

WINNER 2016



SCCC Cypress, CA Car Show

Regional reports:

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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

Our next issue is planned for the spring. **Please send your submissions no later than February 15th, 2017.**

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

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

- FREE for members who submit a substantial article or make regular contributions to the newsletter.
- \$25 for members who receive the newsletter by email.
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- \$40 for members who receive the newsletter by postal mail to a non-U.S. address.

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COVER PHOTO BY CLIFF GARDINER
BACK COVER PHOTO BY DAWN FAY
Page 59: Designed by Sapann-Design / Freepik

Enthusiasts Said It Couldn't Be Done, Publishing a Bi-monthly Classic Cougar Magazine, but Legendary Cougar Magazine Proved Them Wrong

Now's the Time to Step Up and Support Legendary Cougar Magazine, Volume 3

Starting in 2014, with a original base of 250 subscribers, Legendary Cougar Magazine has published 12 issues, packed with the greatest Classic Cougars ever featured in print, 36 in all, spanning all three Classic Cougar generations. Legendary Cougar Magazine has featured more than a dozen easy-to-follow tech stories, each with step-by-step instructions making it easy to make your Classic Cougar more roadworthy. And Legendary Cougar Magazine's historians have told Classic Cougar history, many stories with photos that haven't been seen in print for decades, some never before published.



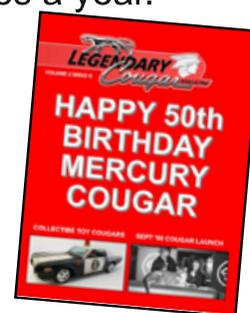
Legendary Cougar Magazine has been successful because of the support of the most enthusiastic Classic Cougar owners and community, growing from 250 to 500 subscribers. But print and postage costs continue to rise and to build on this foundation, and to commit to a six-issue Volume 3 we need the support of the wider Classic Cougar community. We need your help!

Like two years ago, we're reaching out to the Classic Cougar community, asking for your support to reach our Volume 3 goal of 1,000 subscribers, reaching more Classic Cougar owners and enthusiasts in this, 2016. This is the 50th anniversary of the launch of Mercury's Cougar in the fall of 1966, the year the Mercury Cougar was awarded Motor Trend's coveted Car of the Year Award on its way to selling a record 150,893 units.

Legendary Cougar Magazine wants to be a part of the celebration of Cougar's 50th birthday. A US subscription costs just \$23.99 for the digital edition, and \$59.99 (for overseas rates email to info@legendarycougar.com) for the print/digital edition, 52 full-color pages delivered to your door six times a year.

To subscribe, visit

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call 480/656-6780 or write
PO BOX 7671,
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VIEW FROM THE CHAIR



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



2017 or bust!

I can't be any more excited for 2017 to arrive! Cougar enthusiasts around the world have been planning events or trips to venues for the 50th anniversary celebration of the Mercury Cougar. All of the events will represent thousands of hours of planning and I know each one will be extremely memorable. We have seen a lot of traffic from people visiting www.CougarClub.org and our Facebook page.

The CCOA Board of Directors, in the theme of the 50th anniversary, have provided 50 limited color anniversary decals for each of the events planned. The idea of the first 50 people registering will receive the special decals as an incentive and a thank you for registering, while keeping with the milestone anniversary theme. Phillip Payne, CCOA Brand Manager, has worked closely with each of the event committees to develop the special color decals to tie into the club color theme for the special 50th anniversary events. It will be neat to see photos of the unique decals on attendees' cars.

It is exciting for me to see all of the great responses for the 50th anniversary commemorative shirts. It has been wonderful to see all of the photos with our members wearing them over the past few months. The 2017 membership renewal and shirt bundle discount has been very popular.

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 & 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!

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>





It looks like we are well on our way to an amazing 2017 and a great 2016 building excitement within the Cougar community for the anniversary of a lifetime!

2017 Events

(Tulsa) Mid America & Lone Star Cougar Club @ Tulsa, OK April 21-22, 2017

www.midamericaclassiccougars.com

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

(Michigan) C.A.T.S Club @ Ford World HQ in MI, June 10-12, 2017 www.catsccc.com

(Cypress) SoCal Cougar Club @ Cypress, California June 23-24, 2017

www.SoCalCougarClub.com

(Tacoma) Cascade Cougar Club @ Tacoma, Washington, August 3-6, 2017

www.cascadecougarclub.com / Event Email cougarnationals2017@gmail.com

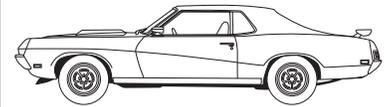
If you are interested in more information about the CCOA 50th anniversary events, please email me directly at chair@cougarclub.org

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 to see our latest merchandise deals.

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A WORD FROM THE EDITOR

By Thierry Frisch (#9342)
Photo by Myriam Kraemer (www.myriamkraemer.com)

It should be the beginning of December when you read this, so it's only a few weeks till the new year.

It has been a very busy year for all the Cougar clubs as they have been planning and preparing the various 50th anniversary shows in 2017.

Don't miss out on those shows as they will be once in a lifetime events for most of us. If you do attend, don't forget to take a lot of pictures for the 2017 issues of "At the Sign of the Cat."

Seasons Greetings

Happy holidays and a prosperous and wonderful new year to you and your loved ones. May all your wishes come true.

Like last year, my wife and I are flying over to your side of the pond for the holidays and are staying in Southern California for a few weeks to soak in some sun. So if you are in the Coachella Valley area during that time, who knows? We might meet.

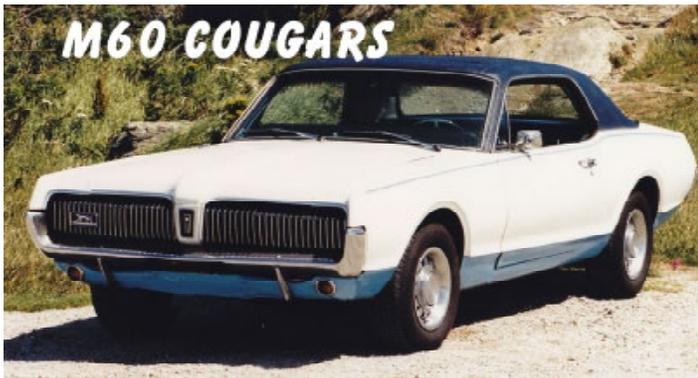
Now please enjoy the winter edition of "At the Sign of the Cat." Printed version members can download the full color electronic version at:

<http://www.cougarclub.org/documents/atstoc/issues/2016Q4-ATSOTC.pdf>

On a personal note, I have decided to sell my Cougar. If anyone is interested, have a look at www.1969cougar.info

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By Barrie Dixon (#0156)

Wow, doesn't time fly when you're having fun! It seems just like yesterday that I sat down to scribble out my notes for the fall issue of ATSOTC.

By the time I'd decided what I needed to include in my last report, it was August and by the time the Fall issue arrived on my computer screen, it was October. So, what's happened in our island chain since then? Well, other than a late spring and a wet summer, not that much. Europe still wants us, but doesn't want us, as a member of the European Union; our government is still trying to write the best deal for us within Europe (without being a "card carrying" member); our currency, the pound, has dropped through the floor; we've all sat around wondering what's going on, and do we really care?

On a personal note, I've been kind of busy at home with some reconstruction work that you really won't thank me for telling you about, so I won't. But clearing stuff out so that work could go ahead, I found a bunch of parts I'd forgotten I had plus a bunch more parts that were so way past their "sell buy" date that they got recycled. This has done me a huge favor because not only do I now have a record of the parts I'd forgotten but I have shelf space available for a bunch more parts! Probably, like those forgotten parts, I'll never get to use them, but you all know what it's like trying to find stuff for Cougars, right? In fact, some duplicated and redundant parts I had, I traded with a friend of mine, Steve, for a guitar I'd sold him seven years ago. This guitar I bought new around 30 years ago. The trade-in deal I got at the time, less the cash Steve gave me, less the value of the parts I traded, totals up to me paying the equivalent of around \$25, new, for a \$400 guitar. Well, that ain't too bad!

While all this work has been going on, my car has been confined to the garage. Not because I couldn't use it, but because I couldn't get it out with all the accumulated stuff I had to move in there temporarily. So, the general use of my dear little Cougar has been limited by not only bad weather and all the stuff piled up behind it, but the cancellation of two of my regular cruise venues. Hm, I guess all that should inspire me to use my Cougar rather more than our "daily driver", a Ford Escape that Europe brands as a "Kuga". Dyslexia, or insult to a 50-year old marque? Jeanette and I really don't care. We call him "Spike". Now, that's a long story but anyone living in Orange County, Florida, will be familiar with the "Spike for Sheriff" campaign and an acquired bumper sticker is why our Escape/Kuga is now Spike. OK?



The upside of the two cancelled cruise nights has seen a resurrection of an old cruise club I joined 40 years ago. I'm kind of excited to meet up with some of the guys again after a break of almost three decades. If anything phenomenal happens with that, I'll let you know. Phenomenal? Really? Well, we'll see! But why did the two cruise nights fold? The places they were held have both closed for refurbishment and the organizers have said they won't be going back to them. We wait for new gigs to come along.

Is there any restoration work underway on my Cougar yet? Work I've been promising to do for the last year or two? Well, a little. I keep looking for someone proficient enough to work on Detroit steel, but although the great majority of resto companies know Bentleys, Jaguars, MGs or whatever inside out, I think they'd need the factory build sheet and my undivided attention to even think about what they should do with a Cougar! I have a "short list" now of local guys who might just be capable of doing the work for me and I intend to go visit with them over the next month or so, check out their work, lead times and whatever. By this time next year, work should be underway on bringing my 50 year old car up to strength once more. Let me stress that work should be underway but I've said that before, haven't I!

Like all of you reading this, I'm looking forward to the 50th anniversary celebrations. I had a long-list of "Nationals" I might want to visit; this got amended to a short-list of places I would like to visit and now I have a clear favorite. I really don't want to say which one just yet because Jeanette and I have a lot of "i's" to dot and a bunch of "t's" to cross, but the chances are strong that we'll be doing a little bit of touring in a rental car come summer '17.

Whatever happens, I will be raising a glass to toast the "coming of age" of my '67 Cougar on December 12th. That's the day it rolled off the Dearborn assembly line, ready to be shipped to a US Airman based over here in the UK. England has been its home ever since. And, of course, when I'm cruising around it will be with Phillip Payne's (#6434) artwork inside my front and rear windows!

C.A.T.S. Classic Cougar Club Show 2017

By Brian Carpenter (#8301)



Planning continues for the 50th anniversary celebration in Dearborn at Ford World Headquarters. We now have a verbal commitment from the Flat Rock (Mustang/Lincoln Continental) assembly plant for a Friday tour which is "FREE" to Dearborn 50th participants and immediate guests. A rare once in a lifetime opportunity as this isn't a behind plexiglass designated area tour. You will be toured through the plant on the ground floor right down the assembly lines as Mustangs and Continentals are being built. You will experience a moving assembly line literally five feet away from you as the pieces come together from a sheet of steel to a finished car.



Space will be limited so the earlier you sign up for the show, the better your chances are to experience this limited plant tour. Flat Rock is a full-on production facility and there is a possibility it might get cancelled at the last minute due to major production issues. In case of a cancellation we will be doing the Rough plant Ford F-150 tour and there will be a charge for that tour, currently \$15.00 for adults https://tickets.thehenryford.org/E-Commerce/ItemShow.aspx?Grp=7aU2OfgrQY=&Name=F1F/aBy7sVLfg+mUq7l442C3ycFcZ/ke&_ga=1.201826006.691245638.1464261365, which you will pay directly to the Henry Ford Museum at the time of the tour if you chose to participate. The Flat Rock plant coordinator is also hoping he can hunt down the last Cougar built and they are excited to hopefully have it on display during our tour.



The show list of attendees for the Dearborn 50th is growing daily. We have Cougars already registered from all across the country signed up to attend, including California, Washington, Maine, Canada and all the states in the CATS club region. It would make for a historic event to have Cougars representing all 50 states in Dearborn. Check on our Facebook page https://www.facebook.com/CATSTheClassicCougarClub/?ref=aymt_homepage_panel and our web site <http://www.catsccc.com/> as we do updates on the participants and their Cougars as they sign up for the show.



The list of feature Cougars is growing as well. We just added the Eddie Schartman 1967 Cougar funny car, the “Air Lift Rattler,” to the list. This historic race car has been beautifully restored and will be the first time it has been displayed at a Cougar venue. We now have the collectible event window decals for the 50th show at Dearborn. These will be given out for free to the first 50 participants registered for the show. We are already past the half way mark to the first 50 participants. So, if you want one, sign up now.



The CATS board of directors had a meeting October 30th, 2016 to continue the planning efforts for the 50th in Dearborn. Attending was Ray Bischoff (vice president), Scott Zeller (club services director), Mark Kulwik (trustee), John & Dee Baumann (technician advisor and historian), and club member volunteers to help with the 50th show, Gary Hill (sponsors), Mike Keast (registration). The weekend events are coming together nicely as we add the details. I drove the Hines Park cruise route we are taking on June 10th to Roush Museum. This is a very scenic, low traffic route and we are looking into options of adding onto the route for a longer Cougar cruise Saturday afternoon. John and Dee Baumann brought “Virgil T. Cougar” to the meeting and donated it to the club in honor of long time Cougar Club of America members Virgil and Wilma Brown. The large stuffed Cougar belonged to the late Virgil Brown and his wife Wilma. We decided that “Virgil T. Cougar” will be raffled off during the Saturday evening dinner at Greenfield Village. More surprises are being planned for this four day Cougar celebration. Circle June 9-12, 2017 on your calendar and don't miss out on a once-in-a-lifetime event.

Brian Carpenter,
President, CATS Classic Cougar Club

Mercury Stray Cats Central CA Chapter



By Rob May (#9623)
Central CA Chapter Director
www.classiccougar.com



Mercury Stray Cats Central CA is actively expanding. We welcome Joel Cehn from Cambria, CA with his red 1971 XR7 Convertible. Joel picked up a chapter flyer at the Labor Day weekend show in Cambria (where George Woehlke placed 2nd in the Competition/Pro Street class, becoming our first chapter member to win in a racing class.) Thanks to Jeremy Daniel (who picked up an anonymous merchant award at the Labor Day weekend show in Paso Robles) for his club promotional efforts.



Joel Cehn's red 1971 XR7



George's award at SCCC show

The huge Southern California Cougar Club (SCCC) car show held on October 8th in Cypress, CA had George Woehlke (2nd place 67/68 Standard/XR7), Jeremy Daniel, and Rob May (1st place 69/70 Standard/XR7) driving south to join in the fun. Thanks to Mike Brown and SCCC for hosting. Twenty-six classic Mercury Cougars were in attendance. A rare photo opportunity scene occurred when two light aqua (E color code) 1969 Mercury Cougars were parked side by side. Mercury Stray Cats Central California helped with the show promotion and donated raffle items as well. Our chapter collected trophies and valuable prizes for the return trip home. New sponsors included Georgina Garcia May Photography, our chapter photographer (published in *Legendary Cougar Magazine* and *CCOA's ATSOCTC magazine*), and Hot Rod Alley (restoration on Rob's '69 Cougar), both from Lompoc, CA.



Rob May at Santa Maria Softins Show
1st place Muscle Car

Owning a classic Mercury Cougar is very rewarding. Our community supports those who recently purchased an old cat to those who have had one as their first car. Johnny Munoz is working on his first Cougar, Joel Cehn recently had his car repainted, Jeremy Daniel has owned five various Cougars over the years, George Woehlke owned his over 10+ years, Robert Mariana is driving his Cougar after having it mechanically renewed, and Rob May still has his first car from over 30 years ago.

Chapter Spotlight on Jeremy Daniel's 1967 Mercury Cougar XR7-GT Dan Gurney Special. After a six month search, Jeremy purchased his current classic Cougar in 2011. He set out looking for a 1967 (his 3rd one), but never imagined having the chance to buy an XR7-GT DGS. Its condition was very poor having



Georgina May in Paso Robles

major rust that would turn away most anyone. Major reconstruction would be required to get his cat purring and on the road again. He stripped the car down to metal and rebuilt it from there. All rust was cut out and repaired with metal, much from a donor 68 (standard). Four years were spent on the bodywork alone. Currently, the interior and original drive train still need to be restored. Jeremy's car is one of five registered in the national database. He will never get rid of this car.



Jeremy's award at Paso Robles



Robert Mariani's 1968 Cougar

The first weekend in November is typically the last car show in the area. Join us next year in Central and Southern CA for the 50th anniversary celebrations of the Mercury Cougar. It is always great to see as many Cougars as possible at these events.

Thanks,
 Rob May (#9623)
 Mercury Stray Cats Central CA Chapter Director



Cougars safe at Jeremy Daniel's in Paso Robles

UTAH MERCURY COUGAR CLUB (TOP CATS)

By Gary Hart (#9408)



Hey, this is the Utah Mercury Cougar Club (Top Cats). We had a pretty good summer. We tried to get together once a month at a car show. At some of them, we had pretty good turn outs .

We're still just in the starting stage, but we have found over thirty folks with Cougars (67- 73) so far and are open to all Cougars. I would like to thanks those in our club that really help it to keep pushing forward. Not mentioning names but they know who they are!

We have a couple different club shirts that have been made, all of which I think are way cool. It seems like everytime we wear one of them, we run into someone else with a Cougar!

Our plans for next year are to have a monthly lunch or dinner, some with a cruise involved, and to spotlight one of the members each month on our Facebook page. Who knows, maybe with some luck and persistence we'll get cool enough and big enough to have a web page!

KEEP YOUR PAWS ON THE ROAD !!!



The Mercury Cougar Turns 50!



APRIL 21, 22ND 2017

MID AMERICA AND LSCC (TULSA, OK)

Event Address: Exchange Center at Expo Square, 4145 East 21st Street, Tulsa, OK 74112

Contacts (Mid America Club): **Randy Christian** (918) 398-3315 or **Charlie Brown** (918) 760-2269

Contact (Lone Star Cougar Club): **Matt Slay** (214) 559-8700x1

Event Email: midamericacougars+show@gmail.com

Website: <http://www.midamericaclassiccougars.com/#!2017-nationals/c1eb7>

Hotel: Courtyard Tulsa Central, 3340 South 79th Street, East Tulsa, OK 74145 (981) 660-0646



JUNE 2, 3, 4th 2017

CARLISLE: DCC DELMARVA & CCNJPA (CARLISLE, PA)

Event Address: 1000 Bryn Mawr Road, Carlisle, PA 17013

Contact (Delmarva CC): **Phillip Payne** (804) 550-1130

Contact (CC NJ/PA): **Stu Nembrotti** (973) 551-2965

Event Email: phillip.propayne@comcast.net or kilroynj@gmail.com

Website(s): www.dconline.org & www.ccnjpa.com

Hotel: Courtyard Marriott, Harrisburg West/Mechanicsburg, PA (717) 766-9006



JUNE 9th, 10th, 11th, 12TH 2017

FORD WORLD HQ, C.A.T.S CLUB (DETROIT, MI)

Event Address: 1 American Road, Dearborn, MI 48126-2798

Contacts (C.A.T.S Club): **Brian Carpenter** (269) 986-3047, **Ray Bischoff** (248) 867-3522

Mark Kulwik (248) 669-2358

Event Email: DearbornCCOAevent@gmail.com

Website: www.catsccc.com

Hotel: Doubletree Hilton Hotel, 5801 Southfield Expressway, Detroit, MI 48228 (313)336-3340



JUNE 23, 24th 2017

SoCal COUGAR CLUB & STRAY CATS (CYPRESS, CA)

Event Address: TBA

Contacts (SoCal CC): **Mike Brown** (818) 599-5741 or **Skip Humphrey** (951) 830-7010

Contacts (Stray Cats CC): **Gavin Schlesinger** (925) 596-0970 or **Rob Crowder** (415) 850-0295

Event Email: CaliforniaCCOAevent@gmail.com

Website (s): www.socalcougarclub.com & www.classiccougar.com

Hotel: Courtyard by Marriott, 5865 Katella, Avenue, Cypress, CA 90630 (714) 827-1010



JULY 1, 2nd 2017

FORDNUTZ COUGAR CLUB (DELTA, B.C.)

Event Address: Fort Langley National Historic Site, 23433 Mavis Ave., Fort Langley, BC, Canada

Contacts (Fordnutz CC): **Scott Ferguson** (604) 786-3673

Event Email: ClawIn@Fordnutz.org

Website: www.Fordnutz.org/clawin/index.htm

Hotel: Sandman Hotel Langley, 8855 - 202nd Street, Langley, BC, Canada, V1M 2N9 1-800-SANDMAN (726-3626)



AUGUST 5, 6th 2017

CASCADE COUGAR CLUB (TACOMA, WA)

Event Address: Griot's Garage, 3333 South 38th Street, Tacoma, WA

Contacts (Cascade CC): **Cameron Benoit** (253) 579-3931

Event Email: Prowl@CascadeCougarClub.com

Website: www.cascadecougarclub.com

Hotel: Red Lion Hotel, 8402 South Hosmer Street, Tacoma, WA 98444 253-548-1212



Mid America Classic Cougars

By Randy Christian (#9216)

Vice President, Mid America Classic Cougars

MACC members meet up at Route 66 Museum



It is hard to believe but as I write this article it is only 173 days until the first 50th anniversary show here in Tulsa in April 2017. MACC, along with the Lone Star Cougar Club, are excited and honored to be hosting the first anniversary show. We are working extremely hard on show preparations and cannot wait to see all the great Cougars that have already registered for the show. We currently have 40 Cougars registered from all over the country with more registrations coming in weekly.

I remind everyone that you can register on line at our website at www.midamericaclassiccougars.com and clicking on the 2017 National Show tab. There is also a link to our host hotel where you can make your room reservation for your stay in Tulsa. March 15, 2017 is the cut-off date for securing an indoor spot for your Cougar in the Exchange Center, so get your "CAT" registered.

MACC and LSCC would like to thank MACC club member Craig Parrott and his company, ATM Merchant Services, for stepping up and sponsoring the 50th anniversary double sided commemorative coin that all Cougars registered for the show will receive. We will also have additional coins for sale during the show. We want to thank all the other companies and

individuals that have currently agreed to sponsor the show or different elements of the show. We could not put on the show without their help. Thanks again, Craig.

MACC and LSCC members got together on Saturday, September 17th for a road trip to Leonard, TX to visit Marty Burke Motorsports. Marty has a great collection of 1969 Mercury vehicles, including Cyclones, Talladegas and a beautiful 1969, all original white 428 CJ brass tag Cougar. We got to hear some great NASCAR stories as Marty was the crew chief for the late great A.J. McDuffie in the late 1980s and 1990s. Marty also hooked us up with Driven Racing Oil, which is part of Joe Gibbs Racing and they will be providing some great raffle prizes and goodie bags items for the show. We had a great day and we cannot thank Marty and his wife enough for the pizza and the hospitality. We look forward to seeing Marty and his Cougar at the show next April.

In preparation for the 2017 show, MACC and LSCC held a judging seminar on October 1st at LSCC Dr. Joe Valenti's shop in Denton, TX. CCOA National Database Registrar & Special



MACC and LSCC meet at Marty Burke's to see his collection

Services Director Phil Parcels came down from New York to host the seminar. Phil, along with CCOA XR7-G Registrar & LSCC member Royce Peterson, walked the group through the correct way to concourse judge a Cougar. The Cougar knowledge these two have is amazing. We definitely know who to call if we have any type of Cougar questions. We saw some great Cougars and Dr. Joe was a great host. We all enjoyed the great sausages and hot dogs he has shipped in from Buffalo. A big shout out and thank you to Phil, Royce and Dr. Joe for a great day and we look forward to seeing them at the Tulsa show.



MACC and LSCC members at Marty Burke's 69 XR7

The new Route 66 Museum located in Sapulpa, OK recently opened its doors. Several MACC members visited the museum on October 15th. The museum has some great classic cars and a lot of Route 66 items for all to see. The museum will be adding many additional items and vehicles over the next several months and will make a nice side trip for everyone coming to the national show. The museum will be providing some raffle prizes for our national show.



MACC and LSCC meet at Marty Burke's

Keep checking the MACC website www.midamericaclassiccougars.com and Facebook page at Mid America Classic Cougars for upcoming club events and updates on the 2017 National Show.



At the Junction of CCNJPA, MCCNE and DCC

By Mark Piechowski (#9085) Photos by Cliff Gardiner (#5997) CCOA volunteer photographer
Mercury Cougar Club of New England
www.necougarclub.com

The day was cool and overcast. Autumn leaves drifted by with each gusting breeze. The setting, with a whistle and click-clack of steel wheels on rails in the distance, made it easy to imagine living in the golden age of railroading. Steamtown National Historic Site, in Scranton, Pa., is as it was: a trip back 100 years to explore the feel and grandeur of steam locomotives, train travel and the inner workings of round house maintenance to keep the iron rolling.

On Oct. 1, as our Cougars shined in the parking lot, we entered Steamtown to experience a different and earlier form of transportation. The site's exhibits take you from the modest beginnings of railroading through its peak, eventual decline and present day. There is a lot to see—it would take several days to absorb all the info, history and artifacts on display. Steamtown even has a small theater showing movies about life working with the railroad.

We had a great time wandering through the exhibits, learning about the Delaware, Lackawanna & Western (DL&W) Railroad. The DL&W's home base was Scranton, on the current Steamtown site. Not only are there trains on display, but Steamtown always has some level of railroad excursion going on too. On the day of our visit, there were short excursions and one really long one. We considered the longer trip, but determined we wouldn't have enough time to see the entire facility. The short trip was quite short, but it was fun to be on a moving train and to return in time to take a guided tour of the round house. Wow, all the machinery to keep things working in the round house—I could have spent a lifetime in there. We had stayed the full day at Steamtown, aside from a quick lunch trip to a local Arby's.

Hi, I'm Mark Piechowski from the Mercury Cougar Club of New England. The event began for my family the afternoon of Friday, Sept. 30, when we strapped two car seats in the back of my





'69 Sports Special and departed North Adams, Mass. We drove along the scenic Taconic Parkway south, along the eastern border of New York state. We took our time, stopping for lunch at a nostalgic 1950s diner near Auterlitz, N.Y. The parkway is a great road for an easy 55-60 mph cruise.

We stayed until the park closed. We then headed back to the hotel to relax a bit. Our dinner plans were at a pizza restaurant next door. The food was okay and we had a great time together reflecting on the day. After dinner, the lawn chairs came out and we sat near our cars in the parking lot. Since there really wasn't

We eventually made it to I-84 and into Scranton. Arriving at the hotel, I knew we were in the right place as I parked next to a '69 convertible that belongs to Steve Palmer, a Marylander with the Delmarva Cougar Club. We met Steve at the restaurant next door and chatted for a little while before my wife and I headed to our room to put the kids to bed. The next morning, the two '69 Cougars traveled the short distance to Steamtown to meet up with friends from the Cougar Club of New Jersey/Pennsylvania (CCNJ/PA): Suds Reddy, with his unrestored '67, Stu Nembrotti, and Cliff Gardiner, who brought his wife and son. We started to explore Steamtown and about a half hour later, Carl Graziano of the Delmarva club arrived in his glacier blue '68 standard.



a "car show" in the area, we did get a few funny looks as to why we were in the parking lot and not in the lobby or at the bar. But we had a great time in the parking lot, talking about cars, life, old stories and anything else. A light rain finally chased us into the hotel lobby. I love every minute of taking the Cougar out and spending time with my friends. Sunday morning we met in the lobby for breakfast before heading home.

As I said, we had a great time at Steamtown. We particularly enjoyed interacting with other train buffs, although one man we met might not share that opinion. We had the impression that the guy, who didn't speak English, had offered to take a picture of our group. So, we assembled in front of a locomotive and for a minute or two stood there smiling at his camera as he waved his hand. We assumed he wanted us to group together more tightly to fit better in the picture. So, we huddled as closely as we could, but he kept waving and saying something while shaking his head. Ah-ha! We finally figured out the translation was, "Get out of the way!" He only wanted a picture of the train. We laughed for the next half hour.

This "destination event" was a lot of fun. It seems with most of us "car people," the destination seems to stop at the parking lot and we never make it inside. With this event, I got to drive

my Cougar and make a weekend event with my wife and two daughters. Plus, the destination was interesting to those who aren't diehard car people. And, it's a venue to meet up with friends—a quadruple win! Scranton is geographically centered between my club and Delmarva, and convenient to CCNJ/PA members.

The event was such a success, we decided to add an annual, end-of-season destination event to our clubs' show rosters next year and beyond. You don't have to be a member of any particular club to attend, so we hope you can join us!



Schraubertag

By Mike Hofer (#9580)

During the first weekend in August we had another so called “Schraubertag” at Michi Schaller’s car repair shop in a village called Graben near Augsburg in Bavaria, South Germany.

I couldn’t find a proper translation for “Schraubertag” into English language. “Garage day” might come close but it does not explain what’s going on. Could be a customer event but it is nothing like that. A so called “Schrauber” is a (mainly male) person, who likes to work on machines and cars during spare time; a typical German hobby you might say. The word “Tag” means “day”, so this is a day where “Schrauber” people meet and do what they like the most - work on their Cougars. At Schraubertag we come together in one of our club member’s car repair shop. Everyone has special experiences and therefore skills on certain subjects. No matter if you have issues with your sequential taillights, vacuum actuators, ignition, carburetor or need to replace the windshield rubber seal - it is very likely that you find a buddy who knows about how to fix or correct it. We not only exchange those skills and experiences but help each other to fix the problem right away.

Many club members even wait for Schraubertag to fix a problem or change a setup or seal - just because it is easier and makes more fun to do that among other Cougar enthusiasts. Cougar owners with bigger projects prepare for Schraubertag, bring the right tools and order parts upfront at WCCC, Summit, etc.

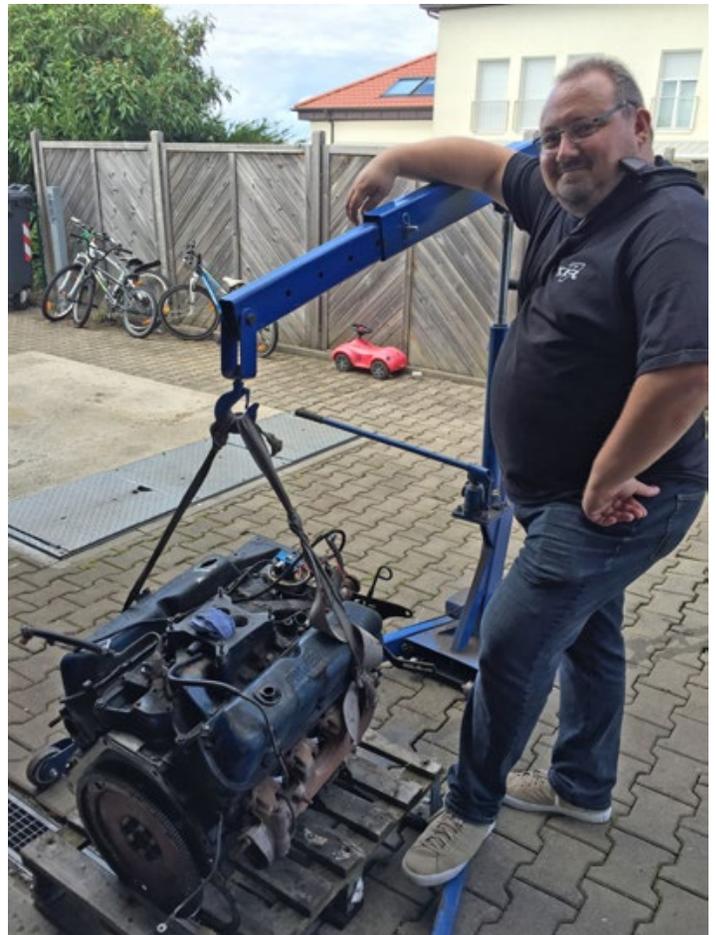
But even if you find out about a problem during Schraubertag, it is very likely that you will get it fixed, as all Cougar owners fill up their trunks with leftover parts, gaskets and all kind of bolts (very important on a metric bolt continent!) to give them away for free or little money.

This was the 3rd Schraubertag and more than 20 Cougar enthusiasts with about ten classic Cougars met for a now three-day event. Cougar owners with longer distances (some drove more than 400 miles one way) arrived Friday; all others on Saturday. In Michi’s car repair shop, we have space for six cars inside and another ten outside. Three car lifts and all typical car repair shop tools are available and free to use.

The main project was the engine-swap of Jo’s 68 Cougar - he changed his 302 against a 351 that day and did some other work along with it. During the day, some club members fired up a gas barbecue and served meat and sausages along with ice cold beer. As we are an informal club, there was no charge for this event, neither for the car shop nor for food or drinks. Everyone contributed something and made this weekend just perfect! On Saturday, we finished work at 7pm, jumped into the pool just next to the garage and had a great evening on Michi’s terrace with meat, beer, whiskey and stichpimpulibockforcelandum, a very special Schnapps from former eastern Germany (GDR). On Sunday, we had a late breakfast, finished our projects and moved away late afternoon with a big smile on our faces.

On behalf of all Cougar club members, I want to give Michi and his wife Sabine Schaller a big thank you for hosting us during this fantastic weekend - we will be back!

Mike Hofer
Cougar Club of Germany





Lone Star Cougar Club

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



The LSCC has had a busy Fall of 2016. Soon after the Yellow Rose Ford Classic ended this summer, we hit the ground running. Our first cruise in was to **Antiques and Autos Denton on the Square**. For the second year in a row, Dr. Joe Valenti hosted this very fun car show and festival around the rejuvenated Denton Courthouse. The day started with a bit rain but cleared up to a beautiful day. Joe brought his 1969 428 drag car, which has more wins than any other cougar in NHRA history. Matt, Alicia, and Sydney Slay brought their 68 standard, while Alicia brought her 1966 Mustang originally purchased by the family. Alan and Gail Easley brought their Mustang. Mike Hogue brought his 1969 convertible and Barry Rowe brought his stunning 1967 GT with a bench seat.

Joe Valenti and Matt Slay volunteered their cars to participate in the Hagerty Youth Judging Program. Twelve teens were brought to numerous cars throughout the day so that the kiddos could learn what was special about them and a little history on each vehicle. This is a greatly needed program to bring youth into our hobby and was a great success.

Next, in the end of September, the LSCC is always the host club on opening day for the **Classic Car Corral of the State Fair of Texas!** This is without a doubt our most popular event with over twenty cars making an appearance. The day is spent enjoying the exhibits, rides and food at the fair while sharing the camaraderie of our LSCC family that loves these cars. Both the Mullenbergs and the Slays brought a total of eight cars to spread the wealth. This year, CCOA Director Phil Parcels and Mid America Show Chairman Randy Christian joined the fun.

On the Saturday following the fair, several club members met at Dr. Joe's house to go over the standards of the CCOA judging

ballots in anticipation of the 2017 Cougar 50th National Show in Tulsa. With the tutelage of Phil Parcels and Royce Peterson, members were able to practice judge a variety of concourse vehicles.

Towards the end of September, LSCC club members took a **road trip to Leonard, Texas** and met members of the Mid America Cougar Club for an outing at Marty Burke Motorsports. Marty was gracious enough after a tour of his shop to invite us to lunch at his place to view his amazing collection of Mercury Cougars and Cyclones. With over a dozen big block Cougars and Cyclones restored, he had just as many inline for restoration at his shop. Royce Peterson drove his newly purchased XR-7G with a functioning sunroof. Matt Slay, Alan Easley, Doug Bodensteiner, Royce Peterson, Ken Stovall, Cliff Talley, Robert Eden, and Mike Hogue all made the trip from the LSCC. It was a great outing to meet with another club and enjoy talking Cougars.

Finally, several members made it out to the last **NTMC Cruise Nights Cracker Barrel Cruise**. Doug Bodensteiner, Alan Easley, Todd Richmond, and Matt Slay all showed with their rides. Matt Slay was a Class Winner for his 1968 Standard Cougar while Gail Easley's Mustang took first place in her class.

Lastly, club members have been working hard taking registrations for 2017 50th anniversary Indoor Show and Route 66 cruise in Tulsa, Oklahoma. There have been over forty registrations and a frenzy of sponsorship activity. It is definitely something that you do not want to miss! Look at the registration here: <http://www.midamericaclassiccougars.com> with Randy Christian, chairperson.



Alicia, Matt, and Sydney Slay with their Cougars on the opening day of the State Fair of Texas



Dr. Joe Valenti with the Hagerty Youth Judging Clinic at Autos and Antiques Denton on the Square



The Bennedettos, Dan McKeithen, Ken Stovall, Barry Rowe, Gene Mullenberg, Dwaine Barker, Mike Hogue, and Bob Reed



Barry Rowe, Matt Slay, Alan Easley, and Dr. Joe Valenti with their 1967 GT and a 1969 428 drag cars



Mark Hill, Barry Rowe, Blake Schram, Gene Mullenberg, Dwaine Barker, Todd Richmond, Jason McCain and Dan McKeithen



Royce Peterson, Phil Parcels, Todd Richmond, Dan McKeithen, Alan Easley, Randy Christian, Joe Valenti, and Matt Slay attend a judging clinic at Joe's home



Club member Sydney Slay tackling judging duties



Marty Burke with his drag car and members of the LSCC and Mid America Classic Cougars



LSCC club president Ken Stovall with Mike Hogue checking out Royce Peterson's XR7-G sunroof car



Dwaine and Sandy Barker enjoy the LSCC tent at the State Fair of Texas



Members of the LSCC make one of their monthly meetings at Pappas BBQ



Doug Bodensteiner, Matt Slay, Todd Richmond, and Alan Easley at the NTMC Cracker Barrel Cruise



The LSCC and their twenty cars at the State Fair of Texas

2017 Arthritis Foundation Classic Auto Show, Dublin, Ohio

By Ben Brace (#2796)

It looks like “The 35th Annual Classic Auto Show & Cruise-In” will be a biggest one ever with a lot of new things going on.

Registration will be open for the 2017 show November 1st, 2016 at www.arthritisautoshow.com and will include a celebration of the 50th anniversary of the Mercury Cougar with its show within a show and special 50th anniversary trophy just for the Cougars.

The show dates are July 13, 14, & 15, 2017 at the Metro Center, Dublin, Ohio (Columbus) and it starts with the Rolling Legends Tour Thursday morning and ends at the cookout (free) at the Right Stuff Detailing complex in Westerville, Ohio.

Friday’s cruise In will feature more than 1000 cars and the return of Elvis (aka Mike Albert) in the evening and the award of 100 6-ft trophies.

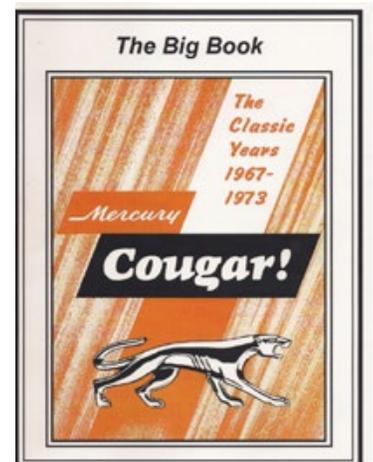
Saturday is the judged show with 48 class, including the special Cougar show within a show and many new displays, including the return of the popular Futurliner, along with marques of the Lincoln, Camaro, Firebird, Cougar, Porsche 928, Rolls Royce and the Great Lakes Regional Buick meet.

For more information, contact Ben Brace #2796 at benbrace@benbrace.com or 614-795-6627

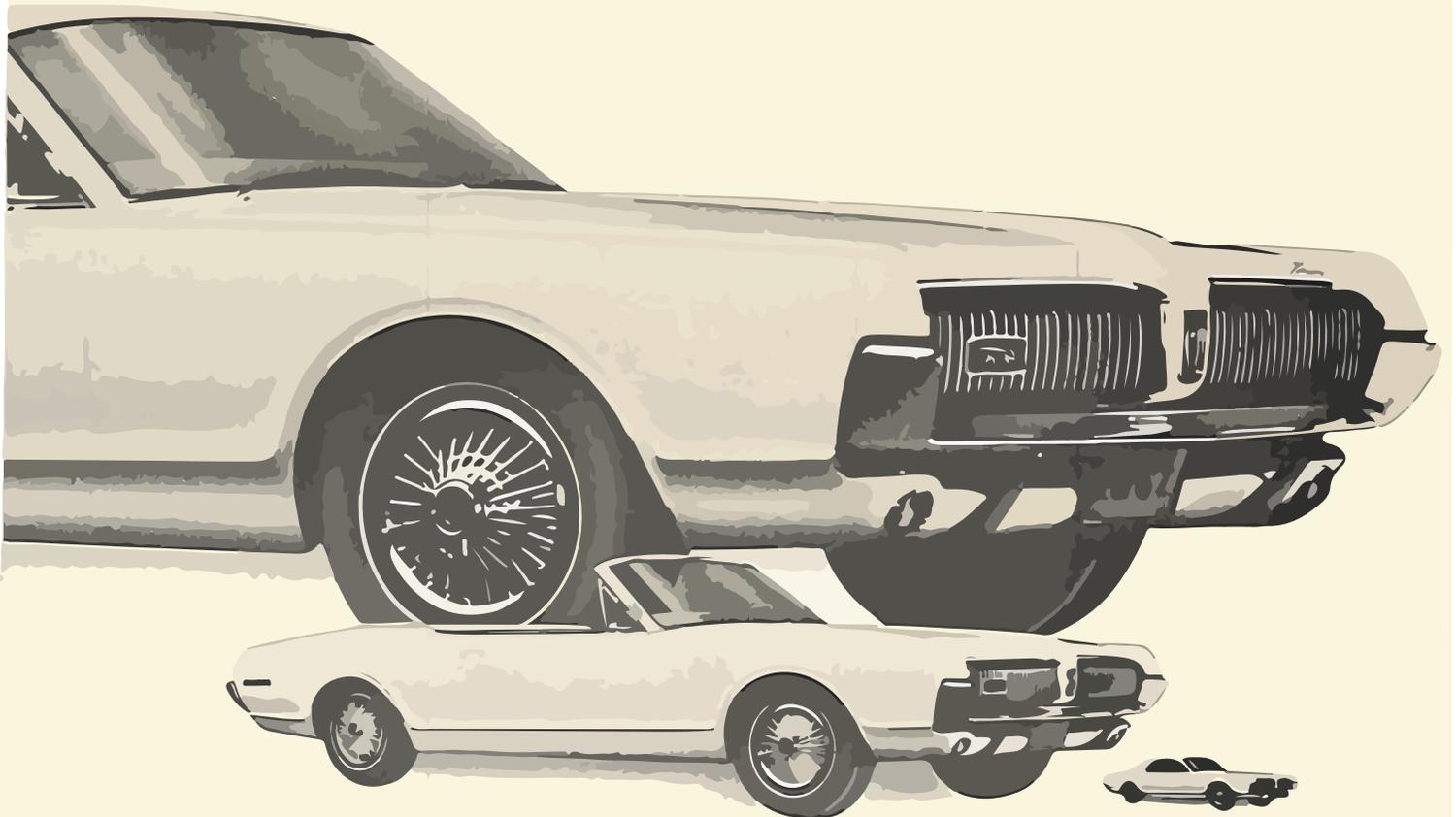


The Cougar Big Book is back in stock in the CCOA store.

http://cougarclub.org/store.htm#!/*In-stock*-Mercury-Cougar-Big-Book-The-Classic-Years-1967-1973/p/53625166/category=14120799



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SCCC Cypress, CA Car Show

By Mike Brown (# 6669)
Southern California Cougar Club President



The 13th Annual Southern California Cougar Club car show held on October 8th, in Cypress, CA was well received with twenty-six classic Mercury Cougars in attendance (along with four Comets, a Mercury station wagon, and two AMC cars.)







COURTYARD
by Marriott







© Ted Taylor 2016





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. Hmmmmm...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!!!



3053

John & Dee Baumann



John's Classic Cougars
11522 E. Lakewood Blvd.
Holland, Michigan 49424

Phone: 616-396-0390
E-Mail: jc-cougars@egl.net
Website: 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!

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

By Heather Whitaker (#7477)



DOWNTOWN PORT COQUITLAM SHOW 'N' SHINE, PORT COQUITLAM, BC, AUGUST 21ST

Six Fordnutz members joined dozens of Mustangs, T-birds and other FoMoCo's in the Ford Alley area of the show this year. With over 400 vehicles on site, there was plenty of variety to please participants and visitors alike as well as hourly raffle draws and live entertainment which changed throughout the day. The line-up for the free pancake breakfast was long but well worth the wait and once seated, it was a great opportunity to visit with lots of familiar faces as they passed by.

Fresh out of the body shop, Fil Spasojevic's beautiful blue 67 Cougar was part of the group after suffering massive damage to the right front fender, hood and grille in an accident last fall.



Other cats belonging to Bill and Joan Ronalds, Don Wicklund (driven by son, Mike), Scott and me basked in the sunshine while Sheldon Potts chose to give his 59 Edsel a day out, leaving his Cougar at home. As we sat in comfort under our canopy, we were visited by Steve O'Connell, Dave Hiebert and his wife, Dave Joy and "Dad" himself – Don Wicklund.

When it came time to stretch the legs, we looked through our goodie bags for coupons, as all the local businesses were open and ready to receive customers. While some of us hit the Dairy Queen for lunch, others perused the various shops and came away with new treasures. This show is one of the longer ones, continuing into the evening with live bands belting out all the favourites, but as there were very few trophies to be awarded (likely none for us), we began heading for home in the late afternoon. In summary, I would say that this is a good show for many reasons and it will likely continue to grow in size over future years.

CFFCC PICNIC IN THE PARK, LANGLEY, BC, SEPTEMBER 5TH

Late summer weather here on the coast can be frustrating. For example, the Labour Day weekend started out sunny, warm...dry...so nice in fact that I dusted off "Ol' Yeller" and put the top down in readiness for blasting out of the garage on Monday for this late-season show. Peering out the window early Monday morning, I was pleased to see just a few fluffy clouds accompanying the rising sun so I continued my morning routine. Finally, grabbing my keys, I stepped through the back door and...bam...got wet! What the...? It appeared the rain had no intention of stopping anytime soon so I quickly alerted those waiting to meet us that Scott's and my cats would be staying home. We did, however, visit the show later where we caught up with Terry Robertson who drove his 40 Ford pickup, Jim Ferguson with his 29 Model A hotrod, Bill and Joan Ronalds with their 69 Cougar convertible (top up) and Tom and Gail Wood, who trailered Tom's 64 Comet Cyclone drag car. Guy

Stromsten had been on site earlier in the day, but had left just before we arrived. As we walked through the damp, chilly show field we ran into Kim and Cindy Friesen, Scott's brother Glen and former members Alex and Carla Bronevitch and Ray and Karri McDonald. It was good to see so many out to support the Falcon Fairlane guys, especially with the intermittent light rain and cold wind.

plan to travel from one show to another over the year, hoping to collect awards and/or memorabilia from several anniversary shows while meeting fellow Cougar enthusiasts and sharing stories. Besides these medallions, Fordnutz will also have specialty awards as has been our tradition in past years, so plan to be part of the experience and maybe even take home some hardware.



CLAW-IN 2017

As soon as you get your 2017 calendars, please circle July 1st and 2nd for what we hope will be an unforgettable Claw-in Weekend...yes, we're reviving the Claw-in name. Our annual Canada Day Cruise and barbecue will kick off this two-day event and The Orchard at Fort Langley has now been confirmed as our venue for the show portion on Day Two. We're very excited about securing this beautiful grass field for our show as this picturesque location provides easy access to the historic fort and museum as well as having countless restaurants, antique shops and other interesting distractions within easy walking distance.

Fordnutz has joined several other clubs taking advantage of the uniform award medallions for show class winners and will have ribbons on these medallions that are unique to our club. Through the grapevine, I have heard of a few Cougar people who

In addition to car awards, we are currently working on a special t-shirt and dash plaque design to hopefully incorporate the Fordnutz, Cougar and Canadian anniversaries (20, 50 and 150 respectively) and because 2017 is a rare convergence of events, we're considering a variety of collectibles to mark the occasion. We hope to have a flier completed soon for our web site and inclusion in upcoming ATSOTC editions.

We'd like to see as many Cougars as possible out for this two-day event so if your cat is currently ailing, you've got all winter to get it purring and preened to perfection. Fordnutz is fortunate to have nearly every collectible year and model of Cougar lurking in our ranks, so I'm hopeful that each member will make an effort to bring his or hers out to our show for the enjoyment of all.

A Message From Cascade Cougar Club, Pacific Northwest

By Heather Whitaker (#7477)



HOT AUGUST NIGHTS, LEWISTON, ID, AUGUST 25-27th

Cascade Cougar Club member Jim Compton reported that Lewiston put on another good show this year but apparently local residents, Howard and Val Guenther, put on a better show at their home. Howard and Val had their dark ivy '69 XR7 convertible ready to go, Tim and Barb Weza came east from Clarkston, WA with their '73 XR7 convertible while son, James, drove his '69 standard coupe with the very rare Shelby check cloth and vinyl trim interior. Don and Cheryl Skinner drove from Hillsboro, OR in their new red Ford Fusion due to an engine problem in their '67 GT. Washington members in attendance were Ric and Karen Morehouse from East Wenatchee with their white '69 Sports Special coupe, Jim Compton with his maroon '69 standard convertible and Marc Ogren who drove his 1987 Volkswagen Vanagon Westfalia over from Renton. Tim and Barb also entered their silver '71 Chevelle in the show and Dave Pfinster entered both his blue '70 standard coupe and his brown 1986 Bronco. Judy Anders also came over from Renton for the festivities.

The fun began on Thursday afternoon at the preliminary show at Rogers Toyota where there were lots of great cars including a green 1956 Mercury Montclair Sun Valley and a silver 1964 Mercury Marauder fastback with the 427 side-oiler engine, eight 1-V carburetors and a bunch of chrome. That show was followed by a big taco feed at the Guenther's with lots of sides and enough desserts to feed an army.

On Friday, four Cougars and the Fusion cruised to Kendrick for lunch at the new Hardware Brewing Company downtown then on the return, after some cleaning and jawing, there was a barbecue dinner with Thursday's leftover sides and a few new ones, including desserts.

The big show on Saturday reportedly had 356 cars entered, including all three that were damaged by the falling tree limb during last year's show. The Cascade group did well with Dave Pfinster's Bronco and Tim and Barb's '73 XR7 both winning 2nd place trophies and although the evening concert boasted great entertainment, most of the group retired to Guenther's to relax and watch a movie.



The Weza family on the Friday lunch cruise from Lewiston to Kendrick, ID in their '73 XR7 convertible. Ric and Karen Morehouse are behind in their white '69 coupe. Don and Cheryl Skinner are behind in their new red Ford Fusion.



Lunch at the new Hardware Brewing Company in Kendrick. From left are Valerie and Howard Guenther, Marc Ogren, Judy Anders, Jim Compton, Barbara Weza, James Weza, James' girlfriend, Tim Weza, Don Skinner, Cheryl Skinner, and Ric and Karen Morehouse.

After a big Sunday breakfast, it was time to reluctantly say goodbye and express sincere gratitude to Howard and Val for being such great hosts every year.



The line of six Cougars (front to back): Howard and Valerie Guenther's dark ivy '69 XR7, Jim Compton's maroon '69, Ric and Karen Morehouse's white '69, Dave Pfnister's blue '70 coupe, James Weza's dark pewter '69 coupe, and Tim and Barb Weza's white '73 XR7. Howard is walking behind his car.

PONIES IN THE SUN, YAKIMA, WA, SEPTEMBER 18TH

The day before the show Steve and Zana Goulding met up with Jim Compton, Jeff and Carol Bingaman, Neal Jacobson and Bob O'Donnell at Miners Drive-in in Yakima for lunch. After lunch, they all went to Cabela's, which has everything a hunter, fisher, or outdoor enthusiast could ever want or imagine. After checking out the sales, everyone checked in to the event hotel, then cleaned their cars in preparation for the Saturday evening cruise-in at Major's Restaurant. Although the food is good at Major's, everyone waited to enjoy dinner at their favorite Mexican restaurant next to the hotel.



The "Stock Cougars" class with Steve and Zana Goulding's dark aqua '69 XR7 convertible, Jim Compton's '69 convertible, and Gary Staples' triple black '71 convertible.

Show day had near-perfect weather and, as always, there were plenty of activities to keep attendees occupied. Steve and Zana took 2nd and 3rd place respectively in the "what is it" class (one of the many games on site), then when it was time for car awards (which were very cool clear acrylic plaques this year as it was the show's 25th anniversary), Neal took 2nd and Jeff 1st in the modified class with their '70 Cougars. In the stock class, Jim took 2nd and Steve took 1st with their '69 convertibles and Bob

won Best Cougar for his '68 black and yellow modified Terlingua creation. By all accounts, it was another great event this year.



The "Modified Cougars" class with Neal Jacobson's white '70 XR7 coupe, Bob O'Donnell's Terlingua yellow/black '68 coupe, and Jeff and Carol Bingaman's competition green '70 coupe



A general overview of part of the show field in Yakima. The Cougars are in the left backmost area.

PROWL 2017

Plans are steadily coming together for next year's 50th Cougar anniversary celebration. We held a meeting recently to finalize the design for our show shirts and dash plaques, which we feel will prove to be highly collectible. A lengthy discussion on trophy classes brought about positive changes which will better represent the variety of Cougar years and models anticipated to be attending the show. Cascade is another club that has opted to take advantage of the award medallions offered by the CCOA, an idea which we feel unifies the Cougar community throughout the country, while offering regional uniqueness through the use of club-specific ribbon color and verbiage. In addition to show plans, a sub-committee has taken on the task of organizing a cruise/museum tour, choosing the most popular from the myriad number of options in the Seattle/Tacoma area to launch our weekend festivities. We promise to have our flier and registration information available to all in the very near future, but as the old adage states: "perfection takes time" and we want to ensure that our club is as ready as possible to host what we hope will be a record number of visitors to our event, so stand by...

Heather Whitaker,
Chairman,
Cascade Cougar Club



Mustang Plus Car Show

By Steve Spatola (#9396)

A lack of early registrations almost prompted Mustangs Plus owner Ron Bramlett to cancel the show. Good thing he persevered because it was a beautiful day with a light breeze and some wispy clouds. The 50th anniversary of the Cougar was the show theme. We did not disappoint our hosts and brother Mustang owners. My count had eleven Cougars show their claws at the Cougar rear perch of the parking lot. That is where we always prey upon game such as the Mustang! Around 130 cars showed up and several for sale cars too.

The back of the ballot usually has the voters pick individual things as The Best from subjects such as, Best Interior, Best Paint, Best Engine, Best Interior and Best Mustang! This ballot included the Best Cougar! The proud recipient was Bruce Sutherland's 68 XR7. Bruce also got a place trophy. Other trophy recipients, in no special order were, Mike Christiansen 69 XR7 convertible, Bryan Friend 67 XR7 and Steve Spatola 68 XR7. The Cougar trophies had special attachments saluting the Cougar 50th anniversary. The only place where The Stray Cats lost was Club Participation. We won last April but a new Mustang club, San Joaquin Mustangs, a very local club, had 14 entries. We settled for second place but we'll be back!

Topics under the tent included going to the Cougar 50th events. Many were favoring going to Tulsa in April. I have signed up after the June event at Rob Crowder's West Coast CCOA show. Maybe we can caravan? The Mustang guys did that for their 50th and it made big news!

As usual, we thank our hosts, Mustangs Plus, who have gone out of their way to welcome The Stray Cats and our cars to their events. We have always been well received by the other Mustang clubs too. As a personal word of confidence, The Restomod Shop rewired my 67 Cougar and did an outstanding

job. They became very aware that a Cougar is not a Mustang, the Cat has more to give. Help our car show hosts and always register early, the show you miss may be your own!

Steve Spatola,
Stockton,CA
Club host for Stockton events





ELIMINATORS on the Market

By Michael Banks (#9953)

This issue, let's talk a bit about big block Eliminators...

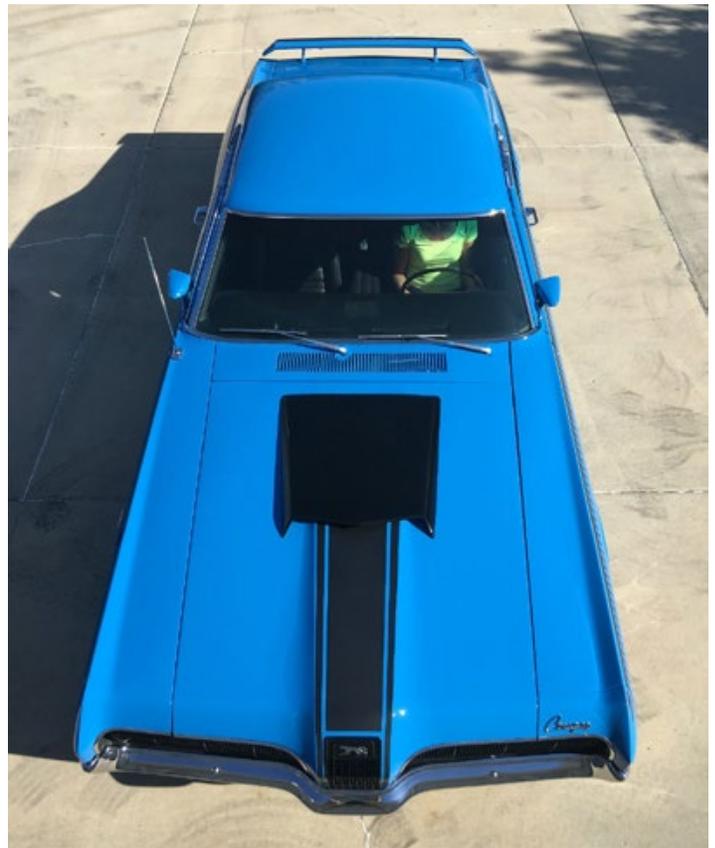
In 1970 there were 374 Eliminators built with the vaunted 428-4V Cobra Jet engine option, and 192 of those engines were mated to the robust C-6 Merc-O-Matic automatic transmission. While there were no "R-code" 1970 Cougars built (all 428CJ Cougars received the "Q" engine code in the VIN for 1970), Ram Air Induction was still available as an option and was selected for 128 of those "Q-code" / automatic Eliminators (leaving 64 non-Ram-Air 428CJ / automatic Eliminators).

Mike Johns of Utah has a beautiful example of a Ram-Air 428CJ 1970 Eliminator which you may have seen recently listed on eBay or on the Classic Cougar Community forum. 0F91Q530651 is competition blue with a black standard interior, and nicely outfitted from the factory with a console, power steering and power brakes, among other options. While it no longer retains its "born with" drivetrain, Mike has installed a suitable donor CJ and C6 and restored this car so that it can be driven and enjoyed. Detailed pictures can be found here:

<http://s226.photobucket.com/user/cougteman/library/1970%20Mercury%20Cougar%20Eliminator%200F91Q530651>

And recent auction listing details can be found here: <http://www.ebay.com/itm/1970-Mercury-Cougar-Cobra-Jet-/142142962094>

Mike is looking for offers in the low-\$70s. If you are interested, please give him a call at 801-699-5049, or email at cougman@yahoo.com



Another Eliminator for us to consider is OF91Q512776 – Randy Fleeman’s competition orange ’70 CJ with a black and white houndstooth décor interior. Randy’s was originally a non-Ram-Air car, outfitted with a C6 automatic from the factory. The original VIN-stamped C6 transmission comes with the car but it has been swapped out in favor of a 4-speed. Randy restored the car 25 years ago and built it to race. When he bought the car it had a service replacement block, and so he wasn’t shy about modifying it somewhat – it now sports aluminum intake and heads, as well as sub-frame connectors for improved handling. The paint is quite presentable, but is starting to show its age.

Randy is asking \$44,500 and can be reached at (706) 207-7021. More pictures and details can be found at the following links:

http://www.carsonline-ads.com/colsite/col?use=UC3_ViewPosting&cmd=showPosting&postingID=85770

<http://www.cars-on-line.com/2016/jul-28.html>

<http://blog.cars-on-line.com/2016/07/29/1970-mercury-cougar-eliminator-428cj/>



STANDARD REPORT

MartiAutoWorks

12007 W. PEORIA AVENUE
 EL MIRA, AZ 85305
 (602) 935-2008
 (602) 935-2579 FAX

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Thank you for your interest in our services. We have determined the following information for your car from the Ford Database on 08/01/2016.

DOOR DATA PLATE INFORMATION

Serial Number: OF91Q512776

D 1970

F Built at Dearborn

G1 Cougar Hardtop

G 428-FI CJ

12,770: Mercury vehicle scheduled for production at Dearborn

10/69 Built: October, 1969

85A Cougar Hardtop

1 Competition Orange Paint, Ford #1735-A

3A Black Houndstooth Décor Bucket Seats

B 3.50 Traction-Lok axle ratio

U C-6 Cruise-O-Matic Transmission

26 Memphis Ordering District

DEALER# 26A315

Your vehicle was ordered with the following options:

Eliminator Package

C-6 Select Shift Cruise-O-Matic

Optional Axle Ratio

Traction-Lok Differential

F70X14 Belted Tires w/ Raised White Letters

Power Front Disc Brakes

Power Steering

AM Radio

Door Group

Your car was actually produced on October 1, 1969 – on schedule.

MartiAutoWorks
 Koenig Mark

While you are considering those two dream machines, let's look at a few recent sales of other '70 CJ / Auto Eliminators for comparison...

0F91Q509914 - '70 CJ / Auto (non-matching numbers), competition orange / black décor interior. Sold at Mecum Indy in May 2016 for \$47k hammer price after being listed by a dealer for several months at \$90k, and received bids in the area of \$50k during a few eBay listings.

<https://www.mecum.com/lots/SC0516-247042/>



0F91Q525466 - '70 CJ / Auto (numbers-matching), pastel blue / blue décor interior, disassembled project. Listed in August 2016 for \$45k, but only received bids to about \$22k. *This car is still available, although it is not currently listed publicly. It is one of three pastel blue CJ Eliminators built and the only one still known to exist. If you are interested, please let me know and I can put you in touch with the owner.

<http://www.ebay.com/itm/122092100839>



0F91Q510719 - '70 CJ / Auto (believed to be numbers-matching), competition green / black and white houndstooth décor interior, but missing the Eliminator camera case dash trim pieces. Sold at Mecum Harrisburg in July 2016 for \$67.5k.

<https://www.mecum.com/lots/PA0716-256957/1970-mercury-cougar-eliminator/>



For an updated compilation of active Eliminator listings each 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>

You can also check out the latest Eliminator-related conversations on Facebook in the Eliminator Owners and Enthusiasts group, here: <https://www.facebook.com/groups/473220306059769/>

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.

Thanks, and have a great day!

Mike B.

EliminatorSearch@CougarClub.org

0F91Q512527 - '70 CJ / Auto (numbers-matching), competition gold / black décor interior, disassembled project. Sold in May 2016 with an asking price of \$25k.

<https://www.facebook.com/groups/473220306059769/permalink/997803950268066/>



PS - I have also been asked to help find a fully restored '69 Eliminator in bright yellow with a black interior and preferably fitted with a 390, although a 351W would also be considered. Send me an email if you have any leads. ~ M.

Selling the American Muscle Car: Marketing Detroit Iron in the 60s and 70s

Last year, I engaged several Mercury experts regarding the mystery of the 1968 Cyclone 500 and Cougar 500, the impetus being a book I was working on for CarTech, Inc. After putting our collective heads together, we managed to solve most, if not all, of the riddle on these regional specials.

Now (just in time for Christmas, no less!), *Selling the American Muscle Car: Marketing Detroit Iron in the 60s and 70s* is ready for purchase.

When it comes to Mercurys, you'll find the following:

- 1958's 400-horse 430
- Riding on the coattails of Ford's "Total Performance" program
- Dyno Don's Comets
- Mercury's obscure 1966 bid to educate dealers about selling to the enthusiast and youth market
- The untold story of the 1968 Cyclone 500 and Cougar 500
- A marketing brief on FoMoCo's poor showing in the street scene and planning the 1969 models
- Co-branding 1969's "Streep Scene" with Coca-Cola
- Mercury Sports Panel

Plenty of classic Merc pics, both vintage and from today:

- 1963-½ Marauder and the 427
- 1964 A/FX Comet
- 1965 A/FX Comet
- 1966 Cyclone GT
- 1967 Cougar GT
- Parnelli Jones' Trans-Am Cougar
- 1968 Cougar XR7-G
- 1968 Cougar GT-E 428 CJ
- 1968 Cyclone GT
- 1968 Kenz & Leslie's 777 Cougar funny car
- 1969 Streep Scene Cougar Eliminator
- 1969 Cougar Eliminator
- Car Craft's "Super Cat" Cougar
- 1969 Cyclone CJ
- 1969 Cyclone Spoiler II Dan Gurney Special
- 1970 Cougar Eliminator (special-order black!)
- 1970 Cyclone GT
- 1979 Cyclone Spoiler
- 1971 Cougar GT
- 1971 Cyclone Spoiler
- 1972 Montego GT (at the Chicago Auto Show)

To order a signed copy of *Selling the American Muscle Car: Marketing Detroit Iron in the 60s and 70s* (at retail, no less!), please visit www.sellingmuscle.net.

Additionally, you can view a preview of the book on the publisher's website (but buy the book from me, not them!):

<https://www.carttechbooks.com/selling-the-american-muscle-car-marketing-detroit-iron-in-the-60s-and-70s.html>

Scroll down to "See Inside" and you should be able to examine multiple pages.

If you have any questions, you're welcome to contact me at diego@sellingmuscle.net.

Special thanks to Jim Pinkerton, Gavin Schlesinger, Dennis Pierachini, and Richard Truesdell for going above and beyond to help make the Mercury chapter as substantive as the Ford chapter!

Thank you!

Diego Rosenberg



As part of Mercury's 1969 product planning directive, Streep Scene was a cooperative effort with Coca-Cola and Car Craft. The magazine built this Super Cat Cobra Jet project car (with involvement from Don Nicholson), then toured at races and shows. After its retirement, Coca-Cola used the Super Cat as a giveaway. (Tom Shaw Photo)

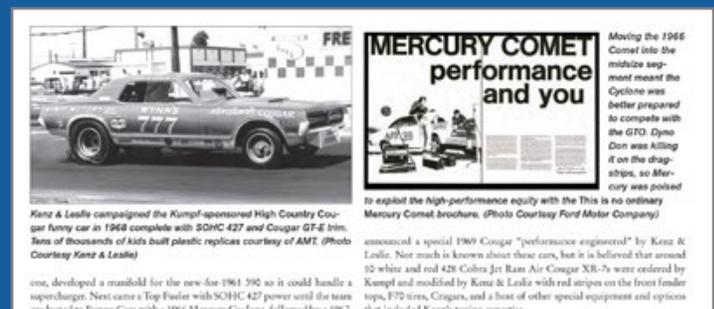


Mercury offered the GT package for the 1967 Cougar, which included a 4-barrel 390. The 390 was also available without the GT package. (Photo © T&E: The Enthusiast Network. All rights reserved.)

Dan Gurney, Parnelli Jones, and Ed Leslie were part of Mercury's Trans-Am team. At a press junket in Carmel, California, from October 31 to November 2, 1966, they stumped for the Cougar and introduced the

The GT-E package for the 1968 Cougar featured special trim and badging plus an exclusive 390-hp 427. In April, the 427 was replaced by the new 428 Cobra Jet, which included a functional ram-air hood. Of the 394 GT-Es, only 37 were built with the CJ. (Richard Truesdell Photo)

The Marauder 390 GT engine was up 5 hp to 323, and still included with the GT package. However on January 1968, the \$1,311 GT-E package was added to the Cougar lineup. Not only was the Cougar GT-E loaded



Kenz & Leslie campaigned the Kumpf-sponsored High Country Cougar funny car in 1968 complete with SOHC 427 and Cougar GT-E trim. Tens of thousands of kids built plastic replicas courtesy of AMT. (Photo Courtesy Kenz & Leslie)

one, developed a manifold for the new for 1961 390 so it could handle a supercharger. Next came a Top Fueler with SOHC 427 power until the team graduated to Funny Cars with a 1966 Mercury Cyclone, followed by a 1967

Moving the 1966 Comet into the muscle segment meant the Cyclone was better prepared to compete with the GTD. Dyno Don was killing it on the drag-strip, so Mercury was poised to exploit the high-performance equity with this is no ordinary Mercury Comet brochure. (Photo Courtesy Ford Motor Company)

announced a special 1969 Cougar "performance engineered" by Kenz & Leslie. Not much is known about these cars, but it is believed that around 12 white and red 428 Cobra Jet Ram Air Cougar XR-7s were ordered by Kumpf and modified by Kenz & Leslie with red stripes on the front fender tops, F70 tires, Cragars, and a host of other special equipment and options that included Kenz's testing expertise.

Building Cougar Excitement (Part III)

By Dennis Pierachini (#0054)

(Author's Note: Thanks to Jim Pinkerton (#5909, GT-E Registrar) for graciously providing access to much additional information during my research for this article.)

One of the more interesting programs developed by an automobile manufacturer in order to spark sales was the Lincoln Mercury Sports Panel. According to C. Gayle Warnock in his book *Innocents, Incidents & Indiscretions*, in early 1967 he was asked by his new boss, Lincoln Mercury Division Manager Gar Laux, to prepare a "white paper" to seek funding for a group of sports professionals who would attend various events and dealerships to represent the division. Warnock writes that Laux was a sports fanatic, and a particularly big fan of Arnold Palmer.

Officially formed in early 1967, it initially included golfer Arnold Palmer, racing driver Dan Gurney, Gordie Howe of the Detroit Red Wings, Detroit Tigers Al Kaline and Norm Cash, Detroit bowler Billy Welu, and golfer Byron Nelson (considered by Warnock to be the best draw of the bunch.) Chris Schenkle, an ABC sport announcer, was chosen to be overall spokesman. Membership on the sports panel changed throughout the years and also included, at one time or another, racing driver Cale Yarborough, Olympic track star Jesse Owens, Bart Starr of the Green Bay Packers, New York Knicks player Dave De Busschere, golfer Julius Boros, WPGA golfer Sharron Moran, tennis star Tony Trabert, hockey players Tony Esposito and Stan Mikita, baseball players Tony Kubek, Harvey Kuenn, football players Frank Gifford, Bill Brown, Lionel Aldridge, Jim Hart, Mike Ditka, Nick Eddy, Mike Pile, Gene Washington, and Mick Tinglehoff. All were featured in large posters, which could be ordered by dealers for use as giveaways, or as a set by the general public. During Palmer's tenure they entered into an agreement for Lincoln Mercury to sell Arnold Palmer golf balls, and Arnie was featured prominently in a few division advertisements and at least one television commercial.

Typically, four members of the sports panel would meet at auto, trade, or dealer shows as a group panel, taking questions from the audience, perhaps performing

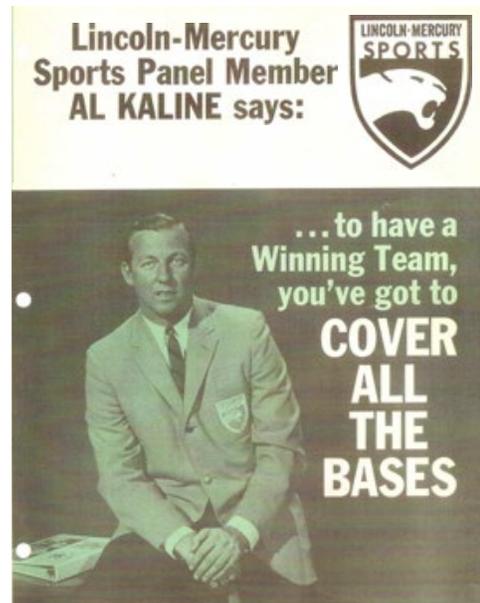


Left to right: Dan Gurney, unidentified, Jesse Owens, Sharron Moran, and Al Kaline

demonstrations of their winning techniques. And, of course, they were there to mingle with the crowd and sign autographs. In addition, individual sports panel members appeared in a number of Lincoln Mercury sales brochures and other materials, such as the "Al Kaline says..." a dealer only sales item for the 1971 models.

Of all of the sports panel members, it was probably Jesse Owens who worked most tirelessly to represent Lincoln Mercury Division. It's unclear when exactly he joined but it was soon after formation, and he was still appearing at various Lincoln Mercury events through the end of the sports panel in 1977. He often appeared alone at events and in advertisements, and at special divisional shows. Owens also appeared with one of the first 1974 Cougar XR-7s, which went on tour and was signed by many famous stars and personalities of the day before being auctioned off for charity. Today, that white Cougar resides in the collection of Rick Schmidt/National Parts Depot.

During the last couple of years, and before the Lincoln Mercury Sports Panel was disbanded, Lincoln Mercury moved ahead with some new marketing ideas, such as featuring Farrah Fawcett in television commercials for the '75 (and later) Cougar XR-7s, and Catherine Deneuve extolling the virtues of the new Mercury Monarch. The era of the spokesmodel had begun!





Reviving a 1967 Mercury Cougar XR7-GT Dan Gurney Special

By Jeremy Daniel (#9665)

My name is Jeremy Daniel from Paso Robles, member of Mercury Stray Cats Central California, and my “first” car was a 1967 Cougar. I fell in love with the car after donating much work to its restoration. After actually making the paint, I painted the car myself. Since I worked at a urethane paint factory, a graffiti proof urethane was selected. We had designed it for the New York transit system. That car was finished as a resto-mod in 1989 in PA. That same year, my then wife and I had my daughter, Felicia. We would take my baby for rides, and she would fall asleep to the cherry bombs rumbling. Eventually my daughter was driven to kindergarten in it, and she loved to tell everyone her daddy had a race car. It wasn't stock by any means. Sadly over the years, time takes its toll and eventually we couldn't afford to keep up with the car. Having sold the drive train, wheels and hood, the rest was crushed because I couldn't bear to have it belong to anyone else.

Forward to 1997; I am now divorced/single and looking for another '67 Cougar to restore. Interesting note: after finding one, upon starting the restoration, we find out that this car has my old hood! (I have picture proof.) This second '67 Cougar was completed and ready to paint in 1999. During the same time period, I returned to school and accepted a job in CA changing my life for the better. Once again, I could not bring myself to part with the car, and unfortunately couldn't take it with me. So the car was given to a friend of mine to be painted and run in a crash derby. However, I never saw proof that it happened, he might have sold it, but I don't know. Thus, my second '67 Cougar was not to be.

In 2011, I was in the position to try again in CA. Having looked for six months online, the car of a lifetime was found. I set out looking for a 1967, but never imagined having the chance to

buy a XR7-GT. I was the first one to call practically buying the car on the phone. This car was bought on May 30th, 2011 from Gary Brown for \$2,800.00. Driving south of Los Angeles to acquire the car, 200+ miles south from my location, I used my saved 40th birthday money. (The money was meant to take my wife and me to the Daytona 500.) Also, I sold my street bike to make my wife happy about the whole thing (insert smile.) So my current project, my third 1967 Mercury Cougar, is a XR7-GT Dan Gurney Special with the original big block 390 and auto C6. There were only 2,657 '67 XR7 390/C6 Cougars made. It is rumored there are only a few hundred left in the world. More recent inquiries to my specific model show qty = 5, for 1967 XR7-GT-DGS cars in the current Cougar Club Of America national database.

At the time of purchase, the car's condition was very poor with rust that would turn away most anyone else. Major reconstruction would be required to get this cat purring and on the road again. It did drive and run, but it was still sketchy. A rear brake line rusting off at the wheel cylinder took it off of the road for a bit.



My daughter passed away in July of 2013 at 24 years old. I almost sold this '67 Cougar not long after that, but luckily family and friends talked me out of it. I think of her all the time when I drive it; some of the best memories in my life happened in a 1967 Cougar. And many more will come, I'm sure.

Prodding the initial major restoration was a 390 that leaked



from the rear main, bad enough to pull the motor. The inside of the motor was showing every one of its 40+ years, and I was in no position to afford a complete motor rebuild because it needed everything. The 390 was set aside.

Focus moved to bodywork, because I had time and that is free, kind of. The car was stripped then sanded down to bare metal. Once the Cougar was in primer the full rust damage appeared leading to a need for a donor car. Fortunately, one was located in Atascadero that was rust free on the top, but not on the bottom, so it was perfect match. Next, time was spent cutting and stripping the donor car down. Many parts were sent to the sandblaster.



Overall, the bodywork required four years until I was happy with my work (I'm still not.) The car was primed many times in my garage "paint booth", and sanded well over one gallon of filler off, with as little as possible staying on. The rocker joints were filled in along with the rear tray seams. Aside from not replacing the bumper guards, that's all I changed with the body. The jambs and underside of everything were painted in my garage booth.

For the drive train, to allow mobility, a 289 with included C4 was found on craigslist for \$1200. It came out of a 67 fastback Mustang that was turned into a drag car. I have no idea what is in the motor, or when it will die. Alas, it too has a rear main seal leak! I just threw it in, and it's still going one year later.



For the final coat, I put my goggles on and drove it totally stripped



down to a local place with a booth. I think he applied 10 coats of Ford Performance White (still in use today) down for a very good price (I gave him most of the supplies.) I did this because I knew I would not be happy with my own job since I haven't painted in many years.



Goggles were donned again for the drive home to re-assemble the car. The interior with no dash pad at this time needs to be done still, although it has new carpet and headliner. Mechanically, I have replaced all the brake lines and hoses, rebuilt the power steering system, converted lower control arms and strut rods to 1968 Scott Drake, swapped the front springs out to adjust for the small block weight, and replaced the gas tank.

This car is a daily driver for me, but I don't take it very far as I don't trust the current motor nor trans. The original engine and trans are sitting here in my garage, and they will go back in the car as soon as I can make it happen...maybe in time for some 2017 50th anniversary events!



EBAY CATS



Year/Model: 1979 XR7
VIN: 9H93F6XXXXX
Miles: 77,000
Condition: 1
Winning bid: \$7,000
Total # of Bids: 13

Comments: Only 77k on this all original XR7 with a 302/2v and auto trans that runs great. This Cat has the decor interior option with a factory power sunroof. Has power windows, door locks and the power trunk option. The AC blows cold!! Has new radiator and tires. This was an one owner Cat until this past spring. Comes with all original paper work including the window sticker.



Year/Model: 1967 XR-7 GT
VIN: 7F93S5XXXXX
Miles: 99,000
Condition: 3
Winning bid: \$9,950
Total # of Bids: 43

Comments: Numbers matching XR-7 GT project needs completing. Was in a barn for 20yrs with less than 100k original miles on its 390 4v/C6. Restoration started about 10yrs ago, a complete down to metal primed and repainted the correct cardinal red. The engine/trans were completely rebuilt and an after market AC was installed as well as a new radio and wheels, the original AM radio and hubcaps/wheels are included. The gas tank has been replaced. The body is good with no rust or bubbles, the floor pans are near perfect. The brakes were completely rebuilt, but need to be adjusted. This GT runs and drives fine!! A great GT project worth completing.



Year/Model: 1970 XR-7 convertible
VIN: 0F94M5XXXXX
Miles: 82,000
Condition: 2
Winning bid: \$20,000
Total # of Bids: 5

Comments: This XR-7 convertible Cat has had only three owners since new and is a rust free California Cat. The 3rd owner bought it in 1995, it had been sitting under a carport for years. The 351c 4v/FMX have been rebuilt 1k miles ago, the interior was redone in vinyl (not leather) in the original maroon color. Has been repainted in its original color (not show quality). A complete new front and rear suspension was installed with aftermarket parts and not NOS. The engine, transmission and rear end are all number matching and all the body panels are original. Has many new parts including brakes, oil pan/screen/pump, custom 2" stainless steel exhaust, custom 7" styled steel wheels on BF Goodrich tires and folding glass rear window. In 2002 it took 3rd place in its class at the West Coast **Cougar Nationals**. After 14yrs of being restored and driven there are some nicks and scratches on the body and fluid stains in the engine bay.



Year/Model: 1969 Eliminator
VIN: Not listed
Miles: 35,243
Condition: 3
Winning bid: \$30,000
Total # of Bids: Not listed

Comments: A true matching numbers Eliminator survivor. The 351w 4v/4spd is believed to have 35k original miles, but is not documented. This Cat drives and runs well. Has new front calipers and recent master cylinder. All the gauges work except for the clock, the factory rim blow is in good condition and works as it should. The body has couple of small rust spots, the floors and chassis are original and are very nice with only some surface rust. The original carburetor was exchanged for a Holley carburetor, do have the correct carburetor that was professionally rebuilt two months ago and comes with car to revert it back to the original style carburetor.



Year/Model: 1983 LS
VIN: 1MEBP92FXXXXXX
Miles: 73,773
Condition: 3
Winning bid: \$2,500
Total # of Bids: 1

Comments: This LS Cat has only traveled 73k miles since new with its optional 302 V8/auto. Has leather seats, console, wood grain dash trim, AC, PS, PB, cruise control, 6 way power driver seat and power mirrors. Has new battery, brakes, muffler/tailpipe and steering rack. Rear bumper has paint peeling and there is some light surface rust on lower quarters. The PS pump moans slightly and the valve cover gaskets need to be replaced (gaskets are included.) Comes with numerous service invoices since new and a set of factory service manuals. Not many '83 Cats came with the LS package with a V8, most has the GS package and a V6.



Year/Model: 1996 XR7
VIN: 1MELM62XXXXXX
Miles: 48,102
Condition: 2
Winning bid: \$2,625
Total # of Bids: 59

Comments: Original Georgia Cat with only 48K original miles on its V6. Always serviced at the local Mercury dealer who sold it new. This XR7 is in excellent condition with no rust or dents; the only flaw on this XR7 is a scrape on the right side of the front bumper and right door mirror. This Cat is completely stock with no aftermarket parts or accessories. Runs and drives very smooth. The "paws" on this Cat are brand new. Everything works as they should.

PERSONAL ADS

PARTS FOR SALE

390 tri power set up, \$1,850. 1969 428 CJ, heads cast # C8OE-6090-N, dates 8L26, \$1,000. 1969 428 CJ somewhat complete motor: block date 9F24, heads 9F3 & 9C24, intake 9E17, etc. \$6,500. 1967 Ford/Mercury 390 A/C system: original Ford A/C compressor, A/C clutch, clutch pulley, brackets, idler pulley, water pump pulley, crankshaft pulley etc. \$500. 429 Police Interceptor heads: cast # D2OE-AB, dates 2E5 & 2E18, \$850.00 429CJ/SCJ long block: 4 bolt main block cast # D1VE-6015-A, date 1A19; heads cast # D0OE R, dates 0L18 & 0M4 \$6,250. 429 CJ C6 trans, R servo with cast iron tailshaft, \$2,800. 1967 Cougar or Mustang: stainless steel power front disc brake 6 piece line set. \$75. 1968 302 4V heads \$250 for the pair. 1968 302 4V intake, cast # C8ZE-9425-A, date 8A31, with extras \$300. 1968 302 4V valve covers, with extras, \$75. 1968 302 short block, cast # C8OE 6015 A, cast date 8B3, machine date 8B13B, \$500; 1970 302 block, block cast # C9OE-6015-C, ARP main cap bolts, it is clearanced for 347 stroker, \$250.00 347 stroker kit; includes 3.400 crank, 5.400 H beam 4340 chromemoly steel rods, 4.030 KB hypereutectic flat top pistons with two valve reliefs \$1,200. 1995 302 heads cast #E7TE, date codes 4K22 & 4L12, \$150 for the pair. Small block C6 \$200. 1967 289 heads, cast # C6AE, date codes 7D18 & 7E2 \$200.00; NEW: AFR small block Ford 205cc aluminum race heads, stud mount, complete with valves, springs etc., CNC machined and ported by AFR, brand new pair \$2,050. 1967 GT 390 carb cast # C7OF-9510-A, list 3793, date 784, good core \$250.00; 1966 428 short block \$2,500.00; N.O.S. 87-88 Cougar red headliner part number E7WY-6651916-ABD,

\$150.00; 351W heads, cast #E7TE, date codes 5B15 & 5B17, \$150 for the pair. 1970 351C 4V closed chamber heads: cast # D0AE; dates 0E16 & 0E20, \$800.00 1973 351C 4V open chamber heads: cast # D3ZE; dates 3A17, \$600.00 1972 351C 4 bolt main block, cast # D2AE-CA, date 2G13, \$895. 1970 351C 3 groove crank pulley : cast # D0AE-6312-C, \$125. 351C single groove water pump pulley : cast # C9OE-8509-F, \$100. 1970 351C idler pulley : cast # D0AA-8A617-A, \$125. 351 A/C bracket; cast # D0ZA-2882-C, \$200. 1970 351C bracket : cast # D0OE-10156-A, \$100. 1970 351C bracket : cast # D0OE-10145-A, \$75. 351C bracket ; no cast #, \$100. 351C timing pointer, \$75. 351C front engine plate, \$125. 351C thermostat housing, \$20. 351C dip stick tube, \$75. 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 1965 289: rods, cast # C3AE D, matching set of 4, \$50; 1965 289V intake cast # C5AE 9425 D, dates 4K6 & 5A4 \$75 each. 1965 289 original gold valve covers, \$60. etc. much more inquire (314)480-2556 Keith Litteken St. Louis MO or email kslitteken@aol.com

WANTED

Carburetors part # on air horn C8AF-AD C8OF-AB & C8OF-AA; FE distributors Part # on housing C8OF-D, C8OF-F, C8OF-H C7OZ-12127-D, C7OF-12127-F C7OF-12127-F-G , C8AF-12127-AD. 1968 Cougar red dash pad. (314) 480-2556 Keith Litteken St. Louis MO or email kslitteken@aol.com

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MEMBERSHIP REPORT

By Rob Merritt (#8323)
Member Services Director

MEMBERSHIP IS GROWING IN ANTICIPATION OF THE 50TH ANNIVERSARY.



New and renewing members have been keeping me busy sending out “welcome” packages. Lots of new members, and many returning to the club after being away – sometimes for a decade or more. It’s exciting to see the enthusiasm growing for the 50th anniversary celebrations. Regional club members and others are working really hard to make 2017 a special year for CCOA members and Cougar enthusiasts. If you’re planning to attend any of the shows, consider registering early to help the organizers plan better for the best experience possible.

Much like the membership activity, CCOA merchandise also has been flying off the racks! Merchandise manager (former president and lifetime honorary member) Randy Goodling (#0095) has been working through the orders as fast as he can and is doing a remarkable job. Make sure

you get your CCOA merchandise before it’s all gone. Go to www.cougarclub.org and hit the “Store” button for the latest offers on club merchandise.

The new 50th anniversary decal has been a popular hit. You get one free when you renew your membership or join the CCOA. It’s multicolor and attaches to the interior of your window by static cling. No fuss, no mess. CCOA brand manager Phillip Payne (#6434) hit another home run with the design.

You get one free when renewing or joining, but extras are available on the website for those who want them. The decals are limited in quantity, but we still have plenty to go around. Check the CCOA store for the latest offers.

If your renewal is due, use the handy on-line form at www.cougarclub.org/join.htm. If you prefer, you can send a check using the membership form found elsewhere in this newsletter. And be sure to let me know if you change your postal or email address. It pains me when mail is returned undeliverable. If you just need to update your information, or have a question about your status, feel free to email me at membership@cougarclub.org.

NEW MEMBERS

Joining the club since the last ATSOTC (through October 31) are the following new members:

JEFF YANT	LITTLE ROCK AR
GABRIEL LOPEZ	ONTARIO CA
JEREMY DANIEL	PASO ROBLES CA
GEORGE WOEHLKE	SANTA MARIA CA
STEPHAN BORRERO	SOUTH PASADENA CA
RORY MCCRUDDEN	TEMECULA CA
GARY MAY	AURORA CO
ROBERT LEMERON	KIHEI HI
RON MAHNKE	ROCKTON IL
RANDY CRAW	BLOOMINGTON IN

ED MEYER	HUNTINGBURG IN
JAMES MATTHEW TIEKEN	NEW CASTLE IN
KEVIN SMOKOROWSKI	ANDOVER KS
JERRY DIGIANVITTORIO	BRIDGEWATER MA
JOHN GRIFFIN	EAST SANDWICH MA
BARBARA STEVENS	LA PLATA MD
DAVID HALL	AGENCY MO
TIMOTHY JAMES MCDANIEL	HOLTS SUMMIT MO
KEVIN HILBRUNNER	SANBORNTON NH
STEVE BOEH	AMELIA OH
JEFF CORBETT	BIXBY OK
WILLARD LEE	BRISTOW OK
MERVIN & DOROTHY MOYER	HOWARD PA
MATT SHUMAN	WILLIAMSPORT PA
CHRISTOPHER DEGROOT	LAREDO TX
MARK DAZLEY	SALT LAKE CITY UT
JOHN SCOTT	FORT BELVOIR VA
STEVEN ELLIS	DUVALL WA
CREIGHTON SMITH	SPOKANE VALLEY WA
TIM HACKBARTH	PLEASANT PRAIRIE WI



Welcome to the new members!

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

AUCTION WEEK IN SCOTTSDALE, ARIZONA

Auction week in Scottsdale runs from January 14th through the 22nd, 2017. A gathering of Cougar enthusiasts has become an annual tradition. Keep an eye on the CCOA website and the Classic Cougar Community forums (www.classiccougarcommunity.com/forum) for announcements of Cougar events.

SEASONS GREETINGS

Although I'm writing this on Halloween, I expect you're reading it in December. The CCOA wishes everyone peaceful holidays and a prosperous New Year.

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

This issue of ATSOTC doesn't contain any part of *The Mercury Cougar - Why and how*. The next part will be published in the next issue of At the Sign of the Cat



Vintage Diecast Toy Cars

By Rob May (#9623) / Photos by Georgina May

Diecast toys have been on the market since the first 1967 Mercury Cougar arrived.

Matchbox and Hot Wheels are known for manufacturing diecast cars including offering classic Mercury Cougars from the sixties to current production. Sunstar, Johnny Lightning, Welly, and Ertl join those two companies with their own modern versions of classic Cougars. Corgi produced a Mercury Cougar diecast car in 1969 and early seventies; however, even though they are still in business they have not produced another Mercury Cougar in decades. Other companies previously entered the market, unfortunately some only briefly. This article highlights the original vintage harder to find Cougars by Corgi, Dinky, AMT, Aurora, and Marx.

United Kingdom was the home base for a couple companies to make vintage Mercury Cougars and one company is still in business. Dinky often made high quality heavy diecast

vehicles with multiple moving parts. The box shows a red version never made and warns that colors vary. The blue 1968 Cougar, the only color and year produced, features opening doors and moving radio antenna. The car is about SuperKing Matchbox size. Sadly, Dinky went out of business in the late 70s. Corgi is still around. They produced 1969 Cougars, all in 1/64 scale. In their Husky line, they offered mostly white Sheriff and red Fire Chief cars. Note that different color interiors, wheels, and windows can be found as well as different packaging layouts. Corgi Rockets are much rarer and fancier. They include a key. Shown are the brown with yellow (Mopar type) wing cars. They are worth several hundred on the card. Saved for another discussion is the red with skies James Bond version. Next we will discuss competitors that didn't stay long in the diecast toy business as they shifted their market directions.



How are TV action figures related to Mercury car toys? Well, AMT produced 1/64 scale 1968 Cougars to compete with Matchbox and Hot Wheels. While the car was fairly accurate, the company did not stay in the diecast business due to the competition, and they went back to producing plastic models. AMT labeled their diecasts as "Pups" parallel to Corgi Husky and Marx Bulldog names. The yellow car is an example of the AMT Pup. AMT sold their diecast line to Mego. Yes, the same Mego famous for vintage action figures! They in turn renamed the line to Jet Wheels. The car was sold in a plastic garage glued to the card. Blue is the most common color with gold being much rarer. Jet Wheels have a major down fall as their axles are weak and are quick to bend. The AMT Pup had a much better axle. Again, these toys didn't last long and Mego quit the car toy business to focus on action figures. The Jet Wheels can get \$50 loose and \$100 packaged or more while the much harder to find Pup is worth hundreds even loose.



types. One has a solid chassis with painted hubcaps, while another has unpainted rims. Another pair has just the body with no lower chassis, but one had a cardboard interior with the other remaining empty inside. A dark blue with chassis can be found. Finally, there is a dark red with black top with plastic interior offered. Packaging varied, some were in plastic window on the card, or a small enclosed Matchbox style box, or they were loose in a track set. The red and dark blue versions are the rarest. Current values range from \$30 loose to hundreds in the package.

Any examples of these rare diecast cars would be a great addition to a Mercury Cougar fan's collection. All toys shown were photographed by Georgina May and will remain in Rob May's collection.



Aurora followed an identical path to AMT. Known for their plastic models, they ventured into "diecast" territory in the late sixties including a Cougar version. Actually, these were hybrid plastic/metal cars with flimsy easily broken plastic bodies on a metal chassis underneath. Their slot cars were built much better. A "Cigar" box idea was used in direct competition to "Match" box cars. Loose, non-broken cars are much harder to find than ones with bent, cracked or missing pieces; however, their value is not too high compared to the other diecast cars mentioned. Mint on card or with the box do rate a higher value. Aurora quit producing these in 1970 and their plastic model line was sold twice over in the '70s.

Marx offered the smallest metal Cougars. The castings are 67/68 body style. Different names have been associated with them including Bulldog, Blazers, and mini Blazers. Light blue are the most common, but even these are found in various



A New Member's Journey

By Abraham Platt (#9551)

Our story begins in January 1988 when my wife, Ann and I took her 1982 Mercury Zephyr Z-7 coupe to Marino's, our local Lincoln-Mercury dealer, for routine service. While there, we walked into the showroom to speak to Joe, the salesman that sold us the Zephyr in late 1981/early 1982. While we were chatting, we noticed a 1988 Cougar sitting on the showroom floor and admired it very much. After a long discussion and several pointed questions on available options and delivery time on a new Cougar, we were told that the Zephyr was ready, so we said our goodbyes and left with a copy of the sales brochure. On the drive home the conversation kept returning to the Cougar on the showroom floor. In early February, we returned and ordered a twilight blue 3.8 L Cougar LS Special Edition (gold trim package with luggage rack and equalizer stereo radio/cassette player combination) with shadow blue interior. We took position of this absolutely beautiful car in March 1988.

The Cougar was Ann's daily driver going back and forth to work, going out shopping, visiting family and friends, and going on errands for 12 years before allowing it a well deserved rest from daily drudgery and becoming our weekend pleasure driver. Our Cougar performed its duty as a pleasure driver quite well for the next 15 years and still does so to the present. However, in late 2015, I decided that the Cougar was too nice to just leave in the driveway and only driven occasionally. This decision came after spending a lot of my free time, since retirement in 2014, at numerous antique automobile shows, antique truck shows,

and at historical museums in New Jersey and Pennsylvania, as well as at many local cruise nights admiring the stock, restored, and modified old timers being shown off.

So near the end of 2015 I decided to join the Cougar Club of America (CCOA) and look for a local Cougar club. Finding the Cougar Club of New Jersey and Pennsylvania (CCNJPA) listed, I also join the CCNJPA. At the same time I joined the Antique Automobile Club of America (AACA) and selected the closest AACA regional club, joining the NJ Region AACA in February 2016. Since I also enjoy antique trucks, I joined the Antique Truck Club of America (ATCA). Joining these five organizations provided me with much interesting reading material and more importantly schedules of events so that I could plan out my weekends in 2016.

In December 2015 Ann and I joined CCNJPA members at their annual holiday party, which turned out to be a beautiful day, so several of us drove our Cougars, five in all. The other four Cougars were "pony cars" (1967 thru 1973). The 1988 is a sixth generation car classified as a "personal luxury car" (1974 thru 1997.) Having previously owned a white 1978 Cougar with a 351 cid V-8, I can vouch for the "personal luxury car" classification. We had a very good time and went home thinking this was a good start. Over the next two months, I put together a list of events that we would attend with our Cougar Some were on the CCNJPA's calendar of events, some were on the NJ Region



AACA's calendar of events, and some were researched on the internet. I started to share my list of events with the leadership of the CCNJPA and had a number of these events posted to their schedule of events so that the general membership could also participate. The Cougar was then prepared for a long car show season, attending/competing in 11 car shows, participating in four antique car tours and a parade, participating in eight nursing home/assisted living home visitations, and participating in the AACA's Eastern Regional National Meet in Hershey, PA. Our Cougar did well before the judges at the car shows capturing four trophies, two for first place in class completion for 1980 through 1991, one for best un-restored car at the NJ Region AACA's annual antique car meet and a third place, also in class completion. However, the most important show was before the evaluation judges at the AACA's Eastern Regional National Meet at Hershey. My desire was to have the Cougar accepted into the HPOF (Historical Preservation of Original Features) Class, which it was. Though the Cougar had received four trophies locally, this is the first National Award, of which we are very proud. The Cougar now proudly wears the HPOF badge on its grill.

This past year was a lot of fun as I also attended several major events as a spectator including the Concours D'Elegance events at Llewellyn Park in West Orange, NJ and at the Hershey Hotel in Hershey, PA; the Buick Club of America's 50th anniversary celebration at the NB Center in Allentown, PA; and the ATCA shows in Florham Park, NJ and in Macungie, PA, which is the ATCA's national meet.

Over the past ten months, we have exchanged ideas with, broke bread with, and became friends with a number of the members of both the NJ Region AACA and the CCNJPA. Our only disappointment is that other than the annual holiday party, the annual picnic, and the Fanny Wood Car Show, the CCNJPA does not run/sponsor any car shows and very few of the members bring their Cougars to any events.

My only concern is that the CCOA and especially the CCNJPA do not make a big enough effort to encourage participation by owners of third through eight generation Cougars, and there is little to no outreach to new members to include them in club activities.

My closing comment is that if you own a 1967 through 1991 Cougar, you own an antique automobile. These cars are rare, they are special, and they should be shared with the rest of the world instead of being hidden in a garage or warehouse to only be enjoyed by a few. The owners of the 1992 through 2002 Cougars should also be encouraged to join the CCOA. Remember that the Mercury Cougar marquee is now 50 years old and no new Cougars will be manufactured. From reading ATSOTC, I realize that other regions of the USA, as well as Canada and Germany, have active clubs and only wish that more Cougar owners would be encouraged to join the CCOA and especially to join their local Cougar club.



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 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.

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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*

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

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• Ho ho ho! •
Merry Christmas



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