

SUMMER 2016

# THE FIRST COUGAR\*



## Regional reports:

**Cougar Club of Germany • 2016 Arthritis Classic Autoshow, Dublin, Ohio • C.A.T.S. Classic Cougar Club Show 2016 • Mid America Classic Cougars • Lone Star Cougar Club • Fordnutz Cougar Club, Vancouver, BC, Canada • Cascade Cougar Club, Pacific Northwest • Southern California Cougar Club • The Cougar Club of San Diego • Mercury Stray Cats**



## AT THE SIGN OF THE CAT

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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](mailto:assistanteditor@cougarclub.org)

Our next issue is planned for the autumn. **Please send your submissions no later than August 31st, 2016.**

### Membership -- RATES (Since 7/1/16)

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

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### 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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The 31st Annual Fabulous Fords Forever Car Show pp 23-29

**COUGAR EXTERIOR PACKAGE**

1967 PERSONAL CARS:	MUSTANG	COUGAR	T-BIRD
WHEELBASE	108.0	111.2	114.5
LENGTH	183.6	190.3	206.9
HEIGHT	51.7	51.8	52.8
WIDTH	70.9	71.2	77.3
TREAD, FRONT	58.0	58.0	62.0
TREAD, REAR	58.0	58.0	62.0

The Mercury Cougar - Why and How pp 37-41

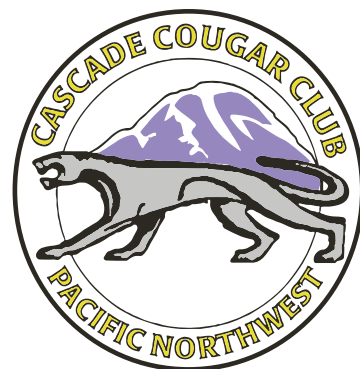


My Cougar Story: Before and After p 38

BACK COVER PHOTO BY TED TAYLOR

# An Important Message from the Cascade Cougar Club

With the increasing number of 50th anniversary events surfacing throughout the country, the Cascade Cougar Club has re-thought our planned four-day national event. It occurred to us that fellow Cougar owners may wish to travel around the country, taking in several clubs' shows, but that four days in one area might prove to be too long. We felt that a two-day regional might be best-suited to the interests of the Cougar community at large so our board has decided to scale back plans. We will still be including some special features designed to celebrate Cougar's 50 years, including a cruise, museum tour, and special awards. It's unfortunate that our plans changed after having already been approved for a national event, but we wanted to be fair to both the CCOA and the Cougar community at large by advising you of our decision. We look forward to creating an exciting and memorable event in 2017 and hope to be visited by avid Cougar enthusiasts from all points of the compass.



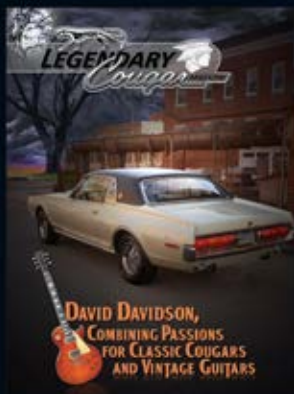
Heather Whitaker (#7477)

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Visit our website at <http://www.cascadecougarclub.com/>

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Legendary Cougar Magazine has been embraced by classic Cougar enthusiasts from coast to coast and all over the world. If you didn't subscribe to Volume One it's not too late to get the complete six issue set. You can now order the complete 6 issue collection, available for immediate shipment.

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# VIEW FROM THE CHAIR



**By Gavin Schlesinger (#5780)**  
**Cougar Club of America Chairperson**



## Summer is here!

For the past several months, the Internet has been flooded with cats hibernating. Now it's my favorite time of the year when even the arctic cats can be seen out on the prowl. It's car show season! What are the big events that are planned this year that you plan on attending and want to spread the word to other cool cats? Email event flyers, web links and any information about events you can share to [clubservices@cougarclub.org](mailto:clubservices@cougarclub.org) and they will be shared on [www.cougarclub.org](http://www.cougarclub.org) and our Facebook page. The more you can share about events, the more of our fellow CCOA members can plan to attend events they may not have been aware of. Send all of your favorite cat photos from events attended, or cruising around town, to [editor@cougarclub.org](mailto:editor@cougarclub.org) and one of your photos may just be selected to appear in an issue of ATSOTC or on our club Facebook page.

There have been a lot of Cougar enthusiasts in the United States and from around the globe requesting time off, planning for vacations, working hard to get their Cougar more road worthy and even upgrades to prepare for 2017... Less than 12 months to the first 50th anniversary event scheduled for Tulsa....Wow, time is flying and there is still so much to be done. If you have any questions about the 50th anniversary events, or ideas on how you can help make the celebration even bigger and better, please do not hesitate to call or email me.

The CCOA Board of Directors has a few special plans to surprise our members to help celebrate and commemorate the monumental milestone in the history of the Mercury Cougar. Phillip Payne, CCOA Brand Manager, I want to thank you for the countless hours you dedicate developing creative graphics and images that help to promote the Mercury Cougar and our automotive hobby. I know what we have in store will be a hit thanks to all of the volunteers that have worked on the projects to bring everyone's ideas and concepts to life. Watch [www.cougarclub.org](http://www.cougarclub.org) over the next few weeks for a sneak peek or two of what we have in the works. The next issue of ATSOTC will have all of the information and will be an article worth reading.

I am honored and excited to be the person elected to lead the Cougar Club of America during this amazing milestone in history. I want to thank all of our membership, new and renewing, and all of our volunteers for your support for the Cougar Club of America and our hobby.

Keep both hands on the wheel and I hope to see you out on the street!



# 2017 - 50th Anniversary Events



## **Tulsa**

Mid America & Lone Star Cougar Club @ Tulsa, OK  
April 21st & 22nd, 2017

## **Carlisle**

DCC (Delmarva Cougar Club) and the CCNJPA (Cougar Club of New Jersey & Pennsylvania) @ Carlisle, PA  
June 2nd, 3rd & 4th, 2017

## **Michigan**

C.A.T.S Club @ Ford World HQ in Dearborn, MI  
June 10th, 11th & 12th, 2017

## **Cypress**

SoCal Cougar Club @ Cypress, California  
June 23rd & 24th, 2017

## **Upstate New York**

Party Like it's 1967  
August 5th & 6th, 2017

**\*\*Experience the Salmon River area of Upstate New York! Near Pulaski, NY, off Rt 81. You are almost in Canada.**

## **Tacoma**

Cascade Cougar Club @ Tacoma, Washington  
August 5th & 6th, 2017

**If you are interested in more information about the CCOA 50th Anniversary Events, please email me directly [chair@cougarclub.org](mailto:chair@cougarclub.org)**

Through membership renewals and merchandise sales, the CCOA is able to sponsor and invest in events for our membership, which in turn helps to promote our hobby. Visit [www.cougarclub.org](http://www.cougarclub.org) to see our latest merchandise deals.



## **Top 10 Reasons to Join and Contribute to the CCOA**

1. Share your passion with people "Dedicated to the appreciation and preservation of the Mercury Cougar."
2. Expert technical advice on how to fix your Cougar, or ideas and advice for your latest project.
3. Receive the club newsletter.
4. Website access to preferred parts and services lists, as well as the registry groups.
5. Free classified advertising on [www.cougarclub.org](http://www.cougarclub.org)
6. Cougar gear access to official CCOA Merchandise.
7. A network of people to help locate hard to find NOS and used parts.
8. Access to the national database information: When was my car reported and what was its condition?
9. Event sponsorship funds for your club or organization to host regional or national CCOA events.
10. CCOA member discount to events and membership discounts to members of regional Cougar clubs to join the CCOA.

## **Gavin Schlesinger**

Cougar Club of America Chairperson #5780  
<http://www.cougarclub.org/>

Look for us on Facebook:

<http://www.facebook.com/pages/The-Cougar-Club-Of-America-CCOA-wwwcougarcluborg/472976009430890>



# A WORD FROM THE EDITOR

By Thierry Frisch (#9342)

Photo by Myriam Kraemer ([www.myriamkraemer.com](http://www.myriamkraemer.com))

**T**ime flies, it seems. I have been editor for ATSOTC for a year now. Thanks to the board of directors for giving me this opportunity.

What did I learn in the last 365 days? Well, first off, deadlines are never met. Then, laying out the newsletter is a lot of work, actually quite a bit more than I expected. But the most important thing is that members of the CCOA are like a big family. I have had a lot of help. Everybody has been nice to me. I've got to know quite a few "Cougar people", even though most of them only in cyber space. A few I have met in real life.

I've said it before and I'll say it again: Thanks for all your submissions, articles, and photos. Without you, I wouldn't be able to make ATSOTC.

A very special thanks goes to Pam Stafford, who not only proofreads every single page of ATSOTC, but who also has a perfect eye for a good layout and sees every mistake I make. Without her, ATSOTC would not be the same.

When I made the new layout, the main idea was to give it a bit of a magazine look. Therefore ATSOTC is best read in printed form. I hope that, at some stage, we will be able to bring you a full color printed version of ATSOTC. Until then, printed version members can download the full color electronic version at:

<http://www.cougarclub.org/documents/atsotc/issues/2016Q2-ATSOTC.pdf>

Want a photo of your Cougar to be considered to be on the cover or as a two page spread in ATSOTC?

Here a few tips:

## **Send your photos in the highest resolution possible**

- to be considered for front cover, your photo needs to be in portrait format and at least 2600px wide by 3400px high.
- to be considered for a two page spread, the photo needs to be in landscape format and at least 5200 px wide by 3400 px high.

**Do not resize your photos. Send the photos in the original size you get from your phone or from your camera.**

**Do not edit the photos (cropping, changing colors, saturation, contrast, brightness, don't use a filter, don't sharpen the photos.)**

For consideration, please send your photos as attachments to [editor@cougarclub.org](mailto:editor@cougarclub.org). If your photos are too big to send by e-mail, you can use [www.wetransfer.com](http://www.wetransfer.com) for free.

## **See you at the CCOA Western Regional Car Show**

My wife and I will be at the Western Regional Show in Oakley. I am looking forward to meeting a few of you guys. Unfortunately, I won't be able to bring my Cougar from Europe to Oakley, but hey, I bet there will be plenty of great Cougars to see.



# Cougar Club of Germany - Activities

By Mike Hofer (#9580)

Our 2nd official club meeting will be from June 17th - 19th at the Strohofer Autohof in Geiselwind during the StreetMag show. We expect something like 20 to 30 Cougar-owners. About half of them will come with their Cougar, the others with daily drivers. The event location is just perfect as it is close to the Autobahn A3 with plenty of space for cars and camping. For those who are more comfortable in a hotel, you can reach many in just 10 minutes by walking.

We will have a dedicated club pavilion just next to our Cougars, a grill and plenty of beer. Friday arrival is planned

around noon and we will go for a Cougar Convoy around the place on Saturday afternoon. Besides the party, we will discuss next year's 50th Cougar anniversary party at the same location. I am looking forward for as much support as we can get from our club members.

We do our best to make sure all Cougars can stand on one place and all Cougar owners in all of Europe are welcome to join our club meeting !!!

## 2016 Arthritis Foundation Classic Auto Show, Dublin, Ohio

By Ben Brace (#2796)



The Arthritis Foundation Classic Auto Show website is up and running and taking registrations for the three day event, July 7, 8 & 9, 2016, which includes the Cougar (all classes) show within a show on Saturday! Located in Dublin, Ohio just northwest of Columbus, this show is in its 34th year with the Rolling Legends Tour and the Right Stuff Detailing Show on Thursday, the 1000 Car Cruise-In on Friday evening and the Classic (judged) Auto Show on Saturday. Look for Class 43, the Cougars! The only exclusively for Cougars car show in Ohio.

Big doings in 2017, the 50th anniversary of the Cougar at the Arthritis Foundation Classic Auto Show, where the Cougar will be the Marque of the Show. Reserve that first weekend in July, 2017 after the 4th of July.

Questions?

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# C.A.T.S. Classic Cougar Club Show 2016

By Brian Carpenter (#8301)



Join the CATS Classic Cougar Club August 27, 2016 at Dan Pfeiffer Lincoln dealership on 28th Street in Grand Rapids, MI, to celebrate the 50th anniversary.

This will take place during the Metro-Cruise event :

<http://www.28thstreetmetrocruise.com>



This is an all-day event. You can come and go as you want and cruise 28th Street, which is much nicer to cruise than Woodward in Detroit, with a lot less congestion. There will be a food wagon on the lot, but there are MANY eateries within walking distance: Subway, Wendy's, Paterno Pizza, Bagel Beanery, a sushi place, Tim Horton and Penn Station Subs. So, why should I attend, you ask? You get to hang out and meet other CATS club members as this is our first official gathering since restarting the CATS club. Maybe have John's Classic Cougars deliver some much needed parts to you there and save shipping costs? We also have a special feature planned.



Make sure you are at the dealership at 11:00am. Dan Pfeiffer is going to give a presentation about his many years of selling Cougars and how he became the sponsor of "Dyno" Don Nicholson Cougar Eliminator in 1969. He has many stories to tell and I've heard a couple of them, so you don't want to miss this presentation. Wait, there is more...

At this point John & Dee Baumann have it 80% confirmed that Rick Kelbaugh is going to bring his Dyno Don's 1969 Eliminator clone/tribute drag car powered by a 427. Come and hang out with other CATS members, and hear an interesting presentation from Dan Pfeiffer. Then spend the rest of the day cruising 28th Street in your Cougar, or if you prefer, stick around the dealership and enjoy the cars at the show.





# Mid America Classic Cougars

By Randy Christian (#9216)

Vice President, Mid America Classic Cougars



Summer is starting to heat up here in Oklahoma. The best news since the last newsletter is the MACC website is up and running at [www.midamericaclassiccougars.com](http://www.midamericaclassiccougars.com). We have also made great strides on the 2017 National Cougar Show in Tulsa, including picking a graphic artist to design the show logo and t-shirt designs to creating the Route 66 driving tour for the Friday night before the show. The logo will include details of The Golden Driller, Route 66 and classic Cougars. We are also looking at some special memorabilia for all the participants' goodie bags. We can't spoil the surprise... yet. The Route 66 Tour will follow over 10+ miles of the original Mother Road culminating on a lookout in downtown Tulsa. There will be at least three photo stops with photographers from Tulsa Photography Group taking pictures. The show committee consisting of Randy Christian - Show Chairman, Bill Evanoff - Events Coordinator, Bill Timmerman - Logistics/Venue Coordinator, Dwight Griffis - Treasurer/Registration, Charlie Brown - Secretary/Marketing and Matt Slay from LSCC. We meet monthly to keep all the wheels turning. The April 2017 show will be held at the Tulsa Exchange Center and this will be an indoor event with parking for 110 Cougars / Classic Other Mercurys. We are encouraging all the participants to mail your registrations early while space is still available. Forms are available on the website or our Facebook site.

In April, several members of the MACC family drove to Missouri to meet up with Cecil and Doris Jones to look at some history. Cecil and Doris have so much history and memorabilia, you could spend days just talking to them and looking at it all. They can even tell the stories of the last Mid America Cougar Meets held in in Tulsa in the 1980s. Below is just one piece of history that brings back many memories for the club members. After seeing Cecil and Doris, the group made a trip to the local drag strip where Bill Timmerman and his son, JW, were racing. We go to great lengths to support our club members and that even includes driving three hours to smell burned rubber and the roar of no mufflers.



MACC members love the monthly meet and greet. It usually lasts four hours and there is food involved. The latest meet and greet at Bill Timmerman's had 15 members in attendance.

Bill is always a great host and has a really beautiful 67 Cougar drag car. Bill cooked burgers and hotdogs and the side dishes were supplied by the members. We had three new members in attendance. We spent the afternoon talking cars and looking at history. Matt Slay drove up from Dallas to give us an update on CCOA and hear our update on the 2017 show. Matt is a valuable asset to the 2017 Show Committee.



Bill Evanoff, MACC President, has been spending more time at Braum's than normal. Not drinking shakes... He has been attending a regular Thursday car drive up and has made several friends, including some new members with classic Cougars. Several members of MACC meet up at Braum's on Thursday evenings. Depending on the day, the members include Bill and Linda Timmerman, Willard Lee, Justin Woods, Brian and Christie Brown, Mary Oliver, Bob Wallor, Larry Bracket, James Janowik, and Bill Evanoff.

The summer looks to be pretty busy for our MACC cats. We are having a meet and greet at Brian and Kristie Brown's on May 21st and then off to Bill Evanoff's house on June 25th. We are always hoping for a beautiful, sunny, cool, day here in Oklahoma during the summer. The food is always great and the company is even better. We have a great time listening to stories about Cougars.



Keep checking our website and Facebook pages for upcoming club events and updates on the 2017 National Show.

# Lone Star Cougar Club

By Matt S. Slay (#5002)  
CCOA Club Services Director  
Lone Star Cougar Club  
Director of Social Media  
[www.lonestarcougarclub.com](http://www.lonestarcougarclub.com)



The LSCC has had several good events this spring despite the number of show cancellations due to heavy rains here in Texas. The first of March our club attended the **The Texas Thaw**. The Thaw is a vintage Texas drag race in its tenth year, all



of whose proceeds benefit the USO/Unite For Troops. Our single entry was Clay Olmstead with his 1968 Calypso Coupe. This is Clay's daily driver, but he runs a 331 Stroker, World Products heads, and a solid lifter cam. With club members and spouse Miranda cheering him on, he climbed up the brackets, until he finally went up against a dropped F1 for the win! Not only did he win the street class, they bracket raced all the class victors and Clay won overall. Way to go Clay and the LSCC!

The Club's second big show of the spring is now one of our favorites: **The Park Cities Historic Preservation Society Show**. It was a

wonderful weather day as over twenty of our LSCC members brought out ten cars. Club member Dan McKeithen, his wife Polly, and daughter Emily chaired this show with huge success of over 115 cars! Matt Slay brought his 69 convertible and his standard 68. Gene Mullenberg brought both his 69 convertible and his 67 xr7. Dwaine Barker brought his 73 convertible, while Joe Valenti brought his 428 convertible. Alan and Gail Easley brought their Mustang convertible, Ken Stovall brought his 68 XR7 and finally Richard Bartow brought his 1978 Cougar. With a day of bands, food, and fellowship, fun was had by all. Gene Mullenberg and Dwain Barker won awards for their 69 and 73 convertibles respectively. Congrats, fellas!

The last event of the season thus far is the **Mini Spring Nationals at the Sam Pack Auto Museum**. The venue is an incredible museum of several hundred vintage Ford automobiles and it was a good day for the LSCC. It was a good day for LSCC at the 26th Annual Dallas Spring National today. Clayton Olmstead won first place with his 68 Calypso Coral coupe, Mike Hogge won a class award with his 69 convertible. Dwain Barker also won a class award with his 72 convertible. As an added bonus, Dwain Barker won a BEST OF award with his 1973 convertible. The BEST OF awards were voted on by other entrants in the show. Congratulations, guys. Other members that showed with Gene Mullenberg brought his 1970 standard two-tone metal top. Richard Bartow brought his 1978 XR7.



Some Nice Rear Ends





Historical Society Show huge turnout



Joe Valenti's 428



The LSCC club gang is all here



Gene and Stacy Mullenberg



Dwaine Barker shows the club's loot in front of his 73



The LSCC lined up



Mike Hogge brought his 1969 convertible



Alan and Gail Easley



# A Message From Fordnutz Cougar Club, Vancouver, BC, Canada

By Heather Whitaker (#7477)



Jim Compton's '69 XR-7



Jeff Bingaman's '70 standard

## MUSTANGS & COUGARS SHOW, PORT ANGELES, WA, MAY 8, 2016

Six Fordnutz members were among a total of thirteen Cougars attending this annual show which is held on the waterfront in beautiful downtown Port Angeles.

The weather was perfect for a car show: sunshine, cool breeze, scattered clouds, but attendance was not so good. Back in the day when I was just a rookie show-goer, there were so many participants at this event that it seemed to take forever to walk the show field. But over the past few years, fully half of the Mustang classes have been devoid of entries, with many more having but one sole vehicle in each. The poor attendance could possibly be due to the many newer-model Mustangs (i.e. 1990 and newer) participating. This seems to be the trend at many Mustang club sponsored shows where I often hear comments like "If I wanted to see new vehicles, I'd go to the showroom." I didn't note the exact number, but I'd venture a guess that there were fewer than a dozen classic Mustangs participating this year, and they were sparsely spread over a city block. Happily, our (Fordnutz and Cascade) cats were there in numbers, having entries in all five Cougar classes...and...every Fordnutz member came home with a trophy.

### Here is a list of our winners:

#### 69-70 Cougar Coupe:

- 3rd place, Brian & Grace Howson from Tigard, OR – yellow 69 XR-7
- 1st place, Jeff & Carol Bingaman, Federal Way, WA – green 70 sunroof standard

#### Cougar Convertible:

- 3rd place, Jim Compton, Richland, WA – burgundy 69 XR-7
- 2nd place, Heather Whitaker, Delta, BC – yellow 69 XR-7
- 1st place, Steve & Zana Goulding, Spokane, WA – aqua 69 XR-7

#### Specialty Cougar:

- 1st place, Scott Ferguson, Delta, BC – blue 68 sunroof XR7-G

As a point of interest, there were two non-member 68 Cougars in our ranks that were outfitted with hand controls for their paraplegic drivers – now that's not something one sees every day. I think it's very cool that these men made the modifications necessary to allow them to drive and enjoy their classic cars.





Scott Ferguson's '68 XR7-G



Brian Howson's '69 XR-7



Steve Goulding's '69 XR-7



Heather's '69 XR-7

Because our members travel such long distances for this event, we use Saturday as our travel day for the Sunday show. This affords us the luxury of detailing our cars at the hotel (which is directly adjacent to the show venue) on Saturday afternoon and having a relaxed dinner together at the restaurant connected to the hotel. Because everything is so close, we can sleep in on Sunday and head over to the show at our leisure. After

registration, we noted that our goodie bags were full of coupons for businesses directly across the street so when our voting was done, we had lunch together and sauntered through some of the shops, wiling away the hours. The show went well, with awards handed out quickly and painlessly, and before we knew it, the event was over and everyone headed for home.







**Cougars, Mercurys, Edsels, Mustangs & Other Fords!**

**Location: GRIOT'S GARAGE**

**3333 South 38<sup>th</sup> Street, Tacoma 98409**

**8:00 AM – 3:00 PM**

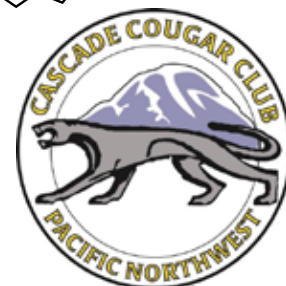
**Registration 8-11AM**

**Prowl Hotel: Best Western Plus– Tacoma Dome Hotel**

**For reservations call (253) 272-7737**

**For more Information on the show call  
(253) 579-3931 or visit [www.cascadecougarclub.com](http://www.cascadecougarclub.com)**

**People's Choice Awards!  
Over 20 Classes!!**





## *PROWL 2016 CLASS DESIGNATIONS FOR PEOPLE'S CHOICE AWARDS*

### **Cougar:**

C1 67 Standard  
C2 67 XR7  
C3 68 Standard  
C4 68 XR7  
C5 69 Hardtop (Standard & XR7)  
C6 70 Hardtop (Standard & XR7)  
C7 71-73 All  
C8 69-70 Convertible (Standard & XR7)EL  
C9 Modified Hardtop\*  
C10 Modified Convertible\*  
C11 GTE/XR7-G/Eliminator  
C12 74-02 All

### **Ford Motor Company:**

F1 Ford All  
F2 Thunderbird All  
MU1 64-78 Mustang  
MU2 79-Present Mustang  
MC1 70-80 Maverick/Comet  
M1 Mercury All  
M2 60-69 Comet/Cyclone/Meteor/Falcon  
Edsel/Lincoln All

### **Special:**

Y1 Young Adult (25 & Under)  
OM&M Other Makes & Models

Long Distance

Best of Show

Hard Luck

\*A modified Cougar is defined as one that has a modified paint scheme, engine modifications or body panel modifications that significantly alter the original appearance of the vehicle. Cascade Cougar Club reserves the right to make final class placement.

Registration is also available through our website at [www.cascadecougarclub.com](http://www.cascadecougarclub.com).

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_ EMAIL \_\_\_\_\_

YEAR \_\_\_\_ MAKE \_\_\_\_ MODEL \_\_\_\_ BODY STYLE \_\_\_\_ COLOR \_\_\_\_

### **CHECK THE BOX THAT BEST DESCRIBES YOUR CAR**

☐ ORIGINAL ☐ RESTORED ☐ MOSTLY STOCK ☐ CUSTOM ☐ HEAVILY MODIFIED

ENTER CLASS DESIGNATION NUMBER FROM ABOVE LIST \_\_\_\_\_

REGISTRATION FEE: Before July 23rd - \$15 \_\_\_\_ After July 23rd - \$20 \_\_\_\_

### **Pre-order t-shirts**

**All shirt pre-orders must be made and received by the club no later than Friday, July 8<sup>th</sup>.**

S to XL: \$15 each Size(s) \_\_\_\_\_ Amount included \$ \_\_\_\_\_

XXL: \$17 each Size(s) \_\_\_\_\_ Amount included \$ \_\_\_\_\_

XXXL: \$19 each Size(s) \_\_\_\_\_ Amount included \$ \_\_\_\_\_

**We are only ordering a limited number of non pre-ordered shirts.**

**Sizes S and those larger than XL will only be available through pre-order.**

**GRAND TOTAL (REGISTRATION AND SHIRTS) INCLUDED: \$ \_\_\_\_\_**

*I hereby release the Cascade Cougar Club, Griot's Garage, The City of Tacoma and all other sponsors, their employees, and/or volunteers from any and all responsibility for damages that may occur to my vehicle or personal property.*

**Signature** \_\_\_\_\_ **Date** \_\_\_\_\_

Mail check and entry form to **Cascade Cougar Club, PO Box 1975, Milton, WA 98354**

# A Message From Cascade Cougar Club, Pacific Northwest

By Heather Whitaker (#7477)



## MUSTANGS & COUGARS SHOW, PORT ANGELES, WA, MAY 8, 2016

This report may seem familiar if you've already read the one from my Fordnutz perspective. That's because many Cascade members also belong to our sister club in Canada. (One can never belong to too many Cougar clubs.)

So as I don my Cascade hat, I'll mention again that there were a total of thirteen Cougars at this year's event, ten of which were Cascade members. Travelling on Saturday in readiness for the Sunday show has traditionally been the "m.o." for most attendees. Once we arrive and are booked into our hotel rooms, we can clean our cars at our leisure, generally side by side, while we discuss everything from car maintenance to solving the ills of the world. When the cats are duly preened then it's time to enjoy a relaxing dinner with fellow club members before retiring for the night.



Bob O'Donnell's modified '68

This year the weather for the show itself was terrific: sunny and warm with a slight breeze coming off the waters of the adjacent harbor. Shortly after 8am we settled into our spots for the day, gave our cats a final polish then registered and picked up our goodie bags. Our placement next to a city street really showed the visual impact our classics have compared to the

monochromatic daily traffic. The parade of everyday sedans, trucks and SUVs was just so boring but our thirteen cats sitting just beyond the sidewalk, painted every color of the rainbow, were simply a feast for the eyes.

I already covered the day's activities in my Fordnutz report, so I'll skip directly to our Cascade winners:

### 67-68 Coupe:

- 1st place, Leigh & Terry Viertel, Vancouver, WA, blue '68 standard

### 69-70 Coupe:

- 3rd place, Brian & Grace Howson, Tigard, OR, yellow '69 XR-7
- 2nd place, Neal Jacobson, Camano Island, WA, white '70 XR-7
- 1st place, Jeff Bingaman, Federal Way, WA, green '70 standard w/sunroof

### Convertible:

- 3rd place, Jim Compton, Richland, WA, burgundy '69 XR-7
- 2nd place, Heather Whitaker, Delta, BC, yellow '69 XR-7
- 1st place, Steve & Zana Goulding, Spokane, WA, aqua '69 XR-7

### Specialty:

- 1st place, Scott Ferguson, Delta, BC, blue '68 XR7-G w/sunroof

### 71 and Newer:

- 1st place, Jack & Jo Harrah, Port Orchard, WA, burgundy '79 XR-7 coupe

### Modified:

- 1st place, Bob O'Donnell, Graham, WA, yellow/black '68 coupe





Jack Harrah's '79 XR-7



Neal Jacobson's '70 XR-7

Just as a matter of interest, second place in the 67-68 coupe class was taken by non-member Doug Larsen in a red 68 standard with hand controls.

So, with car season here in the Pacific Northwest officially started, I'd like to invite one and all to attend our club's 32nd Annual Prowl Show to be held on Sunday, August 7th at Griot's Garage in Tacoma, WA. Please see our flyer and registration form on pages 16 and 17. And even if you can't attend the show, maybe you'd like to order an official show shirt. Check it out.

Heather Whitaker, Chairman,  
Cascade Cougar Club



Terry Viertel's '68 standard



## Mid America Cougar Nationals

### Friday April 21st 2017

3pm-5pm- Hotel Check in / Registration Packet Pickup  
5pm-7pm- 66 Cruise and Photos (meet at the Expo Center)  
7pm-10pm - Dinner and Mingle Optional (Close to hotel)

### Saturday April 22nd

7am - 9am Cars start lining up / Registration packet pickup  
9am - Start moving cars inside  
10am - Judging Starts  
2pm - 4pm - Move cars out  
4pm - Awards Banquet set up  
6pm - 9pm Awards Show and Banquet (Barbeque Buffet)

### Points of Interest

50/50 Raffle  
Mid America Cougars Booth (shirts hats etc,)  
Guest Speakers for banquet  
Vendors booths - Can start setting up at 7am on 4/22  
Feature Cars for Display only





# Cougar Club of America Mid America Cougar Nationals

Hosted by Mid America Classic Cougars w/ Lone Star Cougar Club

Friday, April 21, 2017 – 5pm to 10pm

Location: Courtyard Tulsa Central - 3340 S 79th E Ave, Tulsa, OK

Saturday, April 22, 2017 – 8:30am to 7pm

Location: Exchange Center at Expo Square, 4145 East 21st Street - Tulsa, OK

**\*\*Registration Check-In from 7:00am to 9am (Cars must be in place by 10am)\*\***

**All cars must be registered by March 15<sup>th</sup>, 2017 to be guaranteed an indoor spot.**

Dash Plaques will be included for all entered vehicles. 1<sup>st</sup>-3<sup>rd</sup> place trophies will be awarded in each class.

There will also be trophies given independent of class for each of the following:

Best In Show, Longest Driven Distance, MACC Top Cat, and Kids' Choice.

## Car Entry Classes

(Classes may be combined, expanded, or omitted pending registration)

Class 1: 1967 (A) Standard, (B) XR7

Class 2: 1968 (A) Standard, (B) XR7

Class 3: 1969-70 Coupe (A) Standard, (B) XR7

Class 4: 1969 Convertible (A) Standard, (B) XR7

Class 5: 1970 Convertible (A) Standard, (B) XR7

Class 6: 1971-73 Coupe/Convertible

Class 7: 1974+ (Cougars Only)

Class 8: Specialty (GT, Big Block)

Class 9: Specialty (XR7G, GTE)

Class 10: Specialty (Eliminator)

Class 11: Modified Cougar/Resto-mod (All Years)

Class 12: Other Mercury Motors

Class 13: Wounded Cat/Daily Drive

Please print the information below in black or blue ink.

Date: \_\_\_\_\_

First Name		Last Name	
Address			
City	State	Zip Code	
Email Address		Phone Number	
Year	Make/Body Style	License Plate #	Entry Class #

Are you a member of a regional cougar club? \_\_\_\_\_ If so, which club? \_\_\_\_\_

Are you a member of the Cougar Club of America? \_\_\_\_\_ Membership # \_\_\_\_\_

Registration Fee (Incl. 1 BBQ buffet): \$40 (CCOA members), \$50 (Others). Additional buffets are \$20/person.

Please calculate your total: Registration Fee \_\_\_\_\_ + (Number of additional BBQ Buffets \_\_\_\_\_ x \$20) = \_\_\_\_\_

Would you like your cougar to be '**Concours**' judged? \_\_\_\_\_

Do you intend to attend the "Route 66 Cruise" on Friday, April 21<sup>st</sup>? \_\_\_\_\_

If possible, please send a picture of your Cougar(s) to [MidAmericaCougars+Show@Gmail.com](mailto:MidAmericaCougars+Show@Gmail.com)

Please mail your completed registration and check to:

Mid America Classic Cougars

3209 S Linwood Drive

Sand Springs, OK 74063



## Waiver of Liability

In consideration of acceptance of the right to participate, Members and Attendees, by the execution of this waiver, release and discharge Mid America Classic Cougars and Lone Star Cougar Club, and their officers, directors, employees, agents, representatives, and servants, and anyone else connected with management or presentation of any and all club meetings, shows, swap meets, events, outings, clinics, or functions from any and all known or unknown damages, injuries, losses, judgments, and/or claims whatsoever that may be suffered by any club member, member's family, friends, guests, or acquaintances to his/her personal property. Further, each member or attendee expressly agrees to indemnify all of the foregoing entities, firms, persons, and bodies of and from any and all liability occasioned or resulting from the conduct of a Club member, member's family, friends, guests or, acquaintances of participant assisting or cooperating with the Club member, member's family, friends, guests, or acquaintances and under the direction or control of a Club member, member's family, friends, guests, or acquaintances.

If you have any questions, please call:

Randy (Show Chairman): (918)-398-3315

Dwight (Registration): (918)-720-7108

Email: [MidAmericaCougars+Show@Gmail.com](mailto:MidAmericaCougars+Show@Gmail.com)

Website: [www.MidAmericaClassicCougars.com](http://www.MidAmericaClassicCougars.com)



# Cougar Club of America Mid America Cougar Nationals

Hosted by Mid America Classic Cougars w/ Lone Star Cougar Club



## Sponsorship/Vendor Registration Form Saturday, April 22, 2017 – 8:30am to 7pm

Location: Exchange Center at Expo Square, 4145 East 21st Street - Tulsa, OK

**\*\*Registration Check-In from 7:00am to 9am\*\***

If you wish to sponsor a class, please call for availability first. Class sponsorships will be determined on a first come, first serve basis. Vendor booths will be located around the perimeter of the indoor show area and are sold on a first come, first serve basis until there is no designated space left.

### Car Entry Classes

(Classes may be combined, expanded, or omitted pending registration)

Class 1: 1967 (A) Standard, (B) XR7

Class 2: 1968 (A) Standard, (B) XR7

Class 3 1969-70 Coupe (A) Standard, (B) XR7

Class 4: 1969 Convertible (A) Standard, (B) XR7

Class 5: 1970 Convertible (A) Standard, (B) XR7

Class 6: 1971-73 Coupe/Convertible

Class 7: 1974+ (Cougars Only)

Class 8: Specialty (GT, Big Block)

Class 9: Specialty (XR7G, GTE)

Class 10: Specialty (Eliminator)

Class 11: Modified Cougar/Resto-mod (All Years)

Class 12: Other Mercury Motors

Class 13: Wounded Cat/Daily Driver

Please print the information below in black or blue ink.

Date:

Club/Company Name		Contact Name	
Address			
City	State	Zip Code	
Email Address		Phone Number	
Desired Class Sponsorship		Vendor Booth Size 10'x10'(\$100) or 10'x20'(\$200)	

Sponsorship Fee: \$100 per class. Vendor Booth Fees: 10'x10' (\$100), 10'x20' (\$200)

If you are a vendor, please give us a short description of the types of products or services you will be selling.

In order to have your logo appear on promotional materials, you must send a high-resolution copy to us by email as soon as possible at [MidAmericaCougars+Show@Gmail.com](mailto:MidAmericaCougars+Show@Gmail.com)

If you have any specific requests or concerns, feel free to write them on the reverse side of this form or contact us at the phone numbers or email below.

Please mail your completed registration and check to:

Mid America Classic Cougars  
3209 S Linwood Drive  
Sand Springs, OK 74063



If you have any questions, please call:

Randy (Show Chairman): (918)-398-3315

Dwight (Registration): (918)-720-7108

Email: [MidAmericaCougars+Show@Gmail.com](mailto:MidAmericaCougars+Show@Gmail.com)

Website: [www.MidAmericaClassicCougars.com](http://www.MidAmericaClassicCougars.com)

### Waiver of Liability

In consideration of acceptance of the right to participate, Members and Attendees, by the execution of this waiver, release and discharge Mid America Classic Cougars and Lone Star Cougar Club, and their officers, directors, employees, agents, representatives, and servants, and anyone else connected with management or presentation of any and all club meetings, shows, swap meets, events, outings, clinics, or functions from any and all known or unknown damages, injuries, losses, judgments, and/or claims whatsoever that may be suffered by any club member, member's family, friends, guests, or acquaintances to his/her personal property. Further, each member or attendee expressly agrees to indemnify all of the foregoing entities, firms, persons, and bodies of and from any and all liability occasioned or resulting from the conduct of a Club member, member's family, friends, guests or, acquaintances of participant assisting or cooperating with the Club member, member's family, friends, guests, or acquaintances and under the direction or control of a Club member, member's family, friends, guests, or acquaintances.



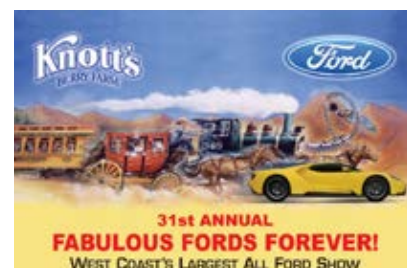


# The 31st Annual Fabulous Fords Forever Car Show

By Gavin Schlesinger (#5780)

Photos by Ted Taylor (#9385) and Gavin Schlesinger

Sunday, April 17th, 2016, the 31st Annual Fabulous Fords Forever Car Show was held at Knott's Berry Farm in Buena Park, California. This is an amazing event that if you have not yet attended, is well worth adding to your car show bucket list. 1,836 Ford, Lincoln and Mercury vehicles were in attendance. This is among one of the largest one day car shows in America, presented by the SoCal Ford Club Council. The council is comprised of 46 member clubs, the SoCal Cougar Club [www.SoCalCougarClub.com](http://www.SoCalCougarClub.com) represents the Cougar enthusiasts. To host such a large event, the 46 council member clubs each urge club members to sign up as volunteers. This year, 232 volunteers were on the grounds at the event.



Representing the Cougar Club of America, [www.cougarclub.org](http://www.cougarclub.org) was Gavin Schlesinger, CCOA Chair / President, Mike Brown, CCOA Finance Director, and Larry Quay, one of our CCOA photographers. Mike and Larry have attended every, or almost every, Fabulous Fords event since it began. Mike, also the President and founder of the SoCal Cougar club, and his club members have volunteered at the event year after year, setting up the day prior and working as event staff annually from 6:00am until the event ends and every last car clears out, usually around 4:00pm.

Lou Fishman, president of the Cougar Club of San Diego <http://clubs.hemmings.com/cougarsd> was also in attendance this year. Lou and his fellow club members host an information tent annually, providing information about the San Diego club and working to keep enthusiasm strong and cars fast on the streets of San Diego.

This year, as in most years, members from the Mercury Stray Cats, [www.classiccougar.com](http://www.classiccougar.com), also attend the event. Rob Crowder, the Mercury Stray Cats President, Steve Crowder, the Mercury Stray Cats Historian and Mike Anderson, one of the founding members, were among the Cougar enthusiasts in attendance for the 2016 event.



This year's event was celebrating four milestones:

- 45 years of the Ford Pinto / Mercury Bobcat, 18 cars were in attendance
- 45 years of the DeTomaso Pantera, 10 cars were in attendance
- 50 years of the Ford Bronco, 160 trucks were in attendance
- 50 years of the Ford Econoline vans, 7 were in Attendance

There were 24 Mercury Cougars in all at the event registered in Class 8, 1967-2002 Cougar.

Next year's event for 2017, the Mercury Cougar will be a feature vehicle, and it will be amazing to see all of the cats out the show field. Remember to please send all of your favorite cat photos from events attended, or cruising around town, to [editor@cougarclub.org](mailto:editor@cougarclub.org) and one of your photos may just be selected to appear in an issue of ATSOTC or on our club Facebook page.

Keep both hands on the wheel, and I hope to see you out on the street!

Gavin Schlesinger  
Cougar Club of America Chairperson  
#5780

<http://www.cougarclub.org/>

Look for us on Facebook:  
<http://www.facebook.com/pages/The-Cougar-Club-Of-America-CCOA-wwwcougarcluborg/472976009430890>













Photo by Ted Taylor













# The First Cougar (Sort Of)

By Bill Quay (#1515)

As we all know, the first production Cougar as we know it sits in the private collection of Jim P., but the Cougar name was tagged to a couple of concept cars that Ford built in the early 60s.

The Cougar II is the more well known of these concept cars. If you search Cougar II concept on the internet, you will find a great deal of info on these cars.

There seems to have been three of these cars built. An early Gull wing version, that as I read, no longer exists. Then there were two more cars built in 1963. There is a roadster (convertible) and the more famous coupe. If I read the article correctly, both of these cars are still around. I have enclosed a few factory photos that I have acquired over the years. The two pictures are of the Gull wing Cougar, and one of the Cougar II. I have also added a picture of the Cougar II toys that have been produced over the years. In the picture you will see the different plastic models that were produced, and the car in the front is a 1/32 scale slot car. It is known as the Mila Miglia Cougar II.







# An ELIMINATOR Story...

## Reconnecting with Old Friends

By Michael Banks (#9953)

**A**fter years of looking and keeping an eye out, I was finally able to track down an “old friend” the other day.

I first became acquainted with the Cougar Eliminator in the spring of 1991 through the “Lethal Cat” article in *Musclecar Classics* magazine, which detailed Cliff Ernst’s 428CJ / 4-speed 1970 Eliminator in Competition Yellow, with a houndstooth interior. At the time, I was 20 years old and serving in the Navy, and wanted a ‘69 Mach 1 like my mother had (hers was an R-code, 4-speed in Indian Fire), but they were simply out of my price range. An Eliminator seemed like almost the same car, but were a lot less money and more rare. Start with a 428CJ + 4-speed, add stripes + scoop + spoilers = instantly smitten! I made a photocopy of the pictures in the article, colored them in with a colored pencil, and then stuck them inside the clear cover of my work binder. Long after I’d left the Navy, those hand-colored pictures were hung on the wall of my garage, waiting for the day when a real Eliminator would occupy the space. Finally, after some serious searching, it finally happened on December 23rd, 2012 when my E-cat rolled into the garage - and you can see those old copied pics on the wall, behind the hood!

For several years before that day, and ever since then, I’ve been collecting and compiling a photo database of every ‘69 & ‘70 Eliminator that I come across. It started out as just saving cool pictures, and then it was “what to look for / look out for”, and that grew into reference pics for the future restoration of a

car that I didn’t even own yet. In a short time I had a growing database that included Eliminator sales information and pictures of original documents, and it has grown to include countless pictures of over 500 Eliminators.

For comparison, there are about 1,100 Eliminators recorded in the Eliminator registry, counting both ‘69 and ‘70 models together. While almost all of the cars I have on file were already recorded in the registry, I have had the privilege to add a handful of new VINs to the list – and I do share all of my data with the Eliminator Registry and the Cougar database. However, with 4,518 Eliminators built between those two years, we still have a lot of ground to cover!

As such, I’m constantly on the lookout. I’ve scoured (and re-scoured) countless websites and emailed scores of owners for information about these rare cars. Phil Parcells once referred to it as “friendly aggressiveness” in rooting out information and finding pictures of Eliminators, LOL!

Of course, during that time I had searched for more information about the Cliff Ernst “Lethal Cat”, but all I had been able to turn up was that Cliff Ernst was a big collector of Yenka cars. No further mention of his Eliminator. So it sat in my files as a “mystery car”, with no VIN associated with my scans of the original magazine article.

Last week I was doing my regular search and read a new post on the KTL Restorations page on Facebook, where they were informing Charles Donaldson that his Eliminator was going onto the rotisserie for the start of its restoration. In my usual fashion, I sent Charles a message and asked him if he would share some pictures and other details about his Eliminator.

Charles wrote:

“Here’s a few pics, original window sticker, and the Marti. I’ve had the car for 15 years. The reason it’s getting restored is because it had an engine fire last year, so it was a good time to get it back to its original shape. The numbers are all matching, but there were some things that weren’t right (e.g. power steering pump brackets were wrong) that I wanted straightened out, and wanted someone good to do a nice engine rebuild.





The car was stored inside for years by a guy who had a bunch of Yenkos. He sold it to concentrate on his Chevys. Because of the Yenko guy's collection, the Eliminator was mentioned and pictured in articles in *Musclecar Classics Magazine* (Oct. 1989) and *Muscle Car Review* (Sept. 1999). I bought it in 2000. I'll see if I can dig up my copy of those magazines and add pics of that if you'd like."

Yenko collector? *Musclecar Classics* magazine article? I about jumped out of my chair - Holy cow, Charles owns the "Lethal Cat" Eliminator!

I messaged Charles back, telling him my story and sent him pictures of the article and my car with the picture of his car on the wall behind it. He compared the article pictures with his car and agreed it was definitely his car. Interestingly enough, he had not seen the Lethal Cat article before - the article he had referred to was even older, and it was about the entire Cliff Ernst collection, with only one picture of the Eliminator. I tracked down a copy of the magazine on eBay and sent Charles the link, and he bought it right away to add to his records! He thought it was very cool that his car had a bit of history with me as well. :-)

So after many years of wondering about the "Lethal Cat" Eliminator and whatever happened to it, now I know: it is 0F91Q538346, it is alive and well under the care of Charles Donaldson, and it is undergoing a complete restoration by the



master craftsmen at KTL Restorations. It has also been listed in the Eliminator registry since June of 2000, which is around the time that Charles purchased the car.

It feels good to catch up with old friends and see what they've been up to over the years.

It feels even better when that also means you get to make new friends.

Mike B.







# Eliminators on the Market

By Michael Banks (#9953)

Summertime is for washing and waxing, fine-tuning and finishing touches, and hitting the car shows and cruise-ins. So, for this issue, let's skip the hard-core projects and show a few '69 Eliminators that run and drive!

Let's start off with a great example of a solid driver and look at Lee Minz's 1969 Eliminator, 9F91M571387. This nicely optioned Eliminator is one of only 51 built in the white-on-white color combination, of which 35 had the 351W / FMX automatic drivetrain combination. This car was originally delivered to California and is now located in Ontario, Canada. For \$26.5k (US), in no time at all you could be cruising your neighborhood and local shows in the rarest of the rare! More details and pictures can be seen on the CCOA classifieds page: [http://www.cougarclub.org/cars\\_classifieds.htm](http://www.cougarclub.org/cars_classifieds.htm). Lee can be contacted at [cadtechdesign1@gmail.com](mailto:cadtechdesign1@gmail.com) or 905-986-9929.



Next we have Chris Sivak's bright yellow '69 Eliminator, 9F91M581758, sporting a black interior and powered by a 351W / FMX automatic drivetrain (one of 325 in this combination of colors and drivetrain). Chris's car has been in the family for three decades and shows some modifications, but nothing that can't be reversed or simply enjoyed. Listed with Midwest Car Exchange for over a year now, they have recently reduced the price to \$32.5k, and detailed pictures and description can be found here: <http://www.mcecars.com/viewInventory.cfm?invID=708>



And finally we have 9F91M559662: Mike Brown has owned this Competition Orange 1969 Eliminator twice. The first time was 20 years ago when he only had it a short while before finding it a home where it would be restored. That restoration never happened, and the car was recently sold back to Mike. He's now looking for someone new to take on the restoration of this rare car. 9F91M559662 is one of 101 Eliminators that were built for the Hertz Rental Car Company for their 1969 "Rent-A-





Racer” program and equipped with a factory electric sunroof. The sunroof option was not available to the general public on the Eliminator, and a 1969 “Hertz Sunroof Eliminator” is a rare sight, with about 20 accounted for today. While the majority of the Hertz Eliminators were Painted Competition orange, and most of those cars had a white interior, only 8 were comp orange with a black interior, like Mike’s car. All Hertz Eliminators were nicely optioned, with power brakes, power steering and air conditioning from the factory.

While it is definitely rough, my understanding is that it runs and drives, and would fit in perfectly with the “ratty muscle car” trend. Put in a weekend or two of elbow grease and basic fixes, then shock the locals with your rare and rusty treasure!

Located in California, Mike is asking \$14k, and he can be contacted at 818-601-0055, or at [mikeragtop@yahoo.com](mailto:mikeragtop@yahoo.com). More pictures of Mike’s car can be seen here: <https://www.flickr.com/photos/14716856@N06/sets/72157665448200883/>



You may have noticed that there are a few “Eliminator Tribute” cars listed on the CCOA classifieds page this month (a sweet white on blue ’69, and a nice Competition Green ’70). Tribute

cars can be a great alternative to a factory Eliminator. Not everyone is picky about how a car was equipped from the factory. Others don’t want to feel obligated with putting a rare car back to factory specs.

One thing to take note of is the price of a tribute car versus that of a factory built Eliminator: for a 351 / automatic (the most common factory Eliminator and also the most common Tribute drivetrain) they are often within a stone’s throw of each other! Keep this in mind when you are shopping, and if you are looking into purchasing an Eliminator, please consider ordering a Marti report to verify that the car has Eliminator package listed in the options.

Personally, I love them all – polished and perfect, or rough and rusty, modified and wild, or in factory form. Send me your Eliminator pictures and tell me a little bit about your E-cat. I’d love to hear what you have to say.

Thanks, and have a great day!

Mike B.  
[EliminatorSearch@CougarClub.org](mailto:EliminatorSearch@CougarClub.org)

For a complete list of active Eliminator listings that I’ve put together for the month, be sure to visit the Eliminators on the Market thread in the Classic Cougars for Sale section of the Classic Cougar Community forum, here: <http://www.classiccougarcommunity.com/forum/viewforum.php?f=10>

The statistics quoted above are courtesy of Marti Auto Works, where you can purchase a Personalized Statistics Report for your own classic Cougar to determine just how rare your car really is.





# What If My Car Outlives Me?

By Tim Glover (#8224)

**W**hat if my car outlives me? That occurred to me a little while back. If I live as long as my dad, I've got another ten or twelve years, max. Bah. That's no good. If I live as long as his father, I'd have died three years ago. That's worse and doesn't make any actual sense either. My mother's side of the family seem to remain active and relatively sane well into their nineties, so who knows? The point is this: I resolved that there's no way I'm leaving my car for someone else to enjoy when I could benefit from it instead!

My Cougar and I go back some fifteen years now. There's nothing the weather or salted roads can do to it that can't be repaired. I fixed it up before, I can do it again. I enjoyed it in fact. So, having arrived at this minor epiphany, I sold my 3rd gen Camaro, which, by the way, I saw listed on ebay a couple of months later all smashed up and for 'spares or repairs. I sold my lovely Rambler. The money bought an almost new VW for Mrs. Glover which, by the way, has cost more in repairs and mechanic's bills than I've ever spent on my Cougar. You cannot fix

the simplest things without an official VW computer, special tools and the patience of a saint. My Saab 900T went to a good home and now my Cougar is my only car. Ha, how decisive is that!

Well, maybe not that decisive: I do still have my trusty old GMC van, but I need that for my band. You can't get four blokes, a drum kit, a PA system, and lots of guitars and amplifiers in a Cougar. Nor can you accommodate four kids, their bicycles and two dogs. Not for want of trying, though.

Driving one car, and a forty eight-year old car at that, does focus the mind. That leaking heater box I cunningly bypassed a while back was sorely missed in the winter. I put ice on the insides of the windows whenever I exhaled. I've since discovered 'Silverline', an American made product that, like lots of others, is claimed to plug leaks when you pour it into the radiator. The difference with this one is that it seems to actually work. Anyway, I digress. All those repairs that I'd done just to get me home, then forgot about, came back to bite me pretty quickly.

Usually I'd since bought the correct parts but never got around to fitting them.

I saw a '67 Cougar advertised for sale quite locally at £4200. His advert didn't say 'no time wasters', so I felt free to have a good look at it and waste his time. Despite the lurid purple driveway re-spray, it was massively rusty. I made note of where the rust was and I'm still in the process of flooding these areas on my car with gallons of wax. On warm days, it drips from the headlining onto my lap, but I don't mind. My roof guttering and pillars aren't corroding away any time soon now.

I see a lot more of my car too. Things I'd been ignoring nag at me. The black Mustang rear window winder on my driver's side door was annoying. The mole grips doing the same job on the passenger side were arguably cool in a certain sort of way, but had to go too. I managed to find proper NOS off-white front window cranks that match the originals on my rear quarter windows.

I had fitted a new headlining, from John's Cougars, many, many years ago. If I say it



myself, I did a really rubbish job. I cringe whenever I see it in the rear view mirror. It was one of those things. I was learning how to do it, how it all went together, as I went along. It was a freezing cold day too, and I should have waited. I recall thinking at the time that if I did this again I could do it really well. Now I think I will do it again.

I've done loads of work to the wiring, particularly the rear lights. They're not allowed to be sequential in the UK, although with hindsight I reckon I could have got away with this. Lots of people

do because it seems to be only the Cougar owners who actually know they're illegal. When my car was imported a friend recommended a local guy, who works for Vauxhall, who could rewire it all for me. Vauxhall are an old British car manufacturer. They made some really special cars in the 60s. Now they are kind of a bland wing of GMC. They are called 'Opal' in continental Europe (in case you didn't know.) This 'expert electrician' didn't mention that he actually worked on the production line bolting in seats all day long and knew next to nothing about electrics. I ended up with four

flasher units, one for each corner of the car. When the hazard lights were on they would quickly go out of synch. It looked like I was an emergency service of some sort. That's all fixed now.

So, yeah, that's where I'm up to. The photo shows me with my band. I'm third from the left. It was slightly drizzling at the time and I tried hard not to care! Those tyres I bought new before any of my kids were born need to be worn out fast and that car needs to be enjoyed, fast!

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For years, the classic Cougar community has been slighted or ignored by most mainstream automotive publications, content to run one or two features a year. That ended in 2014 when **Legendary Cougar Magazine** was launched!

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To subscribe to Volume Two of **LCM**, visit our website at:

[legendarycougar.com](http://legendarycougar.com)

# My Cougar Story: Before and After

By Jason Keeline (#8791)

**M**y first experience with a Cougar was back in high school. I had a buddy that drove a '68 Cougar that I think was dark brown. I remember being impressed with how fast and smooth it drove. He spun the tires at almost every traffic light and turn he made. I also liked that it was not something that I saw every day like Mustangs and Camaros and I loved the hideaway head lights and sequential tail light signals.

Fast forward over 20 years and two kids later, the Barrett Jackson Auctions were becoming popular. It was awesome seeing all of those old cars I recall being the "first car" that many of my friends had back in the mid to late '80s, selling for lots of money.

I remember my kids being at the age of the "birthday party circuit" and talking to a friend at one of the kid's birthday parties about the Barrett Jackson Auctions and that I would love to get a 68-70 muscle car but figured there was no way to afford one. A couple months later, the same friend called and said he had a neighbor that was getting rid of a project car and asked if I was interested in a 1968 Cougar XR7. I had forgotten what a Cougar even was until I showed up to look at it under a car port in Austell, GA. It was beat up but fortunately the 302 V8 fired

right up and sounded awesome. I paid cash for the car and was able to drive it home. My kids said, "It's ugly, it's too loud and scary, and it smells bad, like gas, and NO, we don't want to ride in it." My wife said, "I think you are crazy, but whatever....as long as it doesn't cost too much."

I proceeded to take it to body shops to get quotes on restoration and paint work. I knew I bought it right when I had shops offering me double for what I originally paid for the car. I found a father and son body shop that completed most of the work which included (everything off but body on frame) soda blasting, repair of all rust, re-chroming, paint back to original color shade but clear coat, new headliner, floorboards, vinyl top, new drum brakes, new front end suspension, headers, and Petronix electronic ignition. I have had the car for over 10 years.



Now the kids love the car and are happy to ride in it and request it for special events like prom, parades, shows and stuff. I try to take it out and drive it every weekend. I like to take it to the Coffee and Octane Show in Atlanta every first Sunday of the month. At a show that could have a ton of very highly priced cars, mine is often the only Cougar that attends. I get lots of people that thank me for bringing it out and telling their own Cougar stories and how "Cougar spottings are so rare."

I am glad I was able to bring this car back to be enjoyed both by me and my family, for others to see something different, and to bring back fond memories for people.





# My Other Cougar Story: Keep It in the Family

By Jason Keeline (#8791)



**M**y great cousin Dorothy Jean Johnson bought this '69 Cougar XR7 brand new. She was a music school teacher in Mountainview, CA, not far from Stanford University. She absolutely loved that car and would brag about how whenever she would go to the supermarket, she would



get a pile of business cards from people that wanted to buy the car from her.

When she was well into her eighties she still got the biggest kick out of smoking the tires and leaving people in the dust at traffic lights on occasion. Jeanie had a great sense of humor and loved to leave crazy singing voice messages on answering machines. We used to trade Cougar stories as I would talk about my '68 Cougar in Atlanta, GA.

When she passed in 2014, she was kind enough to leave her '69 Cougar to me. Since I already had a '68 Cougar where I live on the East Coast, I decided to let my parents enjoy the car for a while. They keep it at their house near Temecula and for my dad's birthday, I bought his membership into the Cougar Club of America. I hope that he gets involved in the Southern California Region of the Cougar Club of America and will try to make the next show, cruise or meeting for lunch. On a recent trip we took the '69 Cougar out to the Cougar Winery in Temecula, Ca. The staff came out to look at the car and take pictures. Many had never even seen a Cougar and thought it was the coolest thing. I hope that my parents continue to take the car out, enjoy driving it, and let others get to see this all original (except for re-paint) 1969 Mercury Cougar XR7.

Starting with the spring issue of At The Sign of The Cat, Bill Quay (#1515) is bringing you the publication:

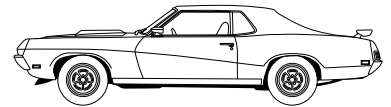
## The Mercury Cougar - Why and How

Every issue until the winter issue, we will be publishing four to five pages. All in all, there are 21 pages.

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Figure 13 shows one of our first clay models. The front end is somewhat "busy," as the stylists say, and shows considerable similarity to the 1966 Comet. However, the strong, thrusting fenders, the upturned front bumper ends, and a lower valance panel — all elements of the final front end design — are already evident.



Figure 13

Figure 14 shows a front end that looks like it might be something out of "Buck Rogers," but it is important because it shows the initial development of a strong vertical-lined theme for the front end.



Figure 14

Figure 15 shows that vertical-lined theme occupying more of the car front width.



Figure 15

And, finally, in Figures 16 and 17, the theme is extended from fender to fender, and a little separating panel in the middle of the grille is added.



Figure 16



Figure 17

Figure 18 shows the rear end of the Cougar. It evolved concurrently with the front end of the car, and its vertical-lined theme, similar to the front end, gives the cohesiveness that is essential to good automotive design.



Figure 18



## INTERIOR STYLING

Figure 19 shows one of our early styling renderings of a possible instrument panel. It features four large round dials. This approach was rejected because we did not believe it was sufficiently unique for the type of luxury personal car we wanted the Cougar to be.

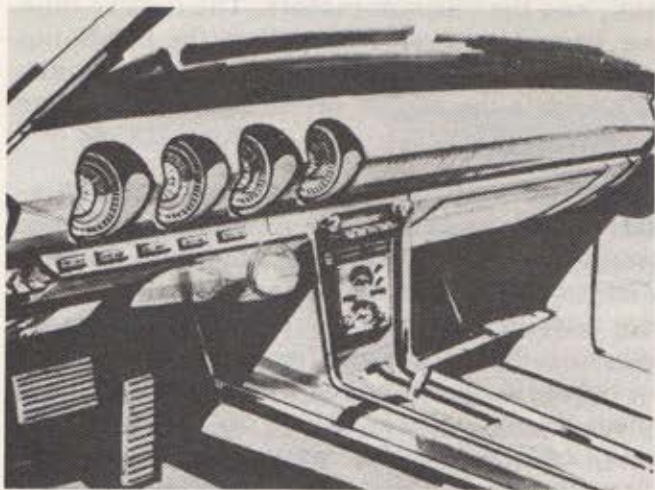


Figure 19

In Figure 20, another stylist's rendering, we see the instrumentation housed in two large pods. This design seemed to have considerable promise, so we proceeded with a clay model (Figure 21). While still fairly crude at this stage, the approach seems to hold promise of achieving the desired results; namely, sportiness with elegance.

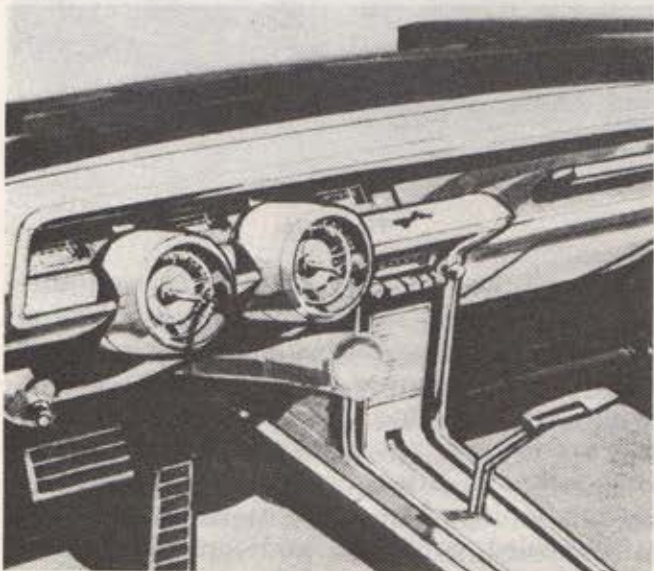


Figure 20

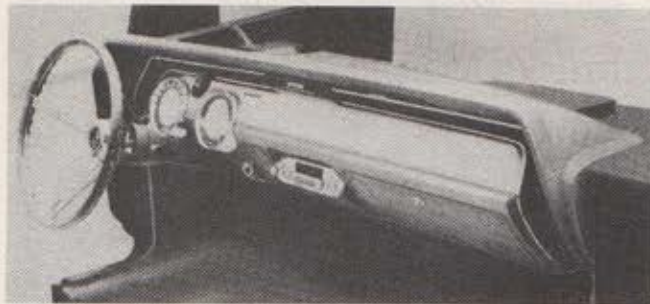


Figure 21

In Figure 22, one of our interior styling bucks shows the instrument panel taking final form. It was decided, however, that the horizontally-lined texture running the width of the panel was inconsistent with the luxury/sporty image desired for the Cougar, so our stylists developed the design shown in Figure 23. Essentially, the horizontally-lined texture was replaced with a padded area, but it made a significant appearance improvement. Figure 24 shows the instrument panel as it is currently being produced.

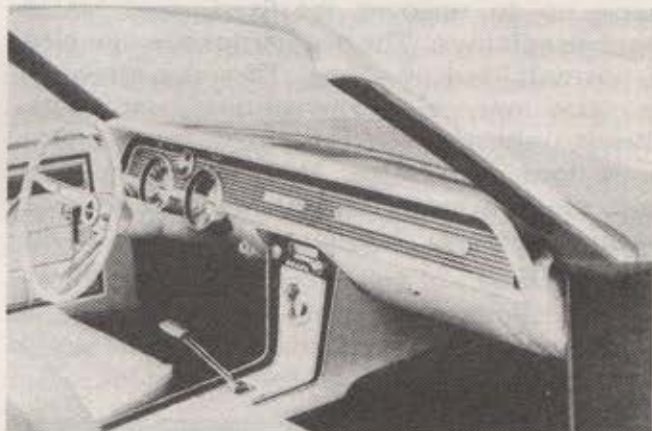


Figure 22



Figure 23



## FULLY-PADDED INSTRUMENT PANEL

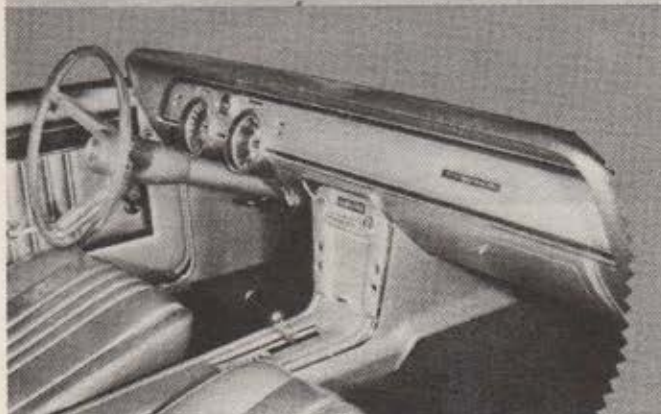


Figure 24

## SPECIAL FEATURES

The Cougar has several features that exemplify cooperative efforts between styling and engineering (Figure 25). In the front view, we see the retractable headlamp feature; automatic vacuum-powered retracting headlamp doors swing up to uncover the fixed, dual sealed beam headlamps. The headlamps are mounted in normal fixed positions. They are aimed in the same manner as conventional headlamps. There's only one electrical circuit for the automatic door mechanism. This controls the solenoid which actuates the air valve to the two vacuum motors. Major components of the system are:

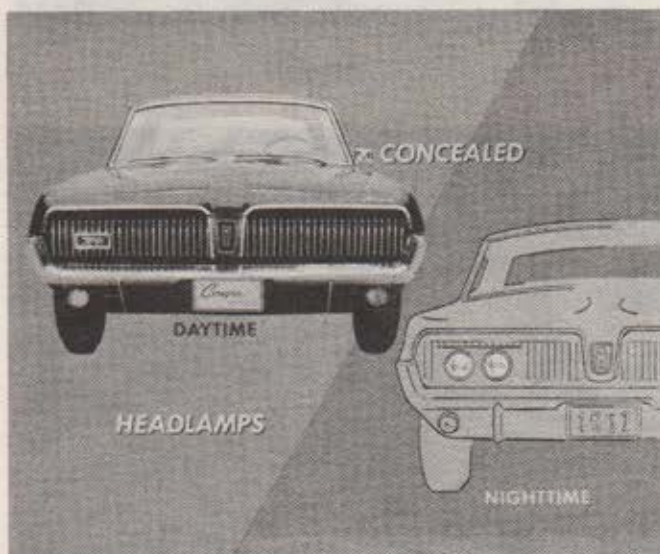


Figure 25

The solenoid switch is in the engine compartment actuating the slide-type air valve for the vacuum motors. The solenoid is energized when the headlamp switch is pulled out; the lights come on immediately, and the headlamp doors start to open.

Vacuum lines connect to the air valve switch, intake manifold, independent vacuum reserve tank, and the vacuum motors. The reserve tank can provide power for cycling the headlamp doors when the engine is not running. (Intake manifold is the source of vacuum when engine is running.)

Large two-way vacuum motors with 4" diameter sealed housings are mounted near each headlamp door. Closing of headlamp doors is inhibited when the headlamps are on. One of the advantages of the retracting headlamp doors is that you can travel all day in slush or rain and mud, and have clean sealed beams when the lights are turned on at dusk. The doors can be operated manually, if necessary. First, the special valve in the engine compartment must be pushed to "relieve the vacuum"; then, each door can be lifted individually and the doors will stay open.

The rear taillamps repeat the general styling theme of the front of the car and incorporate three bulbs on each side (Figure 26).



Figure 26

Sequential turn signals (Figure 27), similar to the Thunderbird, are controlled by a cam-actuated switching mechanism driven by a fractional horsepower electric motor. Motor, reduction gears and the switching mechanism are an integral assembly, approximately 4" long, with a molded plastic cover provided for the mechanism. The entire assembly is placed in a sealed container and suspended in a covered area between the left rear quarter panel and the floor side member.



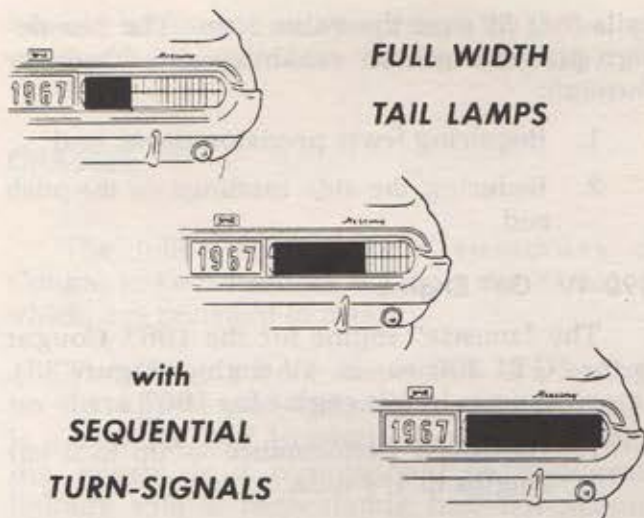


Figure 27

Other Cougar interior features (Figure 28) include unique, fully-padded instrument and cluster assembly. Front bucket seats are standard equipment. A front bench seat with a folding center armrest is optional. A fully-padded floor console assembly is also optional.



Figure 28

## POWERTRAIN

The 1967 Cougar powertrain offerings start with a 289-2V 200 HP V8 engine as standard equipment (Figure 29). Fully-synchronized 3-speed and 4-speed manual transmissions and a 3-speed automatic transmission are available with each of the three V8 engines. In addition to the 289 2V engine, there is a 289 4V premium fuel engine rated at 226 HP available as an option. Also available is a 390 cu. in. 4V 320 HP V8 engine similar to that introduced in the 1966 Comet Cyclone GT but improved for this application. Although these

engine and transmission combinations are not new to the Ford Motor Company, there are design features in each of the powertrains for 1967 that are new.

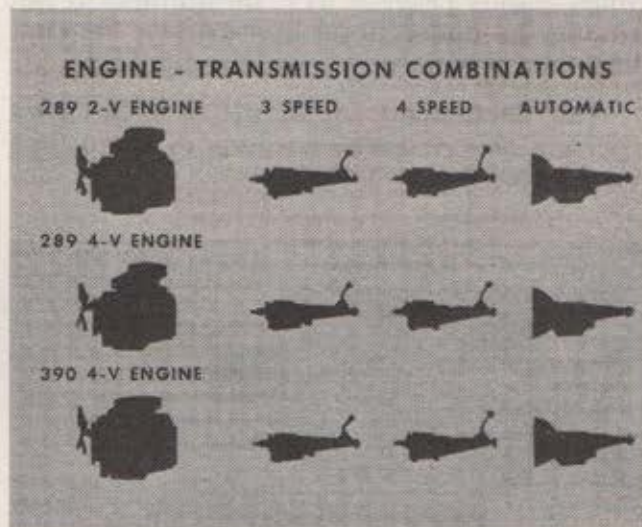


Figure 29

## 289-2V Engine

The 289 cu. in. standard Cougar powerplant (Figure 30) incorporates a more efficient 2V carburetor (250 cubic feet per minute versus previous 380 cubic feet per minute). By a capacity reduction of 10.7 percent, the carburetor is tailored to increase the velocity of the air and fuel. The resulting greater turbulence and more uniform fuel/air mixture is particularly beneficial in improving low speed operating characteristics. Tests have shown an increase of at least one-half mile per gallon in fuel economy, as well as better driveability.

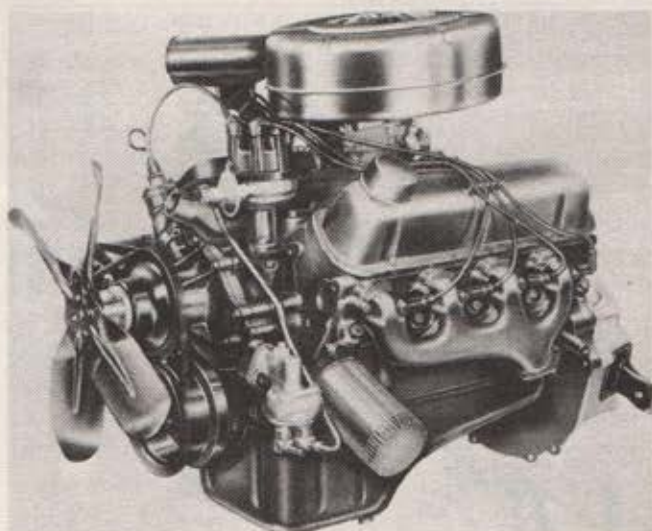


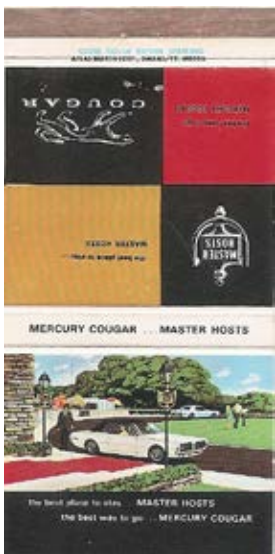
Figure 30



# Building Cougar Excitement (Part II)

By Dennis Pierachini (#0054)

In this article, we'll cover some of the ways that early Cougars were marketed and advertised. There was a very steady stream of activity planned (and otherwise!) to keep the Cougar in the public eye, ensuring its success.



Master Host Hotels  
matchbook cover

In addition to featuring Mercury's newest model at various car shows around the U.S. and Canada, Cougars were placed on display at various U.S. airports, terminals, and hotels. For example, there was a product tie-in with Master Host hotels. DARE magazine, which was directed at barber shops, also featured Cougar stories prominently – some readers were permitted early test drives and shared their opinions regarding Cougar styling, interior features, and handling. Similar feature stories were published by non-automotive magazines such as Life, Look, Business Week, Sales Meeting Magazine, Incentive, True, Popular Science, etc.

Of course, all of the car buff magazines were given an opportunity to test drive the new Cougar – Motor Trend, which eventually named it 1967 “Car of the Year” (insert photo of dealer plaque with caption “Motor Trend Magazine ‘Car of the Year’ Dealer Plaque”), Car and Driver, Sports Car Graphic, Mechanix Illustrated, Hot Rod, Road & Track, etc. On the whole, coverage was very complimentary, which undoubtedly helped sales. As part of the “Car of the Year” article, Motor Trend commissioned famous artist Leroy Nieman to paint the Cougar in motion. A great article, and the February 1967 issue is not hard to find today.

In 1968, car buff magazines continued to test the one-year old Cougar, focusing on the new GT-E and the other higher performance models. Car and Driver magazine, in its July 1968 issue, tested the Cougar, Mustang, Camaro, Firebird, Javelin, and Barracuda (which made for a great cover featuring all six cars!). Cougar was named the “Best Sporty Car”, and late in the model year, stickers were affixed to some cars noting this achievement.

One of the promotions that is remembered by many still is the Alpha-Bits cereal give away. Little boys and girls could find one enclosed “in specially marked boxes” of the cereal in one of six colors, or send away for a set of five by sending in



Motor Trend Magazine 'Car of the Year' Dealer Plaque





Alpha Bits Cougars

two Sugar Crisp box tops. Post Cereals had been including small FoMoCo plastic model cars of this type, made by F&F Mold of Dayton, Ohio in cereal boxes since at least 1954, and continued to do so through 1969. There were also product tie-ins with Sanka coffee, Lavoris mouthwash, American Home Products, Shell Oil, Castrol, Citgo, 3M Corporation, General Tire, etc. Sterling & Hunt featured a Cougar suit, Pedwin featured Cougar shoes, and Adam Hats featured a Cougar hat collection with the slogan "Untamed Manliness." The Longines Symphonette record club (remember those?) featured a "Golden Cougar Sweepstakes", where first prize was either a new Cougar or a mink coat. And, of course, Lincoln Mercury Division placed many ads in national magazines, including special announcements of the XR-7,

and the Cougar electric sunroof (featuring an XR7-G, the only time the model/option ever appeared in print.)

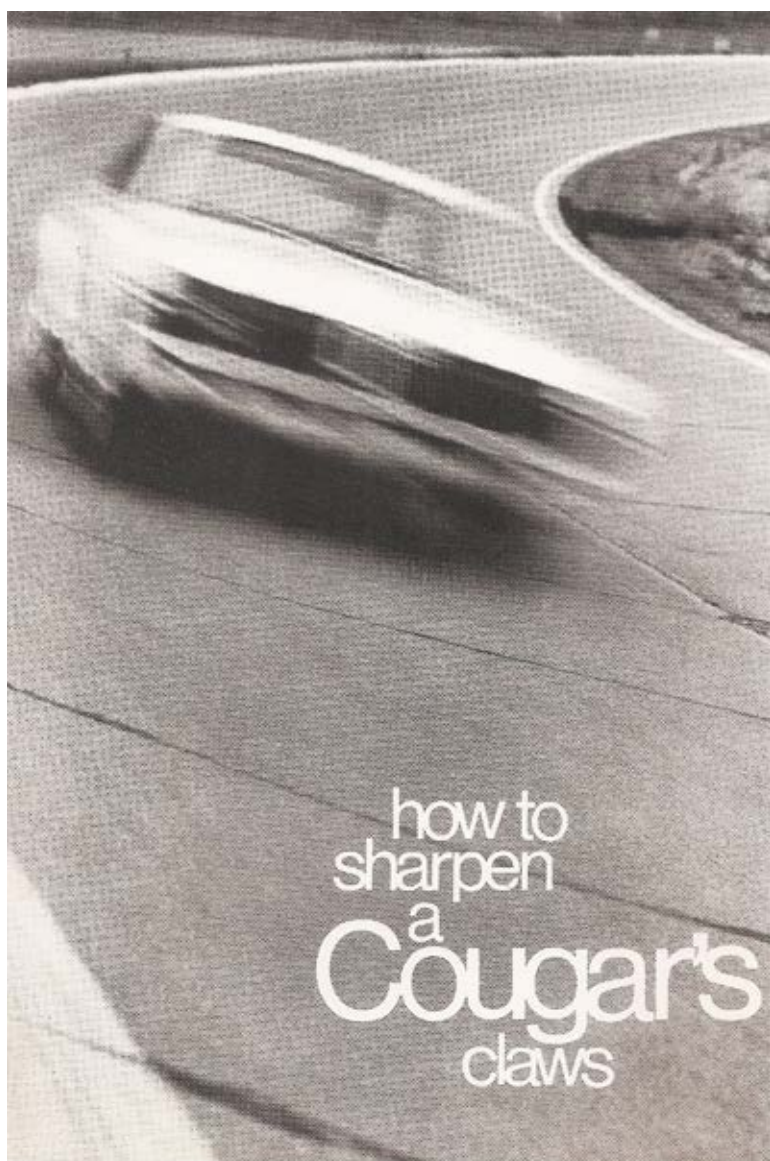
Of course, Lincoln Mercury dealers were not left out of the fun! There was a "Cougar Hunt" giveaway sweepstakes, the aforementioned Order Holding Program, keychain viewer giveaways, special signage and marketing materials. Dealers held "sneak" previews inviting prospects, local VIPs, and owners of local service stations and garages.

"Race on Sunday, Sell on Monday" was still an effective marketing tool. Prior to introduction, Lincoln Mercury signed up Dan Gurney to design some Cougar specific performance parts, and to put them to good use in a variety of ways, which

due to space considerations I won't go into here. Suffice to say, these parts are very rare and command good prices today when they are offered for sale. And we all know how Dan was a member of the Lincoln Mercury sponsored Trans Am "Team Cougar."

"Can you prove you're a good driver?" In the 1960s, Lincoln Mercury and the U.S. Jaycees sponsored "Auto Road-E-Os" to encourage newly minted drivers to drive safely and skillfully. Auto Road-E-Os were held regionally across the U.S., with the local winners traveling to regional events, and regional winners traveling to the University of Michigan – Ann Arbor to compete for the national titles. "Separate Girl and Boy Division Winners Receive Equal Awards" which, in addition to travel expenses, featured college scholarships and for 1968, six new Mercury Cougar XR-7s. Of course, at every level, participants were given new Mercurys to prove their driving prowess. Winners were also to travel the U.S.A. as youth safety spokesmen. All expenses paid, of course. Not a bad gig for a high school student!

Of course, being the new kid on the block, Cougars were used for internal FoMoCo purposes as well. Ford/Lincoln Mercury held a "Treasure Hunt" parts sales contest, where the first prize was a new Cougar. The lucky winner was Paul Bibb, Service Manager of Murphy Ford, Chester, Pennsylvania. Another unusual item was a booklet titled "A Car is Born", which features photos of the Cougar on the front and rear cover. This booklet, which was issued at least one other time previously, is an excellent look into new car development and manufacture as it was then practiced by Ford Motor Company. Lastly, beginning in 1961, Lincoln Mercury Division sponsored the Miss Teenage America Contest. The lucky winner in 1967, Sandra Roberts of Milpitas, California, was given the use of a new Cougar during her one-year tenure. I had the honor of meeting Sandra in July 2004 at the CCOA West Coast Nationals Meet where she was our guest of honor. Some of the Cougar promos were issued with a Miss Teenage America sticker on each side.



How to Sharpen a Cougar's Claws brochure







# *Oh My Goodness... WHAT MEMORIES... How Fast Time Has Flown By!!!*

Oh my word...working now on the Fiftieth Anniversary Show for our beloved Mercury Cougar...Sure brings back a whole lot of memories...you know, if it hadn't been for Tom Jacobellis, the founder of the Cougar Club of America, what started out as John's Cougar Central & is now John's Classic Cougars would probably never have come to be and we would have missed out on SOOOOOOOOOOOOOOO many good friends & fabulous times with our Cougar Friends!!!

Our first Nationals was in Winchester, VA. What a trip...3 small kids, a LOAD of parts to sell, & a quick trip with the kids to Washington DC. We met LOADS of wonderful people & have had great friendships ever since. Tom talked to us many, many times on the phone before we were actually able to meet him. He had asked if we would "help" him with the Club & talked to Dee about "helping" him with the Newsletter. Well, after the VA Nationals, that "helping" actually turned into a job that was done here in Holland, Michigan for a lot of years! What Fun!!! Sure miss it sometimes...but then reality sets in again. He wanted John to "help" him with the Club & eventually that turned into John becoming President for a lot of years. Good grief...if it hadn't been for Tom's input & support, John would probably still be in the factory he was working in & I would probably have kept my job as the secretary of our kids' Christian School. Hmmmmmm...maybe JCC wouldn't even exist!!! YIKES! We would have missed out on helping so many Cougars stay on the road & you having as much fun with your Cougars as we have had with ours!!!

John's Classic Cougars was fully taking up all our time by the time John was asked to let someone else take over the Club. So when the leadership decided it needed to go to the west coast & to Canada, we were relieved to be able to let someone else take over the daily business of the Club. Tom had pretty much dropped into the background a while back & there was a lot of pressure in running the Club. We still wanted to be involved, just not in charge. Thanks guys!

I don't think we missed many Nationals after we went to the VA show. We put on several by ourselves & helped with many others. A LOT of work for everyone, but so totally worth it! Thanks everyone!!! You all did an awesome job!

So...that brings us to today, 3 kids & their 3 spouses, & 9 precious grandchildren! We still have the same '67 Dan Gurney Special, '70 XR-7 convertible, John's '69 Ford pick-up. Mike still has his '70 Eliminator, Dave has a '65 Mercury Comet Stationwagon & John's Classic Cougars is still alive & doing OK in this economy. We started our business in 1982 helping people find the parts & accessories they need to keep their "Cats on the Prowl". We have spent years working on many, many reproductions for your cars. Just be aware, NOTHING we have ever made for your Cougar was made outside the USA! We pride ourselves in the quality of our products & we know that since we have made that decision, our customers have for the most part appreciated the effort. Sure, some of our parts are more expensive, but we don't skimp on quality. That is what we have prided ourselves on since we started making parts for our Cougars & yours. John always said if he wouldn't use it on our Cougars, he wouldn't sell it to a customer to use on their Cougar.

During all these years, we have reproduced 50+ parts for your Cougar. The first one we started with was the black plastic shifter slide & now we are doing all the lower quarter repair panels, the inner drop panels, the trunk floors, rear trunk floor crossmember panel, the fiberglass valance panels for your Cougars, the fiberglass front valance for your XR7-G, the Cougar, XR-7 trunk lock insert decals, the '67-'68 & the '69 center grille insert decals, the license plates, the headlight door insert decals, etc., etc., etc...the work goes on...with more to come. We also have worked with Ford Motor Company for the past 20 years as an Officially Licensed Dealer with Ford. All the parts we make are inspected by Ford & if they don't pass their inspection, we either get them revised to where they do, or we can't put them on your Cougar. It has been a wonderful experience for us & we KNOW the quality of our products is there, otherwise they would not let us sell them to you.

Sure hope you have all enjoyed your CCOA experience just as we have!!!



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John & Dee Baumann



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Holland, Michigan 49424

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**E-Mail: [jc-cougars@egl.net](mailto:jc-cougars@egl.net)**  
**Website: [johnsclassiccougars.com](http://johnsclassiccougars.com)**

**Remember, *Cougars* Are Our Business...NOT A SIDE-LINE!!!**  
**We are the company who is big enough to serve you, but small enough to know you!**



# JOHNSON COUGARS

By David Johnson (#3498)

It all started sometime around Thanksgiving '82 when Sherry was rear-ended by a Peterbilt when driving her Torino GT. Over Thanksgiving, my brother came to visit and he owned a '69 Cougar that he couldn't stop talking about. He had several pictures that he showed Sherry during the visit and she decided that was what she wanted to replace the Torino. After he left on Sunday, we drove around and looked at all the fly-by night car lots and we actually found a '69 Cougar at one location. The next morning we were there when he opened up and Sherry drove the car home.

Sherry started researching the car and discovered it was a one owner car from Columbia, South Carolina and the owner was a woman. How fitting was that? The car had several issues that had to be sorted out like brakes, motor mounts, and cleaning. In the early spring, she heard about a Mustang and Ford car show at Charlestowne Landing State Park. After cleaning the car, she went to the show and entered in the Cougar class. There were three Cougars and she took first place. She was hooked and that started the process to make the car better.

At the car show, she joined the Coastal Carolina Mustang Club since there wasn't anything for Cougars. There she found lots of support and some mentoring on the proper way to prepare her car for the show circuit. Very soon she had the engine rebuilt and changed to a 4 barrel 351 Windsor in the process. After a couple of years the car was given to Robbie at Robbie's Classic Cars for a new coat of paint and minor body work. At the same time, she located five factory styled steel wheels and had them restored and installed. While in South Carolina, Sherry attended car shows or cruise-in events and amassed quite a few trophies. In '89, David received orders to Virginia Beach, so along with that came the dreaded move.

We said goodbye to Charleston with great distress and hello to Virginia Beach. Sherry set out to find the closest MCA affiliated Mustang club. She joined the Southeastern Virginia Mustang Club where she soon became the vice president—without a Mustang. There she met several friends that we communicate with to this day. Ron & Sally Crouch, Gavin Schlesinger, Gary Cox, and Donald Walsh; more about these guys later. We went to the Cougar Nationals in St Louis in '91 and she became really



motivated to make her car the best it could be. Several Mustang shows under her belt, she met Eddie Tyrell at a local charity show and she was recruited to the Tidewater Streeters Club. Active in the Streeters, she was a driver in the charity shows that they hosted several times a year. At one of those events, she met Ralph Driscoll, a district manager for Twin B Auto Parts, a sponsor of many of the Streeters events. Within a few weeks,



she was a Twin B employee working for Ralph to support her "habit" (her Cougar). While she was working at Twin B, the decision to get a Cougar for David was hatched and soon a '68 was purchased. Since David was still assigned to the ship, Sherry drove it to work on occasion. Then one day there was this little old lady in a big Crown Vic that decided to not see her and smashed the quarter panel on the '68. Sherry was okay; the car was hurt but still driveable.

David went on deployment and a few days later, the gang previously mentioned above entered the picture. Sherry and Gary decided to fix the car while David was on deployment. It turns out the restoration was much bigger than originally thought. All of the gang spent countless hours trying to get the car ready before David's return. Finally, the '68 was completed and David went to shows with Sherry, where he was known as Sherry's husband. In January of '95, David retired from the Navy and took a job with Circuit City. During this time, Sherry changed jobs and started working at the local Lincoln Mercury dealer body shop as the parts person. While there the '69 had begun to deteriorate from being parked out in the Virginia weather. The body shop technicians gave her some pointers on trying to get her car back into shape. In May of '98, David was offered a position at the Atlanta North service center and accepted. Just prior to the move, David and Sherry were part of the original forming group of the Delmarva Cougar Club. The move was met with mixed emotions because they were looking forward to being part of a real Cougar club, not to mention the loss of the great friends who were a major part of their support system, being almost like family.

Arriving in GA, Sherry immediately started seeking out car people in the Mustang or Cougar communities to become involved with. Eventually, they became members of the Georgia Cougar Club

and the Northeast Georgia Mustang Club. During 2000, the '69 made its way back to South Carolina for Robbie to restore once again. After a year, it was completed and was returned to GA. Sherry got busy showing it again at several Mustang and charity shows. In 2002, the '68 left and was replaced with a '70 Boss Eliminator. When at a car show in Cherokee, NC Sherry saw a new Mach 1 and told the dealer that if it came in Competition



Orange, she would buy one. Turns out the 2004 model was available in orange so one was delivered for her in December 2003 to Carey Paul Ford. Since 2004, the Cougar has become a fall and spring car. Sherry's Cougar has been relegated to an occasional driver and show car and gets its own garage space with a dust cover.



# MEMBERSHIP REPORT

By Rob Merritt (#8323)  
Member Services Director

## NEW MEMBERSHIP RATES TAKE EFFECT JULY 1 – RENEW NOW AND SAVE

The CCOA Board is working to enhance membership in the CCOA, and provide even more support to regional clubs and, of course, the big 50th anniversary celebrations. The wonderful new format of this newsletter is an example of that. Of course, nothing comes for free. Even with the recent decrease in the price for stamps from the USPS, the CCOA's overall expenses have crept up over time. Membership dues have been constant since 2010.

Effective July 1, 2016, membership rates are increasing by \$5. New members and members who renew after July 1 will be charged the new rates adopted by the Board as follows:

- \$25 - For members who receive the newsletter by e-mail, anywhere in the world.
- \$35 - For members who receive the newsletter by postal mail to a U.S. address.
- \$40 - For members who receive the newsletter by postal mail to a Non - U.S. address.

If you're reading this before July 1 – and your dues are due – hurry and beat the increase.

## A WORD ABOUT RENEWING YOUR MEMBERSHIP

We had some technical problems with the renewal reminder that gets printed on the mailing label for those who receive the printed newsletter. Post cards have been sent to members who were due for renewal last January, in case this problem caused confusion. We're also giving a grace period through this issue. We don't want to unexpectedly lose any members, especially without proper notice. We hope that we fixed the problem and your next renewal date should show on the mailing label. E-members are not affected by the glitch and will still get the reminder in the email announcing the download link.

If your renewal is due, use the handy on-line form at [www.cougarclub.org/join.htm](http://www.cougarclub.org/join.htm). If you prefer, you can send a check using the membership form found elsewhere in this newsletter.

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](mailto:membership@cougarclub.org).

## NEW MEMBERS

Joining the club since the last At the Sign of the Cat, through March 1st, are the following new members:

STEVEN HURLBURT	REGINA SK CANADA
MIKE HOFER	EICHENRIED GERMANY
JAMES BARRICK	SAUGUS CA
JOE WRIGHT	FAIRDALE KY
RANDALL ROLLER	RINEYVILLE KY
JEFF BOGER	WILLIAMSPORT MD
DAVID HAAK	SALINE MI
RICHARD RACHNER	COTTAGE GROVE MN
RANDY HOFFMAN	FREMONT OH
DAVID BEEGLE	DUBOIS PA
RON DESHONG	ELIZABETHOWN PA
DAVID TRELLA	NEW BRIGHTON PA
PATRICK MEINDL	POWDERSVILLE SC
STEVE CAPLEY	NASHVILLE TN
LARRY CRISP	SPOKANE WA
TERRY-LEIGH VIERTTEL	VANCOUVER WA
MICHAEL LOS	BURLINGTON WI
DENNIS ROSENSWEIG	CASPER WY
MARK BEECHER	PARKERSBURG WV

## Welcome to the new members!

**The CCOA wishes everyone safe, enjoyable and plentiful Cougar time this season. Keep your Cats purring.**



# COUGAR OWNERS UNITE!



Join with hundreds of **Cougar Club of America** members to celebrate the Mercury Cougar. 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.

Use this form or the online registration form at [www.cougarclub.org/join.htm](http://www.cougarclub.org/join.htm) today. Annual dues are **\$25** for members who receive the newsletter by email. For members who want a printed newsletter by mail, the dues are **\$35 for U.S. addresses** or **\$40 for non-U.S. addresses** (payable in U.S. funds only) Become a member of the club that is *exclusively* dedicated to the preservation of the Mercury Cougar.

New Member \_\_\_\_\_ Renewal \_\_\_\_\_ (make any changes below)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ ZIP: \_\_\_\_\_

Country: \_\_\_\_\_

E-mail: \_\_\_\_\_

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

E-member (\$25) \_\_\_\_\_ U.S. mail member (\$35) \_\_\_\_\_ Non-U.S. mail (\$40) \_\_\_\_\_

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

Yes \_\_\_\_\_ No \_\_\_\_\_

*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](http://www.cougarclub.org/join.htm)*

Rob Merritt  
Membership Director  
28 West 8th Street  
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Tell us about your Cougar!

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