a personal note, I drove my Cougar to Dearborn, MI for the 50th Anniversary of the Mustang and the 75th Anniversary of Mercury, with the International Mercury Owner's Association.



About fifty various Mercury models entered including several Cougars from 1967-87. I was very fortunate and appreciative to have won one of the award plaques. I experience only two issues along the way - stalling at customs and overheating at the Woodward Dream Cruise.

For you 2015 Calendar of Events, the CCNE is planning to host a CCOA Nationals East show in October 2015 at Sturbridge, Mass. Sturbridge is conveniently located at the junction of I-90 and I-84. Make a note. Plan. Watch for details to follow.

Enjoy the rest of the driving season. Remember that one can never have enough Cougars. Happy Cougaring!

MORE PICTURES FROM THE 30TH ANNUAL CASCADE COUGAR CLUB PROWL

COURTESY OF PETER PETERSON



FORDNUTZ COUGAR CLUB

BY: HEATHER WHITAKER
EVENTS DIRECTOR



It was a wet spring in our neck of the woods but on **June 8th** classic cars emerged from garages around the Lower Mainland to bask in warm sunshine at the **Morgan Crossing** show and shine. It seems everyone had been waiting for the sun to appear as parking was at a premium with over 250 vehicles on site. Harry Unruh's beautiful orange 69 Eliminator was snuggled up to the entire fleet of the Henschke family (they're really getting into the classic car thing these days). Dean drove his 68 Cougar, Liane drove her 68 Camaro convertible and daughter, Sarah, drove the family's new acquisition: a beautiful blue 65 Mustang. Unfortunately there wasn't room for Scott or me to join them so we ended up parked at opposite sides of the venue, a healthy walk away from the rest of the gang. There was a live band and plenty of stores and eateries to visit if one decided to do so AND we didn't have to do any voting. That task was handled by organizers – bonus! At the end of the day, Scott Ferguson won second place in the “Best Original Restored” class with his Madras blue 68 XR7-G – another bonus. Sorry I didn't get any pictures but in my excitement of putting the top down and hitting the road in my 69 XR-7 convertible, I clean forgot. This was only the start of car show season and there would be plenty of opportunities in the months to come.

At the end of June Scott and I were part of the **Stray Cats/CCOA Regional show** in Oakley, California but you can read all about that in my Cascade Cougar Club report elsewhere in this issue.

Having returned home from California near midnight the night before, Scott and I missed the Abbotsford start to the **Canada Day Cruise on July 1st** but getting the heads up from organizer Kim Friesen as to the route, we actually caught up with everyone before our first stop.



Pulling into line just behind Kim's classic 1979 F-150 pickup, we became part of the seventeen vehicle

parade taking part in this year's event. After winding our way through the back roads, we made our first stop at a neighborhood roundabout where Kim's wife, Cindy, served delicious ice cream and fresh strawberries from “Loo's Food Truck” – the tailgate of their pickup. This was a great opportunity for us to chat, stretch our legs and open some car hoods to let engines cool off while we enjoyed our icy snack.

Soon we were moving again, along shady country roads, arriving at the home of Lorne Embree in Langley.



The house and grounds are absolutely beautiful and the shop had all the fellas drooling. His collection of cars was displayed with plenty of room between them which allowed a 360 degree sight line of every one. The work area was large, clean and very organized with an enviable array of awards displayed within easy reading distance and there were hand-painted murals of local sights and pieces of history on the walls.

Not wanting to overstay our welcome, we thanked our host and returned to our vehicles for the final leg of our journey back to the Friesen home. There we relaxed in the back yard shade after some creative parking and anticipated another delicious buffet and BBQ. As always, the pot luck dinner was fantastic, the cruise was great and the garage tour was terrific. What a day!

On **July 26th**, Brian Schofield (North Saanich, BC) attended a show on **Mayne Island**.



He reported it was a beautiful sunny day with lots of people and fifty-one cars in attendance. The local fire department was there fund-raising through sales of great burgers and refreshments. In Brian's words, there were "some cool cars, mainly over from some of the outer islands like Galiano and Pender and a very cool 1938 Graham-Paige, recently found in a garage on Pender." He didn't mention if he won an award, but it sounds like he really enjoyed the show. Thanks, Brian, for sharing your experience.

Back in the US once again many of the Fordnutz clan attended **Cascade Cougar Club's Prowl** on **July 26th-27th** then **West Coast Classic Cougar's** open house the following weekend **August 1st - 3rd**. (See my Cascade report for details.)

Monday, August 4th, BC Day, Shelby (Hallmark) show, Surrey, BC: Yep, we made it home just in time to catch a few Z's then rise and shine for an event closer to home – well, maybe we didn't quite shine, but we were at least up and moving.



Fordnutz had a great turnout for the show this year with eleven members on site. As always, there was a great array of raffle prizes, hot dogs and cold drinks and lots of visiting with old friends. By mid-afternoon votes on the 150 cars were tallied and in the Cougar class Malcolm McMillan took 3rd place for his blue 67 convertible conversion and Robin Miller took 2nd place for his 68 "G Force" cat.

North Delta's 3rd annual show 'n' shine was on Saturday, **August 9th** and it seemed like the perfect time to host the **Fordnutz Claw-in BBQ**, seeing as the show venue was literally half a mile away from our house.



There was another great turnout of members, nine in all including Jeff & Carol Bingaman who travelled north from Federal Way, Washington (about 150 miles) and Robert Nowland who left Kamloops (about 215 miles) at 4am just to be part of the action.



This show certainly gave us lots of bang for our bucks, beginning with an entry fee of \$15 which included a dash plaque and t-shirt. A pancake and sausage breakfast, cooked fresh on site, was only \$3 and coffee \$1. Lunch offered BLT's, hamburgers, hot dogs, fries, sodas and water for under \$5. I doubt you'd find better value at very many other shows these days. At 2:15 music was replaced by the awards ceremony where our cats got "skunked" with nearly every trophy going to a GM product and although we were somewhat disappointed with the results, we had a BBQ buffet to look forward to just around the corner.

Some Cougars came to our house directly from the show while others arrived a little later, but by 6pm the yard was filled with cats and people – ladies on the patio and guys in the yard. As always, there was a great selection of salads, desserts and snacks and the burgers were pretty good, too, if I do say so myself. Our neighbors, also hosting a party in their back yard, had a live band, so we had the added benefit of "dinner music" – not quite Lawrence Welk, but entertaining none-the-less.

After dinner we spent a few minutes voting on the Cougars present for the Fordnutz Memorial Award. This tradition was begun in 2003 to pay homage to my late husband, Brad (former membership director) and Scott's mom, Vera (former treasurer) who both succumbed to cancer that year and sadly we have lost several more from our ranks over the past decade, two just *this* year. When the votes were tallied, it was very close, but Jeff Bingaman's competition green 70 with sunroof was the winner. Everyone seemed to enjoy the

cool evening as the sun was long gone by the time the last sequential tail lights left the yard. Thanks to all who joined us for a wonderful, relaxing, *full* day.

Sometimes being active members of more than one car club can make life pretty hectic. Thus has been the case this summer, travelling back and forth across the US border at least once a month to attend various events. That being said, Scott and I made a speedy trip south to Kent, Washington joining our Cascade pals at the **Bowen Scarff Ford show on Saturday, the 16th** then following the awards (my 69 XR-7 convertible took 4th place in the Cougar class), we blasted back across the border in time to get a little shut-eye before heading out to visit with a few Fordnutz members at the **Downtown PoCo Car Show** in Port Coquitlam on **August 17th**. This event took over the entire commercial area of the city with classic vehicles on every street.



With thousands of people milling about in the streets I'd wager that local stores and restaurants turned a healthy profit by the end of the day. A unique feature of this event is that organizers showcase a different car club each year, and Fordnutz has been asked to consider having our Cougars honored in 2015. Cool!

Of course we had to check out the designated area (T-birds were the feature of the day this year), so we walked the short distance to a beautiful little park in the center of town which is just large enough for fifteen or so cars to park on the grass while their owners relax in the shade of the surrounding trees.



If our club is chosen to be featured next year, not only do we get the prime real estate but all expenses would be waived. That's right, free registration, t-shirt, dash plaque, breakfast and souvenir picture, not to mention an early bird draw for \$250 plus hourly draws of \$100 each! I'm hoping our club will be in the center of the action next year. I'll be sure to let you know!

Visit our website at www.FordNutz.org

OHIO

BY: BEN BRACE (#2796)



The 2014 Arthritis Foundation Classic Auto Show held July 10, 11, & 12th, was another record setting success.

We had 1,132 people register 1,286 vehicles and raised over \$200,000. The show is held at the Metro Center's business/office park with a campus-like setting in Dublin (Columbus) Ohio.

The Cougar show within a show had eleven Cougars. Our Best of Show this year was Ted Trickle in a modified 69 XR7. While Ted is from Waverly, Ohio, we had Cougars from Indiana, Illinois, and parts of Ohio north and south.

Winners in the Cougar class of the overall show were:

- Arthur Harper – '69 XR7 Convertible
- Ben Brace – '68 Cougar
- Dan & Paula Sugg – '85 Cougar
- Michael Besecker – '70 Eliminator
- Chris Smith – '69 XR7
- Mike Harnett – '69 Convertible

Next year's show is July 9, 10 & 11, 2015 at the same location. Bring your Cougar, all years, to the Cougar Show within a Show! Feel free to contact me for more information at (614) 795-6627 or Benjbrace@aol.com. You can also visit the webpage at www.arthritisautoshow.com.



INTERNATIONAL MERCURY OWNERS ASSN

BY: JERRY ROBBIN,
IMOA PRESIDENT



The annual IMOA 2014 show was held Aug. 14-17 in Dearborn, Michigan. The event was held during the Woodward Dream Cruise, with the 75th anniversary of Mercury and the 50th anniversary of the Mustang being celebrated. A number of fine Cougar were counted representing the Mercury brand at the show.



Members were able to tour the Ford Piquette Avenue Plant, birthplace of the Model T and the only example of an early Detroit auto factory open to visitors. There also was the Ford Rouge Factory tour, based out of the Henry Ford Museum. In addition, there were visits to the Roush Automotive Collection, Berardi private collection and Watson Racing.

For more information about the IMOA and upcoming events, check out our webpage at www.MercuryClub.com



M60 Cougars BY: BARRIE DIXON (#156)



After what seems like forever, my Cougar is both legal (again) and has a non-slipping C4!

Rick (my nephew) and I took my non-slip car to Stars & Stripes back in July for a pretty good day out. Yes, it's a show, but I don't go for the "show" classes; I go to meet with friends (old and new), wander round the vendor stalls, listen to the live bands and generally enjoy the atmosphere. The average entry number is around 600 cars and this year more than 10% of that number celebrating the Golden Anniversary of the Mustang. "How many Cougars?" you ask. Ha! Just Meeeee! My good friend and M60 co-founder, Steve, had his car laid up for a whole load of different reasons so his Cat couldn't make the show. Two other Cougars that are regulars were also missing this year, although one of the owners did make it; in fact, apologized for not having his Cat there this year. Why he apologized to me, I have no idea.

Many of you will know that in the UK and through M60 Cougars, the CCOA has representation with the Federation of British Historic Vehicle Clubs. That doesn't mean historic British vehicles, it means clubs for historic vehicles in Britain. Every quarter I get a newsletter from them. Among the news within, there's always updates on the latest legislation for and against our movement. Yes, I know this is mostly of interest to us Brits, but in the "greater plan", it could well impact on all of us sooner or later.

So, what's the latest stuff coming out of Westminster? Well, first up is the cut off date for "historic" vehicles has increased from the 'freeze' Gordon Brown imposed many years ago which now includes vehicles manufactured in 1973, so that cars made after January 1, 73 will be Tax Exempt. This will be a rolling year, as before, providing it passes through Parliament each year on Budget Day. This classification of "Historic" use to be for vehicles over 25-years old, now it's going to be over 40-years old, but hey! It's a step in the right direction.

Then, there is car tax discs: from October 1st of this year, you won't get one! DVLA feels they have enough information online to know if your car is taxed or not, so they're going "paperless"! What's a tax disc? It's a round piece of paper that you stick inside your windshield to let the Authorities know you paid your fee and your

vehicle is legally allowed on our ever so crowded road network. Actually, that's now a piece of British history you just learned, as the tax disc has joined the do-do bird!

There's some confusion to the fitting of LED lighting to older vehicles. For some vague and pathetic reason, they're considered illegal on 'older' vehicles and my Cougar was nearly refused a fitness certificate a couple of years ago because my running lights were LEDs. Here's the latest. On vehicles manufactured before 1972, they're OK. After that date all bulbs need to carry 'approval' markings, so your 67-71 Cougars are fine with far better superior lighting, so are your '87 and later Cougars. However, those running around in "in between" cars have to have good old tungsten bulbs. Like I said, vague and pathetic. However, the Federation

is working to have the laws on this changed, so "watch this space," as the media would say. Oh, and my LEDs? Running lights, turn signals, tail lights, brake lights, back up lights and interior courtesy lights. I just need to tear the dash apart and replace those sometime soon. Headlights? Halogen! Yeah, I can see where I'm going and everyone behind can see me!

I always seem to be on my Spring vacation at the same time, but next year's "Drive It Day" will be Sunday, April 26th. Wouldn't it be good if we could get all the Brit Cougars together on that day? OK, not next year because I will be on vacation, but hopefully in 2016 and beyond!!



MEMBER RIDES

Does your Cat have a story to tell? Want to see your Cougar on these pages? Send in your story with a few pictures and share with the Club!

Tony Sheakley's 1969 Mercury Cougar Eliminator



Correct, Numbers Matching Factory Installed 390 ci 4V engine, C6 3 speed Automatic Transmission, 9" 3.25 rear end, Power Front Disk Brakes.

My father bought this car for my mother from the original owner (a coworker) in 1969 when the owner was reassigned to Europe. My father paid \$2,000 for the car. It only had 5,000 miles on the odometer.

My mother drove the car every day to work. We took the car on family vacations. We were able to fit two adults in the front and three teenage boys in the back seat. It was tight, but we had a lot of fun.

Only one of my oldest brothers was still home when we owned the car, so he and I split duty cruising it on Friday and Saturday nights when my father allowed. This was not very often.

Through the 70's and 80's the car had several fender bender accidents. The repairs done at the time were not of the best quality. Somehow the engine block cracked and was replaced with a correct block sometime in the late 70's. The heads and manifolds remained with the car on the new block.

As time went by, my mother was the only driver as my brothers and I went off to school and work. She drove the car till about 1990 when my father thought the cost of repairs was too high to continue servicing it as well as my mother was getting too old to drive this type of car on a daily basis. Thank goodness she would never let my father sell the car.

For about 10 years, the car sat in their drive way in Foster City, CA. The sun and San Francisco Bay air did its

damage. The car began to rust in the trunk, rear window, and drip rails. The dash board had cracked, the seats split, and the engine barley ran.

They knew I always was interested in reconditioning the car at some time, so in 2002, they gave the car to me. It was in pretty bad shape.



In 2004 I began to do little things to prevent the car from more damage. As one thing led to another, I piecemealed it back together. It seemed that every time I had the car painted, someone would scratch or dent it. So now the car has been repainted two and a half times and almost all of the rust cut out.

I have rebuilt the entire drive line, suspension, brakes, cooling, heating, dashboard, and interior. For the interior I was not able to locate a kit with actual comfortweave material, so I found some NOS rolled material and had my interior shop redo the front and rear seats. Some of the details for the engine are: it is balanced and blueprinted, hardened valve seats, new Crane Cam with a RV grind, valves, springs, push rods, lifters, bearings, 10.5:1 compression pistons, connecting rods. I added a MSD electronic distributor and Edelbrock carburetor.

For now my wife Dee and I enjoy driving the car without any worries. We just drove over Donner Summit to Hot August Nights in Reno NV. The car ran a little hot, but made it with not problems. We went drag racing in a 16th mile strip for fun. We ran it about 10 times. Our times are not worth mentioning. We had lots of admirers who either had one a long time ago or still do. It was amazing how many people appreciate the Cougar. I always mention the Mercury Stray Cats Club and actually met another member on Virginia St. during the Show and Shine.



We hope the keep this car for many years. Maybe one of our nephews or our niece will take the car hobby and keep the car on the road for another 45 years!

When In Chicago...

By: Daniel Kowalczyk (#9182)

My name is Dan Kowalczyk and I'm a member of your club. Attached is a picture of Jeff Czach and his guys at Czach auto in Chicago, IL. Just want to know if you can add this picture of my 67 with Jeff and his guys in front of her with a shout out for them in your next edition of *At the Sign of the Cat*.



These guys are the only folks around the northwest side of Chicago that I would trust on doing anything on my cat that I would not do myself. They just know how to take care of older vehicles and keep them running like they should.

eBay Cats A sampling of recent auctions compiled by Kamran Waheed.

See an auction result that you think should be featured? Send the link to assistanteditor@cougarclub.org

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



Year/Model: 1969 XR7

VIN: 9F94Q5XXXXX

Miles: 128,000

Condition: 4

Winning bid: \$9,000

Total # of Bids: 41

Comments: This XR-7 came with the 428CJ/C6. It's complete with original eng/trans, rear end, distributor, exhaust manifolds and original breather set up; Carb & smog set up are missing. The passenger quarter and door need replaced and the driver quarter needs patched. Original paint and interior shows wear and tear, but overall very restorable with great floors, torque boxes, rails and cowl panel.



Year/Model: 1973 XR7 convt

VIN: 3F94Q5XXXXX

Miles: 75,286

Condition: 3

Winning bid: \$6,500

Total # of Bids: 25

Comments: 351CJ/C6 and only 75k miles. The paint is older with some rust that was patched in the trunk. The body is straight and the trim is in good condition. Under the hood is all stock. The interior is original and looks good, toggle switches and controls work and all gauges work. Has tilt and AC. This Cat has been garaged most of its life.



Year/Model: 1967 DGS

VIN: 7F91A5XXXXX

Miles: 126,919

Condition: 2

Winning bid: \$11,456

Total # of Bids: 37

Comments: All original AZ Cat with the Dan Gurney package which included chrome engine dress up kit, turbine hub caps and a Dan Gurney signature decal. Restored 10yrs ago and it does show minor wear with paint touch ups in a few places, but overall looks great; interior is near perfect. Chrome is great and tires are almost new.



Year/Model: 1978 XR-7

VIN: Not listed

Miles: 38,000

Condition: 3

Winning bid: \$3,150

Total # of Bids: 4

Comments: 38k original miles on its 351C. Many options including; padded vinyl landau top, exterior décor package, deluxe interior with 60/40 seat w/ fold down armrests and AM/FM radio with factory 8 track tape player. Under hood and in trunk are all original and look great!!! Original chrome and bright work is all there and still looks nice. Rides like new. This Cat has lived a charmed life and was well cared for.



Year/Model: 1989 XR7

VIN: 1MEPM62R0KHXXXXX

Miles: 152,000

Condition: 3

Winning bid: \$1,295

Total # of Bids: 4

Comments: Rare factory supercharged engine with a 5spd. Runs great and shifts easily without issues. Has Very light damage on driver's side rear fender and taillight, no other damage. Everything works as it should including ice cold AC, power seats, power windows, power locks with keyless entry and power antenna. This Cat is very fast and very fun to drive!!!!



Year/Model: 1970 Eliminator

VIN: 0F91M5XXXXX

Miles: 100,000

Condition: 2

Winning bid: \$17,500

Total # of Bids: 2

Comments: This Cat is one of one with the Eliminator package and these options, competition Blue/black décor interior. All original both in/out and looks great. Has auto, PS, PB and posi rear end. The 351C/4V runs strong and can be driven anywhere with confidence. All gauges, sequential turn signals and hidden headlights work as they should.

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: 1968 and 1969 Cougar Sales Brochures printed in French by Ford Motor Co. of Canada, LTD. Call Rich Clark at (860) 649-8520

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

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WANTED: 1967 PARTS: I recently joined the club and purchased a '67 Cougar and am seeking to gather parts for later shipping to me in Sweden. I have a US shipping address, and hope to fill a container for later shipping. Looking for red standard door panels, armrests and dashpad. Also need headliner bows, windshield and rear window mouldings, front bumper, parking lights, trunk lid moulding, trunk lock, gas tank door and license plate holder. Also need all emblems. I'm looking for good, used parts. Contact me at leif.lidberg@atria.se or phone +46 582 150 23 (remember we're 6-9 hours ahead of you)

//

FOR SALE: 1969 STANDARD CONV. 428CJ-4V, RamAir, 4sp (Hurst), competition handling pkg, Traction-Lok, high performance axle, staggered rear shocks, PS, PDB. It runs strong. 67,750 miles. Am/cartridge tape, original top (slightly shrunk), split glass rear window. Marti Report, one of seven. One of one w/standard interior. VIN: 9F92R566581. Early 70s American Racing mags. Sun tach, manifold pressure, oil pressure gauges. Repainted med metallic Cougar green 35 yrs ago (originally dark ivy green met) Saddle interior. Featured in *ATSOTC*, Vol 10, No 4; 4Q1990. Re: Hurst: avail on '69 Mustangs, not Cougars until '70. CCOA historian yrs ago thought since this is a late April '69 car, perhaps this was a factory install, to check fit. Has air shocks I have owned it 28 years and have been debating selling for two years, it's time for someone else to enjoy my Cat and get it back in circulation. \$32,000 Ron Robinson. Chicago area. karenronr@aol.com. 1-630-469-4562.



//

FOR SALE: PARTS. 1968 302 short block, cast # C8OE 6015 A, cast date 8B3, machine date 8B13B, \$500; 1970 302 heads, cast # D00E, dates 9L18 & 9J9 \$100.00; 1967 289 heads, cast # C6AE, date codes 7D18 & 7E2 \$100.00; NEW: AFR small block Ford 185cc aluminum street heads, stud mount, complete with valves, springs etc., CNC machined and ported by AFR, brand new pair \$1,450. AFR small block Ford 205cc aluminum race heads, stud mount, complete with valves, springs etc., CNC machined and ported by AFR, brand new pair \$1,850. 1967 Cougar or Mustang: stainless steel power front disc brake 6 piece line set. \$75. 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, Edelbrock Victor Jr intake, Holley carb, MSD dist, ARP main & head studs, etc. \$4,800. 1967 GT 390 carb cast # C7OF-9510-A, list 3793, date 784, good core \$250.00; 390 short block \$450.00; N.O.S. 87-88 Cougar red headliner part number E7WY-6651916-ABD, \$150.00; 1972 351C 4V intake, \$100.00; 351W heads, cast # E7TE, date codes 5B15 & 5B17 or 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. much more inquire (314) 480-2556 Keith Litteken St. Louis MO or email kslitteken@aol.com

/

Randy Goodling

Cougar Parts

1967-73 Cougar Parts
Buy - Sell - Trade

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Elizabethtown Pa 17022-9401

717-367-6700

CCOA Chairman

bossat@dejazzd.com

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Greg Taylor
Managing Partner
(850)728-3953
Greg@FastFineClassics.com

BOOK REVIEW: THE BIG BOOK OF COUGAR

Rob Merritt (#8323)

Earlier this year, Don Skinner sent an email that my copy of *The Big Book* had been placed in the mail. I couldn't wait. I checked the mail box as soon as I would get home – sometimes twice just in case the carrier made a second stop. I had been looking forward to this book ever since Don first told me of his plan to produce the multi-year volume.

As the Editor for the Cascade Cougar Club, Don spent seven years gathering information on our beloved Cougars and putting the information into seven magazines - one for each year, 1967 – 1973. These magazines coincided with the 40th anniversary of each year and were available each September, just like the

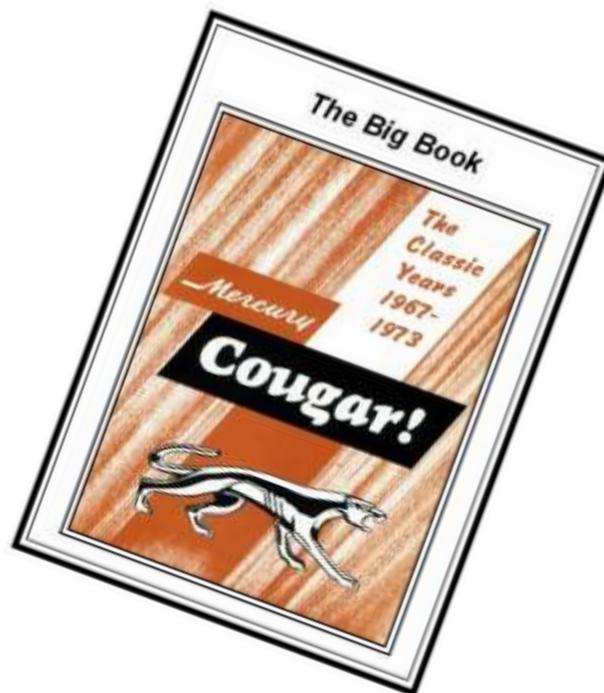


new models in the dealer showroom. During that time Don continued writing, receiving and collecting material that really belonged with each year's magazine.

Somewhere along the line, the idea was born to combine all of the original material with the new into one Big Book.

My copy arrived and I hurriedly ripped open the package before even taking off my tie – that dreaded noose of the office world. I savored the cover for a moment then fanned the 186 pages trying to assimilate all of the densely packed information in one explosive burst of facts and figures.

About then, my wife walked by with a quizzical look – obviously wondering what could be more important than getting out of the suit. She put out her hand and I instinctively handed her the book. I had to show off the Foreword, which Don asked me to write. But, I didn't



intend that she sit down and read it... just see that my name was made part of this awesome project and hand the *Big Book* back.

Impatiently, I stood looking over her shoulder as she paged through the chapter on the introduction of the Cougar. She kept turning the pages, repeating "This is incredible!" She skipped to the '69 models, still saying "This is Incredible!" with every turn of the page. And, just so you know, she's not really all that into cars and mostly just tolerates my Cougar affliction. The *Big Book* however, had her hooked.

I guess she decided it was time to give me back the book – whether it was the abrupt removal of my tie, the pouting or the grabbing it out of her hands that convinced her it was my turn to peruse the pages.

The *Big Book* back in my hands, I quickly confirmed that her assessment is spot on:

This is Incredible!

While Don humbly shares the credit with others, he is the driving force behind this work. But it includes information, articles, vintage literature, photographs and other memorabilia from the top experts in the Cougar world, including Phil Parcells, Jim Pinkerton, Kevin Marti, Vic Yarberr, Bill Quay, Jim Compton, Bruce Wallace, Dennis Pierachini, and many more. All of the Specialty Registrars like Dave Wyrwas (Eliminator), Scott Taylor (CobraJet), Royce Peterson (XR7G) and the others listed on the contacts page of this newsletter also contributed to the mission. More information came

from the Ford & Mercury employees who helped create the Cougar, including John Aiken and Richard Schierloh.

The book is 8 1/2 x 11, all color and 192 pages cover to cover, with almost a half inch spine. It makes a respectable “thump” when tossed onto the coffee table. This is a book you would be proud to have in your collection or on your coffee table.

The Table of Contents alone is three full pages!

There is a wealth of information on the Introduction Program for the new Cougar model, including promotional merchandise, contests, prizes and special appearances. Of course, the Pinkerton’s Cougar 1 is featured. There are articles on TransAm racing, and the HiPo accessories sold to *Sharpen a Cougar’s Claws*. Special models like the XR7-G, GT-E, Eliminator, Dan Gurney Special and Sports Special are explained and detailed, as well as other distinctive versions such as the Ski-Pac/Snow Cat, Rocky Mountain Life Purple Cougars, the James Bond cars, Super Cat, Bronze Age Cats and the “Holy Grail” 1970 Boss 429 Cougars.

There is so much information packed into these pages that it cannot fairly be summarized in this book report. You need to get your own *Big Book* and get ready to not let it go. Put it on your wish list for Santa, or buy it yourself. You won’t be disappointed.

The first printing of the *Big Book* was delivered in large, heavy boxes to Don Skinner’s living room. In an effort to clear a path through the room, Don offered them with a special introductory price. The entire first printing sold out in just a few weeks. A second printing has now been completed, and Don expects to be able to begin shipping again soon – probably before you get this newsletter. The second printing has a couple of corrections and some of the pages were slightly cleaned

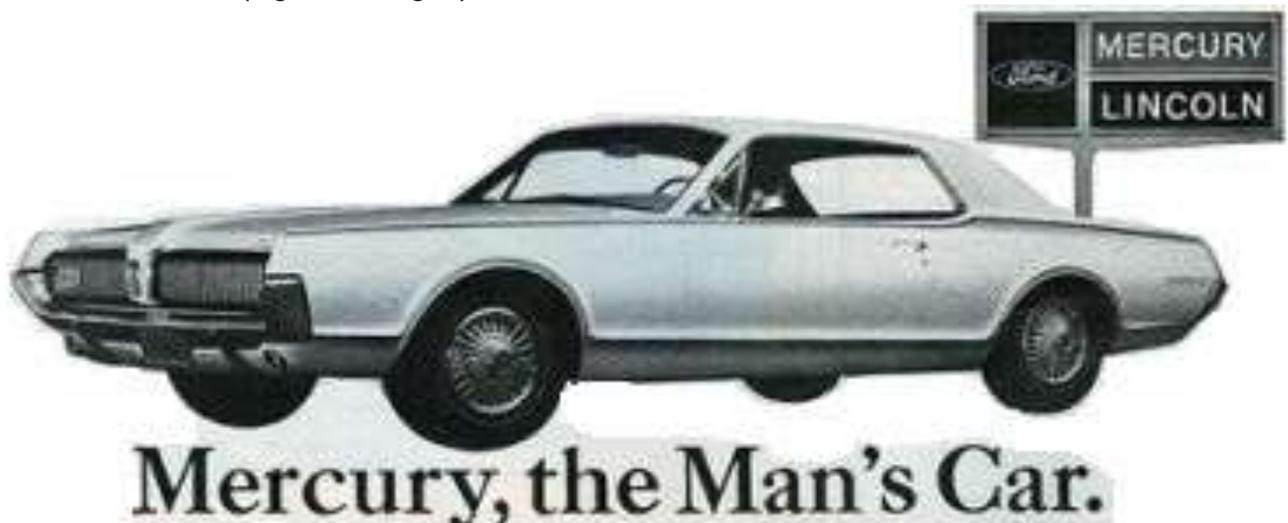
up. Don’t miss out – get your copy of the *Big Book* while supplies last. There’s no guarantee of a third printing.

The second printing books will have a retail price of \$34.85. Postage within the US when ordering through Don Skinner remains the same at \$5.05. Postage for multiple books will be calculated for each order. Don autographs all the books he sends out and if he knows something about the person or their Cougar, he might include a little something to make it that much more personalized. Don also teamed up with West Coast Classic Cougar to help distribute the books, so you can get one with your next order or parts.

Ordering Information

To Order the *Big Book* from Don Skinner, contact him at: donsk@frontier.com or by mail at 1908 SE River Rd., Hillsboro, OR 97123. He accepts checks or PayPal - \$39.90 each, which includes shipping within the US.

The *Big Book* also is available from West Coast Classic Cougar. Point your internet browser to <http://www2.cougarpartscatalog.com/> and enter “Big Book” in the search bar. You can also contact WCCC by mail to 5377 Waconda Rd NE, Salem, OR 97305, or call (503) 463-1130.



Financial Director's Report

Greg Fritz #5269
Financial Services Director



Income Statement		
	As of 3/31/14	As of 6/30/14
Revenue		
Dues - Checks	2,885.00	660.00
Advertising	-	-
Calendars	-	-
Merchandise	-	-
Donations	-	-
PayPal - Dues	2,255.00	1,045.00
PayPal - Merchandise	194.55	522.10
Total Revenue	5,334.55	2,227.10
Expenses		
Postage	151.88	200.83
Office Supplies	45.04	66.85
Membership Supplies	-	-
Advertising Refunds	-	-
Bank Fees	8.68	4.00
Checkprint Charges	-	-
Newsletter	1,227.20	852.21
Web Site Fee	24.95	-
PayPal Fees	104.53	64.23
Legal Fees	-	-
Merchandise Cost	1,722.50	399.00
Merchandise Refund	23.35	-
Shipping	-	12.35
Postal Express	-	118.54
Memorial	-	-
Nat'l Show Expense	500.00	-
Total Expenses	3,808.13	1,718.01
Net Income	1,526.42	509.09

Balance Sheet		
	As of 3/31/14	As of 6/30/14
Assets		
US Bank	11,971.10	11,095.86
PayPal	17,894.60	19,278.93
Total Cash	29,865.70	30,374.79
Accounts Receivable	-	-
Total Current Assets	29,865.70	30,374.79
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	30,742.70	31,251.79
Liabilities		
Current Liabilities	-	-
Long Term Liabilities	-	-
Total Liabilities	-	-
Equity	29,216.28	30,742.70
Current Earnings	1,526.42	509.09
Total Owners Equity	30,742.70	31,251.79
Total Liabilities & Equity	30,742.70	31,251.79



MEMBERSHIP REPORT

**Rob Merritt (#8323)
Member Services Director**

LUKE GALLAGHER
JEFF ROSEWALL
SYDNEY ADELE SLAY
JOHN R.
ROCK WOODWARD
JUDY SHAFER

PITTSBURGH PA
ADELAIDE SA
DALLAS TX
HALL LIBERTY HILL TX
PLEASANT GROVE UT
FREDERIC WI

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.

NEW MEMBERS

Joining the Club since the last *At the Sign of the Cat*, are the following new Members:

RALPH ROBICHAUD	NEW BRUNSWICK CANADA
ROSE-MAY & JEAN F THEPENIER	LEGUEVIN FRANCE
THIERRY FRISCH	SCHOUWEILER LUXEMBOURG
MICHAEL & SANDRA DAVIS	ATHENS AL
DENNIS PENDERGRASS	VAN BUREN AR
DEANE E. BUFFINGTON	HACKBERRY AZ
HERSCHEL TURNER	DISCOVERY BAY CA
MIKE CHRISTIANSEN	EL DORADO HILLS CA
DARIN SCHESSLER	WINDSOR CA
BERNIE WEIS	COLCHESTER CT
JERRY VAN BELLEHEM	MATTOON IL
ROSS CAMPBELL	MUNDELEIN IL
JOHN WARGEL	FISHERS IN
LARRY D TYLER	LOUISVILLE KY
KEVIN GRIDLEY	CHICOPEE MA
JEFF DRYER	KINGSTON MA
DAVID HANEY	ELLSWORTH ME
BILL BURY	CROSS LAKE MN
GENE MORGAN	CINCINNATI OH
NICOLA PALLITTA	SWANTON OH

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 on-line form 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. If you just need to update your information, or have a question about your status, feel free to email me at membership@cougarclub.org.



Renewing now gets you the new, official Cougar Club of America mirror hanger! 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.



YOU CAN VIEW THIS EDITION OF *AT THE SIGN OF THE CAT...* IN FULL COLOR AT:
WWW.COUGARCLUB.ORG/DOCUMENTS/ATSOTC/ISSUES/2014Q3-ATSOTC.PDF



Official Ballot

2015 Election of Officers

Instructions:

Select your choice from the candidates for the CCOA Board of Directors positions indicated below. Vote Now! Your ballot must be *received* by **December 1, 2014**. Mail your ballot to the CCOA's Finance Director at:

Greg Fritz
16280 Andrie St NW
Ramsey, MN 55303-5313
USA

1. For the Office of Chairperson

- Gavin Schlesinger
- Greg Taylor

2. For the Office of Special Services

- Phil Parcels

3. For the Office of Membership Services

- Rob Merritt



Your Member Number or Name: _____

Note: Your vote will remain confidential, and known only by the Finance Director. Ballots will be destroyed after counting. Your member number/name is requested only to prevent shenanigans, however unlikely that is.

You must be a CCOA member to vote. If you would like to join or renew your membership along with your vote, use the form on the next page and save a postage stamp in the process.

COUGAR OWNERS UNITE!



Join with hundreds of **Cougar Club of America** members to enjoy events and publications available only to CCOA members. As a member, you will receive the CCOA's publication, *At the Sign of the Cat*, an official membership card, and an eye-catching mirror hanger for your car that identifies you to fellow Cougar enthusiasts wherever you go.

So don't hesitate—use this registration form or the online form at www.cougarclub.org/join.htm today. Annual dues are **\$20** for members who receive the newsletter by email. For members who want a printed newsletter by mail, the dues are **\$30 for U.S. addresses** or **\$35 for non-U.S. addresses** (payable in certified U.S. funds only) Become a member of the club that is *exclusively* dedicated to the preservation of the Mercury Cougar. You'll be glad you did!

Name: _____

Address: _____

City: _____ State/Province: _____ ZIP: _____

Country: _____

E-mail: _____

(please print clearly and include email even if choosing regular mail membership)

New Member _____ Renewal _____

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

May we share your contact info with regional clubs and other event organizers?

Yes _____ No _____

Tell us about your Cougar(s):

*To join or renew, please fill out this form and mail it with payment
(Make checks payable to CCOA) or use the on-line form at www.cougarclub.org/join.htm*

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



John's Classic Cougars



Your Headquarters for 1967-1973 *Cougar* New, Used, NOS, and Reproduction Parts & Accessories Since 1982!!!

You can buy with confidence from the only exclusively *Cougar* Dealer in the country to have a business licensed by Ford Motor Company!

Our vast inventory includes over 50 parts cars plus 4 buildings...18,000+ square feet...packed full of New, Used, NOS, & Reproduction Parts & Accessories. The **ONLY** parts we stock are the quality parts we will use on our own Cougars! We have our own in-house Upholstery Craftsmen who have been making our upholstery sets for 30 years! We offer both Vinyl & **LEATHER** upholstery sets. Our quality can't be beat! **AWARD WINNING!**

Give us a call for your Upholstery needs!

Absolutely EVERYTHING we reproduce for your *Cougar* are the best quality we can find!

<p>'67-'73 Fiberglass Front & Rear Valance Panels '70 Front License Plate Bracket All Hood Scoops Aluminum Shifter Plate Black Plastic Shifter Slide Officially Licensed <i>Cougar</i> Apparel '67-'68; '69-'70 Cougar METAL Trunk Floor Panels '67-'68; '69-'70 METAL Rear Trunk Floor Cross Members '69-'70 Headlight Shaft Bushings</p>  <p>ALL ITEMS ARE PROUDLY MADE IN THE USA!!!</p>	<p>Both Vinyl & LEATHER Upholstery Sets '69-'70 Outside Door Handle Gaskets '70-'74 Running Cat Steering Wheel Emblem '69-'70 Steering Wheel & Console Wood Grain Kits '67-'73 METAL Quarter Panel Inner Drop Panels '67-'68 METAL Lower Quarter Repair Panels. Both BEHIND the wheel as well as in FRONT of the Wheel '69-'70 RH Mirror Base</p> <p>Look for our Official Ford Licensing Number on all our Licensed Parts!</p>	<p>'67-'68 Headlight Door Background Insert Decal '69 Headlight Door Background Insert Decal '70 Headlight Door Background Insert Decal '67-'68 COUGAR & XR-7 Trunk Lock Insert Decals '67 & '68 XR-7 Toggle Switch Knobs COUGAR & ELIMINATOR License Plates '69 Hood Stripe Kits in Black, White & Silver '69 ELIMINATOR Stripe Kits in Black or White '70 ELIMINATOR Stripe Kits</p>  <p>3053</p>
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Our current Catalog is Available for \$5.00 or FREE with an order.
THANK YOU, our Loyal Customers for 31 Years in the Cougar Business!!!
Give us a Call! We are always **HAPPY** to help!

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24-Hour Fax Line: 616-396-0366

E-Mail: jc-cougars@egl.net
Website: JohnsClassicCougars.com

Remember, Cougars Are Our Business...NOT A SIDE-LINE!!!



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Duluth MN 55806-2515

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FIRST CLASS MAIL

