

AT THE SIGN OF THE CAT

SPRING 2017



LET THE SHOW(s) BEGIN!

GEORGINA GARCIA MAY PHOTOGRAPHY



WWW.GEORGINAGARCIAMAY.COM



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

legendarycougar.com/shop/
call 480/656-6780 or write
PO BOX 7671,
Cave Creek, AZ 85327





AT THE SIGN OF THE CAT

Copyright 2017 Cougar Club of America
All Rights Reserved

Editor

Thierry Frisch
Schouweiler, Luxembourg
editor@cougarclub.org

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 summer. **Please send your submissions no later than May 31st, 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.
- \$35 for members who receive the newsletter by postal mail to a U.S. address.
- \$40 for members who receive the newsletter by postal mail to a non-U.S. address.

To join or renew, point your internet browser to:

<http://www.cougarclub.org/join.htm> or contact the Membership Services Director listed in the Club Contacts section of this newsletter.

Disclaimer

Members receive this publication with the understanding that the Cougar Club of America, and its officers and volunteers, cannot be held responsible for its content. The CCOA reserves the right to edit all submissions. The CCOA does not necessarily endorse views and opinions expressed in ATSOTC. Your mileage may vary.

CCOA ADVERTISING POLICY

Rates & Rules:

1. Rates may be waived for Cougar-specific advertisers who support the CCOA with reciprocal advertising or discounts for CCOA members.
2. Advertisements must be related to the automotive hobby and deemed of value or interest to the members.
3. Ads may not state or imply CCOA endorsement without express, prior authorization.
4. The CCOA may reject any advertisement at its sole discretion.
5. Display Rates:

	color	black and white
Inside covers	\$225	\$200
Full page	\$200	\$175
Half page	\$125	\$100
Quarter page	\$75	\$60
Eighth page	\$50	\$35
Business card	\$50	\$35

Prices are per issue. Ads are in color on all pages for the electronic version at no extra charge.

Classified Ads (up to 100 words) –
Free to members,
10¢/word per issue for nonmembers.

Contact Kamran Waheed for details at
assistanteditor@cougarclub.org



Club Contacts

CCOA Board of Directors

Chairperson: Gavin Schlesinger

chair@cougarclub.org

2503-A Harriman Lane, Redondo Beach, CA 90278
(925) 596-0870

Vice Chairperson: Greg Fritz

vicechair@cougarclub.org

16280 Andrie Street NW, Ramsey, MN 55303-5313
(763) 274-1438

Financial Services: OPEN

Membership Services: Rob Merritt

membership@cougarclub.org

28 W. 8th St, Duluth, MN 55806-2515
(218) 590-6201

Club Services: Matt Slay

clubservices@cougarclub.org

5930 Royal Lane, Ste E102, Dallas, TX 75230

Special Services: Phil Parcels

specialservices@cougarclub.org

7227 Heath Markham Road, Lima, NY 14485-9508

Community Relations: Greg Taylor

communityrelations@cougarclub.org

3492 W. Orange Ave, Tallahassee, FL 32327
(850) 728-3953

CCOA Managers and Volunteers

Editor / Publisher: Thierry Frisch

editor@cougarclub.org

Schouweiler, Luxembourg, Europe

Assistant Editor / Advertising Representative:

Kamran Waheed

assistanteditor@cougarclub.org

6500 Saint Joe Rd, Apt. 610, Ft Wayne, IN 46835

Prepress Specialist / Proofreader:

Pam Stafford

prepress@cougarclub.org

Brownstown, PA

International Manager: Tim Glover

international@cougarclub.org

Oxton Birkenhead, Wirral, England

Historian: Scott Dyke

history@cougarclub.org

1700 Kelly Ave., Crest Hill, IL 60435-2314
(815) 726-7905 (after 6 p.m. Central Time)

Legal Advisor: Jody Heil

legal@cougarclub.org

500 Maple Ridge Road, Berlin, WI 54923
(920) 361-5258

Merchandise: Randy Goodling

merchandise@cougarclub.org

2046 Mill Road, Elizabethtown, PA 17022-9401

Technical Advisor: Greg Taylor (See Community Relations)

Webmaster: John Rotella

john@cougarclub.org

2484 W Genesee Tpke, Camillus, NY 13031

Brand Manager: Phillip Payne

phillip.propayne@comcast.net

Mechanicsville, VA

(804) 550-1130

<http://propaynegraphics.com>

Volunteer Coordinator: Rob May

cougar_man@msn.com

1113 Arnold Ave, Lompoc, CA

Specialty Vehicle Registrars

National Database (all Cougars): Phil Parcels

registry@cougarclub.org

7227 Heath Markham Road, Lima, NY 14485-9508

1968 R-code, Non-GT-E: Bill Quay

68-r-code@cougarclub.org

7113 Old English Road, Lockport, NY 14094-5408 // (716) 433-9267

1969 390: Mike Brown

69-390@cougarclub.org

5527 Bluebell Ave., North Hollywood, CA 91607-1909

1971 429 Cobra Jet: Mitch Lewis

71-429cj@cougarclub.org

1979 Chipmunk Court, Eagan, MN 55122-2225 // (612) 720-7504

428 Cobra Jet ('69-'70): Scott Taylor

cobrajet@cougarclub.org

2151 W. Shawnee Drive, Chandler, AZ, 85224-1740 // (480) 612-2998 (evenings)

Dan Gurney Special: Scott DeFriez

dgs@cougarclub.org

6420 Hermanas Road S.W., Deming, NM 88030-1721 // (575) 544-4444

Eliminator: Dave Wyrwas

eliminator@cougarclub.org

21 Cathy St., Merrimack, NH 03054-2841 // (603) 429-8437

GT, XR-7 GT, 6.5 Litre: Brett Irick

xr7gt@cougarclub.org

2 Brookwood Lane, Dearborn, MI 48120-1302 // (313) 240-6418

GT-E: Jim Pinkerton

gt-e@cougarclub.org

20727 106th Ave. S.E., Snohomish, WA 98296-7166 // (360) 668-0243

Sports Special: Bruce Wallace

sportsspecial@cougarclub.org

8709 Catbriar Lane, Orlando, FL 32829-8619 // (407) 222-1021

Two Tone: Kamran Waheed (see Assistant Editor)

Wagons: Kamran Waheed (see Assistant Editor)

XR7-G: Royce Peterson

xr7g@cougarclub.org

6360 Berwyn Lane, Dallas, TX 75214 // (214) 538-8838

Volunteer Photographers

Bill Watkins

Vacaville, CA

mach13@comcast.net

Luigi Dionisio

San Ramon, CA

luigid@sbcbglobal.net

www.luigid.com

Larry S. Quay

Riverside, CA

lsquay@yahoo.com

Andrew Chenovick

Salem, OR

andrew@flyingaphoto.com

flyingaphoto.com

Cliff Gardiner

New York, NY

klph@mac.com

klphandjohnstudio.com

Dan Houde

North Conway, NH

dghoude@gmail.com

www.wiseguycreative.com

Jeanne Christian

Bixby, OK

jeannechristian@me.com

Charlie Brown

Owasso, OK

thebrowns@aciwireless.com

Georgina May

Lompoc, CA

ggucsb@gmail.com

www.georginagarciamay.com

Ted Taylor

Chino, CA

ted.taylor@me.com

IN THIS ISSUE



4	At the Sign of the Cat
5	Club Contacts
6	In This Issue
8-9	View from the Chair by Gavin Schlesinger
	Regional Reports
12-13	Mercury Stray Cats Central CA Chapter by Rob May
14-15	Mid America Classic Cougars by Randy Christian
17-19	C.A.T.S. Classic Cougar Club by Brian Carpenter
20	Sunshine State Cougar Club by Nancy Elder
21	Lone Star Cougar Club by Matt S. Slay
22-24	A Message from Fordnutz Cougar Club, Vancouver, BC, Canada by Heather Whitaker
27	M60 Cougars by Barrie Dixon
28-29	The Annual Arizona Cougar Events surrounding the Barrett Jackson Scottsdale Auction by Gavin Schlesinger
30	2017 Arthritis Foundation Classic Auto Show by Ben Brace
33-40	The Cougar in the UK by Rob May
41	The Delmarva Cougar Club by Carl Graziano
42-45	A Message from Cascade Cougar Club, Pacific Northwest by Heather Whitaker
45	The Colorado Cougar Club by Cougar Bill
46-48	Bringing New Life to Cats by Rob May
49	A Letter by John Quattrocchi
50-51	Eliminators on the Market by Michael Banks
52-53	Building Cougar Excitement (Part IV) by Dennis Pierachini
54-55	The Debut of the First San Jose 1969 Mercury Cougar by Rob May
56-57	Ebay Cats and Personal Ads by Kamran Waheed
58-59	Membership Report by Rob Merritt
60-63	The Mercury Cougar - Why and How
64-65	Unique Memorabilia by Rob May
66-67	#1 by Randy Christian & Charlie Brown
68-69	Journey of an Early CCOA Member by Brett Irick
70	Membership Application



The Cougar in the UK pp 33-40



Bringing New Life to Cats pp 46-48



Journey of an Early CCOA Member pp 68-69



New Opportunity on CCOA Leadership Team

Due to other commitments, our Financial Director cannot continue and we need to fill this critical position. The CCOA Board is looking for an individual with some financial/accounting background that can devote four - eight hours per month to take on the following responsibilities:

The Financial Director is responsible for:

1. Maintaining the financial records of the CCOA according to acceptable standards of accounting.
2. Providing accurate and current CCOA financial information to the BOD.
3. Receiving and distributing CCOA funds as directed by the Chairperson and in accordance with the CCOA bylaws.
4. Work with our legal counsel to maintain current working knowledge of federal and state of Wisconsin non-profit corporation laws as they pertain to the CCOA's accounting procedures.
5. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
6. Maintaining the ability to personally conduct CCOA business by online banking, Paypal, Internet (e-mail) and telephone.

The previous Financial Director, Greg Fritz, will work with this person to transition/guide them in taking on the role. Please call or email Gavin Schlesinger ((925) 596-0870 / chair@cougarclub.org) if you have the skills, experience, and willingness to take on this important role for the CCOA.

VIEW FROM THE CHAIR



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

The 50th Anniversary Celebration has begun!

It is a very exciting time to be a Cougar enthusiast with all of the 2017 events planned and coming together. Thank you to everyone who has already registered for the six planned CCOA celebrations. Anyone on the fence still has time to join in on the excitement...Now is the time to support the CCOA, your local club and events. Attending the events with young enthusiasts gives me hope that our hobby will survive for the next generation but someone else will have to plan the 75th and 100th celebrations.

2017 will be a commemorative time for our hobby as we need to reflect on the people and great times we had along the way to get to this point. I personally remember the times with my friends and family spent at events or hanging out in parking lots for the better part of my life.

I received some sad news early in 2017. **Tom Jacobellis**, the founder of the Cougar Club of America, CCOA member #1, had passed away January 30th, 2017. March 19th, 1980 Tom had a vision to begin an organization that has been lucky enough to survive 37 years, and I hope there are many, many more years ahead. The CCOA has had only five Presidents in its 37 years, Tom being the 1st. My thoughts and prayers go out to Tom's family.



The CCOA would not have been made possible without the dedication of all of the CCOA presidents that went before me. **Tom Jacobellis**, a New York City Police officer, loved Cougars and made the leap of faith that there might be others. Tom led the club from 1980 - 1985. **John Baumann**, a veteran in the Cougar Community and one of the original owners of a Cougar parts company, with the support of his wife Dee Baumann, led the club from the fall of 1985 - 1991. **Scott Ferguson** is well known to the Cougar Community. Scott has been heavily involved with The Cascade Cougar Club, The Fordnutz Cougar Club and the CCOA. Scott led the club from 2000 - 2005. **Randy Goodling**, one of the best known members of the CCOA, as Randy is the only past president to hold the office more than once. Randy led the club 1996 - 2000, and most recently, 2008 - 2014. There are few ways the club can repay those who have given so much; lifetime membership is one.

There are many that deserve credit for the CCOA surviving 37 years, so we thank the past presidents, BODs, volunteers, registrars, and most definitely, all of the club members.



The 50th celebration kicks off in Tulsa, Oklahoma on April 21st and there are a total of six CCOA 50th Anniversary events. The success of the events depends 100% on everyone's involvement.

If you have not yet renewed, now is a great time. Commemorative decals have been arriving into mailboxes and 50th Anniversary event shirts have been selling well from www.CougarClub.org. Phillip Payne, the official Brand Manager for the CCOA, has outdone himself designing an amazing logo, which is now available on a **2017 madras blue shirt** sold directly from the web store of www.CougarClub.org. I look forward to seeing photos of people proudly wearing them at events around the world, as we have with the **black cherry 50th Anniversary shirts**.

As events are planned in your area that you would like to share with our members and enthusiasts, please email ClubServices@CougarClub.org the event flyers, web links and any information about them. They will be shared on www.CougarClub.org and our Facebook page. The more you can share about events, the more of our fellow CCOA members can plan to attend the ones they may not have been aware of. Send all of your favorite Cat photos from events attended, or cruising around town, to editor@CougarClub.org and one of your photos may just be selected to appear in an issue of ATSOC or on our club Facebook page. If you have any questions about the 50th Anniversary events, or ideas on how you can help make the celebration even bigger and better, please do not hesitate to call or email me.

I am personally very excited in anticipation of all of the 2017 celebrations. I hope to attend more than two of the six planned. The various event committees need your support, and if possible, register now so they can plan more effectively for all of the cars and people who are attending. **I want to thank all of our membership, new and renewing, and all of our volunteers for your support for the Cougar Club of America and our hobby.**

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

Gavin Schlesinger

Cougar Club of America Chairperson #5780

CCOA LLC.

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

Look for us on Facebook:


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




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. **John and Phil have done an amazing job updating our website, preparing to link to all of the amazing events and merchandise available to commemorate this milestone in history!**

Top 10 Reasons to Join and Contribute to the CCOA

1. Share your passion with people "Dedicated to the appreciation and preservation of the Mercury Cougar."
2. Expert technical advice on how to fix your Cougar, or ideas and advice for your latest project.
3. Receive the club newsletter.
4. Website access to preferred parts and services lists, as well as the registry groups.
5. Free classified advertising on www.cougarclub.org.
6. Cougar gear access to official CCOA merchandise.
7. A network of people to help locate hard to find NOS and used parts.
8. Access to the national database information; when was my car reported and what was its condition?
9. Event sponsorship funds for your club or organization to host regional or national CCOA events.
10. Be a part of fostering and keeping our automotive hobby and passion for the Mercury Cougar alive.



Join the Cougar Hunt




2017 is here! Hunting for a rare chance to see Cougar 001...



Cougar One - Serial #500001

NOT FOR TITLE OR REGISTRATION				WARRANTY NUMBER		MADE IN U.S.A.	
BODY		COLOR	TRIM	DATE	S.S.O.	AXLE	TRANS.
mercury							

The 1st Production Cougar
Build Date: July 4, 1966

- 390- 4V Marauder GT Engine - 320 HP
- C-6 Automatic Transmission
- 3:00 9" Rear End
- Tilt-Away Steering Wheel
- Styled Steel Wheels
- Power Disc Brakes
- Power Steering
- Sports Console w/Convenience Lights
- AM-8 Track Stereo Radio
- Cruise Control
- Luggage Rack

Restoration by John Benoit
Cascade Classics Puyallup, WA
Body & Paint by Brandon Huhtala
Automotive Images Federal Way, WA

Owners: Elaine & Jim Pinkerton
Cascade Cougar Club Snohomish, WA

The Mercury Cougar Turns 50!



April 30th 2017

Fabulous Fords Forever! (Buena Park, CA)

Event Address: **8039 Beach Blvd Buena Park, CA 90620**

Contact (SoCal CC) **Mike Brown** (818) 599-5741 or Ford Council 626-209-9138

Event Email: info@fabulousfordsforever.com

Website (s): <http://www.fabulousfordsforever.org/>

Hotel: **Knott's Berry Farm Hotel Buena Park, CA 90620 (866)752-2444**

June 2, 3, 4th 2017

CARLISLE: DCC DELMARVA & CCNJPA (CARLISLE, PA)

Event Address: **1000 Bryn Mawr Rd, 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.dcconline.org & www.ccnjpa.com

Hotel: **Courtyard Marriott Harrisburg West/Mechanicsburg (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

Event Email: DearbornCCOAevent@gmail.com

Website: www.catsccc.com

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

AUGUST 5, 6th 2017

CASCADE COUGAR CLUB (TACOMA, WA)

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

Contacts (Cascade CC): **Heather Whitaker** (604) 591-3673

Event Email: cascadecougarclubpr@gmail.com

Website: www.cascadecougarclub.com

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

Hemming's Muscle Machines June 2017

Issue on News Stands April 2017

Hemmings
**MUSCLE
MACHINES**



Mercury Stray Cats Central CA Chapter

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



Mercury Stray Cats Central CA continues to grow. We welcome Eric Dias from Santa Maria who is building a '69 390 Cougar. Oscar Fuentes from Atascadero joins us with a '68 Cougar resto-mod project. Rudi Henderson from Buellton has a '69 convertible. Aaron Mosley joins us on the east side from Bakersfield with his '67 XR7. Our farthest north member is Ruben Segura from Fresno with his '68 Cougar resto-mod project. Craig Rayburn from Simi Valley is our club's first Eliminator (yellow '69). Rick Miller becomes our second Lompoc member and our second '69 Eliminator (orange 390). Shawn Kirshner of Santa Clarita with his '67 Cougar becomes our 15th member! Gary May (CCOA# 9664), Rob's dad, who obviously provided the inspiration for appreciating Mercury Cougars, is entered into the group as an honorary member with his '68 Cougar from Aurora, CO. Our chapter has added five members for each of the last three quarters.

George Woehlke (CCOA# 9667), Jeremy Daniel (CCOA# 9665), and Rob May (CCOA# 9623), the first three MSC Central CA members, celebrated the New Year in style at Firestone Paso Robles. All of them are working on their cars to prepare for 2017 events. Many thanks for helping with acquiring more members. Next goal is twenty members!

Special thanks to Georgina Garcia May, our chapter photographer. She readily contributes to Mercury Stray Cats Central CA, CCOA, and Legendary Cougar Magazine. www.georginagarciamay.com

Our Chapter Spotlight this issue is focused on one of our farthest south members, Craig Rayburn. "I bought this car in 1979 from



Oscar Fuentes' '68 Cougar resto-mod project



Ruben Segura's '68 undergoing major mods



Aaron Mosley's '67 in Bakersfield



Gary May's gold '68 Cougar in Aurora, Colorado



Rudy Henderson's '69 green convertible



Rick Miller sorting parts in Lompoc



George Woehlke's '67 XR7 prior to repaint and a few mods



Jeremy Daniel's '67 GT and '96 Cougars



'69 Eliminator from Simi Valley



Rob May's '69 in Lompoc



Shawn Kirshner's '67

a guy named Jack Simpson from Glendale, CA. He bought it new on October 16, 1969 from Star Lincoln Mercury (also in Glendale). I made the money to buy the car by mowing lawns and working at my dad's front end shop in Simi Valley, CA. The car was repainted in 1980 (same original color). At that time, there were no repro stripes made for this car, so we painted them back in exact location of the

original Eliminator stripes...We made a stencil before the repaint. The car has not been painted since 1980. My Cougar has had three different motors... original 351 Windsor, a rebuilt 351 Windsor, and a 351 Cleveland (in the car now). The Cleveland is .030 over with 2 barrel Australian heads, solid cam, and Wiesco flat top pistons. On Bill Maropulos's dyno, this engine makes about 420 HP. Unique note: This motor was at one time in my late model stock car and won five main events at the now closed Saugus Speedway. The car has a 4 speed Toploader and the factory 9" rear has 3.55 gears with a Detroit Locker. Another interesting side note...I also have a 1970 Ford Truck that my father bought new on the same day my Cougar was purchased (October 16, 1969)!"

Join us this year in Central CA for the 50th anniversary celebrations of the Mercury Cougar. It is always great to see as many Cougars as possible at these events. Not to be missed is the huge CCOA 2017 Western Regional Show hosted by Southern California Cougar Club (SCCC) held in June in Cypress, CA with help from Mercury Stray Cats.

***Mercury Stray Cats Central CA Chapter and Golden State Mopars present a special local show at the Elk's Lodge in Santa Maria, CA to benefit the Santa Maria Valley Humane Society (SMVHS). Bring your Mercury Cougar out on Saturday, October 7th, 2017 to the Muscle, Mutts & Meows car show! Yes, there are Cougar classes at this event. The first 50 cars will receive a 1/64th Mercury Cougar diecast to celebrate the 50th anniversary of these fine cars!

Contact Rob May, the CCOA volunteer coordinator, for more info and a registration form. Photos for this event are by Georgina Garcia May photography. Email Cougar_man@msn.com for more info.

Thanks,

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

Mid America Classic Cougars

By Randy Christian (#9216)

Vice President, Mid America Classic Cougars



It has been a very busy winter here in Oklahoma as MACC, along with Lone Star Cougar Club, work to put the finishing touches on the first 50th Anniversary show in 2017 here in Tulsa, OK. We are currently 68 days from the start of the show. We currently have 70 "CATS" registered from all over the country, with more registrations coming in weekly. There are currently 30 Cougars signed up for the cruise down Old Route 66 through the heart of Tulsa. It is going to be quite a site seeing all those Cougars cruising down the Mother Road. If you have not registered for the show yet, I encourage you to do it so you do not miss out. I want to take this opportunity to thank the members of the show committee for all their hard work, great input and ideas. The show committee members are Charlie Brown, Dwight Griffis, Bill Timmerman, Craig Parrott, Bill Evanoff from MACC, and Matt Slay and Alan Easley from LSCC. This national show would not have been possible without them.

MACC and LSCC also send out a very special thank you to Wright Asphalt Products Company and Doug Goodson, owner of Wright Asphalt, for agreeing to sponsor the show with a generous monetary donation that will go a very long way in covering expenses. We also have some great raffle and goodie bag sponsors who we need to thank. They are National Parts Depot, Summit Racing, Custom AutoSound, Evapo-Rust, Holley, MagnaFlow, Spears Travel, Route 66 Museum, and Driven Racing Oil. We also have some very special raffle and silent auction items that were donated by Raymond Fiddler, who does the car Scribbles, Car Art by Michael Irvine and Car Art by David Snyder.

I have had the honor and pleasure over the last several months to be communicating by e-mail and telephone conversations with a very special person in the Cougar community, Cougar Club of America founder and CCOA #1, Thomas Jacobellis. It was great to listen to his stories and just ask a few questions, which he always graciously answered. He also mentioned that he had many Cougar items that he said was time to pass on to the Cougar community. We received a large number of Cougar items from Tom that will either be on display or in the silent auction at the Tulsa show. It is what he wanted. Unfortunately, Tom passed away on January 30, 2017. We send our thoughts and prayers out to his wife, Irene, and his son Johnathan. As Phil Parcells said, "Cougar Club of America would not be here today if it was not for Thomas Jacobellis."





Even though National show planning has taken up most of our time, MACC continues to have monthly meetings and functions. We currently stand at 33 members. The club elected new officers for 2017. The new officers are: Randy Christian - President, Dwight Griffis - Vice President, Charlie Brown - Secretary, Bill Timmerman - Treasurer, Curt Mount - Events Coordinator and John Phillips - Newsletter Editor. Speaking of the newsletter, MACC will be starting a quarterly newsletter in May once the Tulsa National show is over. We had a great club Christmas party on December 17 at Randy's house, where there was some great chili and margaritas on tap. What made it even better is that we had a snow storm that evening, where we got a whole inch and a half of snow in Tulsa. That is considered a snow storm in Oklahoma. We have several club functions planned for 2017 and planned to move our monthly club meetings around to other locations in Oklahoma, Kansas and Missouri so we can get as many of our members involved and recruit new members. It is going to be a fun year.

The club has also come out with our first official club hats and shirts. If anyone would like to purchase them, please e-mail us at midamericacougars@gmail.com and we will take your order.

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

We hope to see you in Tulsa in April.



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**

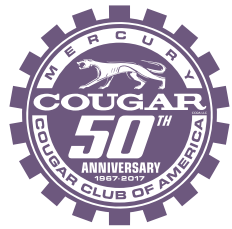
Contact (Delmarva CC): **Phillip Payne** (804) 550-1130

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

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

Website(s): www.dcconline.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: **12725 Center Ct Dr S, Cerritos, CA 90703**

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: **Sheraton Cerritos Hotel 12725 Center Ct Dr S, Cerritos, CA 90703** (562) 809-1500



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: cascadecougarclubpr@gmail.com

Website: www.cascadecougarclub.com

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



By Brian Carpenter (#8301)
President, CATS Classic Cougar Club

As I write this in mid-February the registrations for the 50th Anniversary in Dearborn are coming in at a brisk pace as Cougar owners make their plans to attend Dearborn. We set our minimum target for Cougars attending at 100 and current we are on pace to exceed that number with 80 Cougars signed up so far. Make sure to check out all the outstanding Cougars attending at: <http://www.catsccc.com/featured-cougars>.

The host hotel is filling up fast and we have already fully booked the first block of rooms. Hilton Double Tree has open up a second block of rooms and we have that 50% filled. If you need a room, make your reservation now before they are all filled: <http://www.catsccc.com/hotel-registration>. If the host hotel fills up, there are other hotels in the immediate area where you can stay. We have secured the whole west side hotel parking lot for Cougars and tow vehicles. A car wash station is available at the host hotel.

We are in the execution stage getting the plans made earlier for the 50th finalized and the details and schedule in place. We have 27 CATS members signed up for volunteer duty along with some of the CCOA board members to help with the logistics of making a show of this size go as smoothly as possible. You will be able to identify volunteers by their purple shirts with the 50th Anniversary logo.

Friday, June 9, 2017 At 9:30am, Mike Berardi will open up his extensive Mustang collection for us to tour. He has all the Mustang years represented and some very special ones. Visiting Mike's collection is free. We can leave the host hotel together at 9:00am and take the drive to his collection which takes about 30 minutes from the hotel. <https://www.youtube.com/watch?v=dy4SN5A1kls>

The Dearborn 50th Anniversary event-filled weekend involves many different aspects to come together. There are always things that happen out of our control. Ford has issued a moratorium on budgets, which includes the Ford Flat Rock Mustang/Continental assembly plant tour. This forced the Flat Rock Assembly Plant to cancel our tour. We knew during the planning that it could get cancelled at any time, so we planned for it. In place of the Flat Rock tour, we will be doing the tour of the F-150 assembly plant. There is a cost involved, as tickets for the F-150 tour are \$16.25 pre-registered on line or \$18.00 at the door. <https://www.thehenryford.org/visit/henry-ford-museum/#mod=tickets> There is also a parking fee of \$6.00, which hotel guests can avoid by taking the complimentary hotel shuttle bus to and from the Henry Ford Museum, which is the starting point of the F-150 Rouge assembly plant tour. The Henry Ford Museum has a bus that leaves every 20 minutes, which takes you to the Rouge assembly plant for the self-guided tour which last about two hours. The Fair Lane estate tour starts at 4:00pm. It is a short distance between the Henry Ford Museum and the hotel. The cost is \$12.00 per person to take the Fair Lane estate tour. The hotel shuttle will be available to take you to the Fairlane estate as well as the Henry Ford Museum for the F-150 Rouge plant tour. The day's activities and schedule will be listed in our events guide.

Saturday, June 10, 2017 We will leave the host hotel in the morning at 10:00am and take a Cougar cruise to the Roush Museum. The route will be Hines Park Drive which, is very low traffic and follows the Rouge River. It's about a 15 minute drive to Roush. After spending a couple of hours at the Roush Museum, we will continue onto the town of Northville on Hines Park Drive, which is about a 20 minute drive, stopping at the park pavilion in Northville. We will have a lunch truck available at the pavilion or you can choose a restaurant in town and visit

the local shops as well. We return back to the hotel down Hines Park Drive in the afternoon. Participants can rest and prepare for the 6:30pm dinner at Greenfield Village Pavillion and take a ride on the historic carousel. Robert Kreipke, Ford Motor Company Corporate Historian for the last 25 years, will be one of our guess speakers, covering the five decades of Mercury Cougar marketing.

Sunday, June 11, 2017 The 50th Anniversary show at Ford World Headquarters will start at 9:00am, with awards ceremony at 3:00pm. We have made some outstanding 50th collector medals for the participant choice awards in the Cougar classes. Parking choices will be out in the open or under the solar panel covers, depending on weather conditions. A variety of food trucks are available for lunch service at Ford WHQ. TransColor Photographic will be at the Cougar 50th Anniversary show in Dearborn, MI. You can have a picture taken of your Cougar in front of the Ford WHQ and have it printed and purchased the day of the show. Detroit Historical Society collection manager Jeremy Dimick will be at the 50th show with Cougar II and he can answer questions about the Cougar II concept car.

Monday, June 12, 2017 we will travel to the Waterford Hills road course race track with the SAAC, Motor City Shelby Club. It's a 30 mile drive to get to the race track from the host hotel. If you want to spectate and participate in parade laps the cost is free. To enter your Cougar into the high performance driving sessions, the cost is \$160 for non SAAC members. The limit is 50 cars for the high performance driving sessions, so register early to guarantee a spot. This is open to all makes and models of cars. Registration opens up on March 1 at: <http://www.motorsportreg.com/events/otd-saac-mcr-go-event-waterford-hills-motor-city-385582>.

Once you arrive at the host hotel (Hilton Double Tree Dearborn, MI), go to the CATS registration/events room in the lobby. You can pick up your goodie bags at that room and at the registration table during the show Sunday at Ford WHQ. With your goodie bag, you will receive an event guide. This will include maps to all the locations and event schedules. TransColor Photographic will be taking pictures during the 50th Anniversary weekend at Dearborn and offering prints for sale. TransColor has covered lots of big automotive events and we look forward to some excellent Cougar photos of the 50th Anniversary in Dearborn. See their Facebook page at: <https://www.facebook.com/TransColor-Photographic-1687940234752726>. Event t-shirts will be on sale at the show on Sunday. If you purchase an event t-shirt you will also receive a 50th Anniversary NPD shirt free along with your purchase. We will have Dearborn 50th Anniversary event t-shirts for sale after the show on our web site. Our design and colors aren't finalized yet but pictured is the general theme concept. What better way to celebrate Cougar history of the 50th Anniversary than to have a shirt with Cougar 1 & Ford World Headquarters with the 50th Anniversary color of 50th gold. Be sure to check out our web site for all the Dearborn 50th information: <http://www.catsccc.com/50th-Anniversary> See you in Dearborn at the Ford WHQ!

Brian Carpenter, President CATS Classic Cougar Club



CATS is happy to announce that former NASCAR Pro-racer from North Carolina, Wayne Andrews, will be presenting to our guests at the Greenfield Village Pavillion dinner on Saturday, June 10th in Dearborn, MI.

Wayne competed in 28 NASCAR Grand National East races and compiled 2 top-five and 14 top-ten finishes in the series. Andrews best finish in Grand National East competition was fourth place in the 1972 Columbia 200, finishing only one lap down to race winner Max Berrier. Wayne was also the 1969 NASCAR Grand American Series Rookie of the Year while racing an ex-Bud Moore Racing Cougar

Join us for this special evening with Wayne Andrews.



Sunshine State Cougar Club

By Nancy Elder (#7151)

No show that the Sunshine State Cougar Club attends regularly is as much of a gamble when it comes to weather as January's National Parts Depot Ford and Mustang Roundup held in Silver Springs. We've had enough snow to have had someone make a small leaf-encrusted snowman on the showfield. We've had it hot enough to have everyone hunting for shade. Torrential rain that had a group of us under a single tent, holding the edges of the canopy down. 2017 had rain and winds in the forecast, so only a third of the total expected turnout of vehicles showed up for the event! Normally this place will hold a thousand or more cars on a beautiful, sunny January day. Only 340 showed! We heard there were over twenty Cougars registered to attend, so the hearty dozen that showed up, we were happy to have. After a wet, cool morning the place dried out and we had a decent day of it.

Where 2017 is the 50th Anniversary of the Cougar, Rick Schmidt, owner of National Parts Depot, gave us premier parking at the main entrance road into the park, so that any vehicles entering got to pass by and admire our Cougars. It was but a few years ago that Rick debuted his Cougar-specific catalog, after years of us Cat owners purchasing items from his Mustang inventory for our cars. If you've never dealt with NPD, do yourself a favor and request a free Cougar catalog. It's never a bad thing to have another source for parts!

<https://www.npdlink.com/store/pages/67-73-Mercury-Cougar-Restoration-Parts-Catalog.html>

An interesting tidbit: Rick has a massive car collection at the Ocala location and personally owns the last Ford convertible to run off the assembly line: a baby blue 1973 Cougar! He also owns a white 1974 XR-7 that was featured in commercials back in the day and driven on an 8000 mile cross-country tour to raise awareness and funds for wildlife preservation. It's autographed by over 100 people including Charleton Heston, Muhammad Ali, Joe Frazier, Lucille Ball, Telly Savalas and Mary Tyler Moore. If you luck out and are at NPD on an "open museum" day you can check them out!

At the end of the show there are awards presented from vendors and the attendees' People's Choice awards. For 2017 the recipient of the People's Choice for the Cougars was Ray Op't Hof, with his ghost-flamed white '68. Ray was one of the founders, and the first president, of the Sunshine State Cougar Club. Congratulations, Ray!



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 been busy this winter preparing for the joint event with Mid America Classic Cougar for the only indoor 2017 National event in Tulsa, Oklahoma. With two months to go, there are over seventy-five Cougars registered. With big name sponsors such as Summitt, Bill Knight Ford, Wright Asphalt Products, and Hagerty, things have been coming together smoothly. Sponsorship and vendors have covered costs of the venue and promotional production materials. After check-in on Friday, the participants will enjoy the cruise on historic Route 66, finalized with a dinner and mingle at the Baxter Grill at the Route 66 monument. Saturday will start early at 7:00am with car registration and the show beginning at 10:00am. We will have an awards banquet and dinner in the evening, beginning around 6:00pm for the awards ceremony. Look at the registration here: <http://www.midamericaclassiccougars.com/> with Randy Christian, chairperson.

gracious to host the event for members across the country to attend. Numerous Cats made the event and we were able to visit Scott's fully stocked shop with numerous parts and parts cars. Thank you to the Arizona Club and the Cougar Club of America for a wonderful time!!!

Finally, the LSCC is gearing up for Dallas Autorama. The club not only enters six vehicles in the show, but works and staffs the entire event as our primary fundraiser. With over three hundred cars over four days, it is a very fun event with some fantastic cars. Our new president, Alan Easley, and our new Club Events chair, Todd Richmond, have a great plan to make this a fun weekend for all.



At the end of January, when several members had put their Cats up for winter, several of our members ventured to Scottsdale, Arizona for the 13th Annual CCOA Dinner and BBQ at Barrett Jackson Auction. Gene Mullenberg, Matt Slay, and Alan Easley all made the festivities. Club members had the opportunity to see several Cougars cross the block throughout the weekend. There was a great turnout for the Boss 302 clinic at Anghel Restorations. What an incredible restoration shop for all aspects of the Mustang/Cougar platform. They had various examples of restored engines, alternators, drivetrains, and such. Finally, everyone had a wonderful time at the home of Scott and Tammy Taylor. As members of the Arizona Cougar Club, they are so



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

By Heather Whitaker (#7477)



**WASNEY AUTOMOTIVE TOUR, BURNABY, BC,
OCTOBER 30TH, 2016**

When the temperature cools and autumn arrives here on Canada's west coast, it's time to hunt for activities that will keep club members together over the winter months. With this in mind, I searched my list of possibilities and settled on Wasney Automotive for a fall tour. Wasney's is a Ford-exclusive wrecking yard which many of our members have discovered over the years while searching for parts, but few know that owner, Ed, has hidden treasures throughout the property, not to mention two buildings full of incredible car and other historic memorabilia.



Twelve of us descended on this South Burnaby location at eleven o'clock and were met by Ed's son (Ed Jr.), who opened up the buildings and ushered us in. The first building we entered had a small collection of Ford vehicles from the '20s and '30s and a fantastic array of automotive-related antiques, many in beautiful wood and glass display cases from turn-of-the-last-century businesses. As always, in order to fully appreciate any collection, one must take time to fully explore all nooks and crannies. Larger items like the antique vehicles are obvious, but lighting our way was a row of sculpted iron lamp standards saved from the dump when the city of Vancouver replaced these aging beauties with a more modern design. Against the walls were such gems as antique compressors, fire extinguishers, old traffic cones, even a wooden Indian. Above our heads was a vast array of tin signs advertising everything from Ford services and car parts to gasoline and soft drinks (not to be mixed together by the way), while display cases at ground level held a staggering assortment of dealership badges from across the country, as well as old oil tins and glass oil bottles complete with metal nozzles.

Exiting that first building, we gathered around tables full of hot coffee and doughnuts provided by our host and took a few minutes to share our observations. Then we took a short walk past a rather excited guard dog into a second building housing a few more-recent classic cars, as well as a comfortable living



space magnificently designed with storied antiques. By now Ed Sr. had joined us to share his personal automotive service history, as well as that of the many antiques decorating this wonderful building. Those who spent a little time talking to him were not only amazed at the history surrounding pieces in his collection, but discovered that some members' paths had unknowingly crossed Ed's decades ago.

After spending a most enjoyable few hours with fellow members, our group slowly dissipated. Some came away with new treasures for their own collections, but all left with a head full of wonderful memories, some of which were even educational.

FORDNUTZ CHRISTMAS PARTY, ABBOTSFORD, BC, DECEMBER 3RD, 2016

In typical west coast fashion, it was wet, windy and cold outside, but indoors at the home of Kim and Cindy Friesen, it was warm and inviting with many Fordnutz friends chatting amid the delicious aromas emanating from the kitchen. We were very happy to see some out-of-town members who made the effort to join us. As usual, there were some games for those who wanted to vie for prizes, while others simply visited amid the beautiful Christmas decorations, but when it was time to eat, we were nearly overwhelmed by the sheer volume and variety of food choices provided by attendees.

After dinner Kim called us together to announce the results of "Test Your Mettle" and "What's In The Box?", and as the correct answers were read, there was much moaning, groaning and laughter. The victor of the female version of "Mettle" was Kirsten Waine with Marlene Unruh finishing second in a tie-breaker. Both ladies won coveted Starbucks gift cards. Scott Ferguson won the male side of the contest with a blistering four correct answers (there were many more than four questions), taking home a Ford blue bag filled with work gloves, a thermal mug and

a pair of cargo straps. While we waited for the fellas to break the four-way tie for second place, it was pointed out that Mel Snow got zero correct answers and he was very disappointed that there was no prize for that distinction. Rob Waine was the eventual second place finisher winning another blue bag.

When the mystery box contents were revealed and the winners announced, Mel managed to redeem himself by guessing 10 ½ out of 12 items correctly. Near misses were Rob Waine with 9, Bill Ronalds with 8 and Harry Unruh with 7. All winners received a t-shirt and calendar donated by the Boyds (advertising their family business).

As the party slowly came to a close, everyone thanked our hosts for another successful and fun evening and I personally thanked all those who generously contributed food items and cash to the Surrey Food Bank box.



CLAW-IN 2017, FORT LANGLEY, BC, JULY 1-2, 2017

Plans for this year's benchmark celebration are now in full swing, seeing Fordnutz partnered with the CCOA for this special anniversary regional show. Check out our web site (<http://www.Fordnutz.org/clawin>) for plenty of show information and what you can expect to see once you've made the commitment to visit us in the beautiful Fraser Valley of B.C. Follow the links to maps of the area, hotel information and much more.

Not only are we celebrating Cougar's 50th Anniversary, but also Fordnutz' 20th and Canada's 150th, so we really want to make our show a special experience for everyone. This will be a two-day event but due to limited space, the functions on Canada Day (Saturday July 1st), including a Mystery Cruise and Barbecue dinner, will be restricted to Fordnutz, CCOA and other Cougar club members. However, our Sunday Claw In car show on July 2nd will be open to all collector vehicles. The show will be held at the Fort Langley National Historic Site, the "birthplace of B.C.", a short distance east of Vancouver, BC, Canada. We have secured the entire orchard area just outside the Fort so participants can park their show cars on the grass. We are looking forward to seeing as many collector vehicles as possible, but especially Cougars, so as an additional draw, we have special event-specific 50th Anniversary window clings for the first 50 Cougars registered for the show.

There will, of course, be music and a DJ, a 50/50 draw and many interesting shops and great eateries very close by. In addition, you will notice Fordnutz' new 20th anniversary logo on everything from our web site to the show flier and everything in between. To help make the event even more memorable (and for those of you who save absolutely everything), all pre-registered entries will receive a custom-printed, personalized dash card and, as part of Canada's 150th anniversary, we have arranged free admission to the Fort for participants and their guests. In addition to the award medallions for winners of the nineteen vehicle classes, there will be a few unique trophies such as

"Long-distance Trailered" and "Long-distance without a Vehicle", simply to show our appreciation for your efforts. We don't even care what shape your Cat is in; we just want it to be part of the celebration. So with this in mind, we encourage you to bring it out and vie for a trophy in our "unfinished" class.



I would be remiss if I didn't mention all those who help us defray expenses by way of sponsorship. With increasing costs of everything from paper to trophies, putting on events like this would simply be impossible for small organizations like car clubs, so I want to personally thank you for your generosity. If you would like to be a sponsor of our event, here are a few details:

- Single trophy \$40: you will have your name on the trophy, be recognized at the awards ceremony and also in our club newsletter.
- Trophy class (1st, 2nd, 3rd) \$75: name on the trophy, recognition at the awards ceremony and in the club newsletter.
- Major sponsor of \$500 or more: recognition as above, plus a free one-year ½ page ad in the club newsletter and a 20' x 30' display area on the show field.

We are really aiming for record attendance this year and it seems we're on our way. Within 24 hours of posting our flier to the web site, eager Cougar owners began registering to secure their places at what promises to be an amazing, once-in-a-lifetime experience, so go on line today and plan to join us in July.

Pam Stafford
Pre-Press Specialist

717-442-4155
800-283-2826
Fax 717-442-0402

DavCo
advertising
INC.

Printing & Promotional Products

PO Box 288, 89 North Kinzer Road, Kinzers, Pennsylvania 17535
pam@davcoadvertising.com www.DavCoAdvertising.com

Greg Taylor Enterprises
PERFORMANCE and
RESTORATION SPECIALIST
850-728-3953
GregTenterprises@yahoo.com

GT·E

Technical Advisor, Cougar Club of America - www.cougarclub.org



Fordnutz Claw in 50 Year ANNIVERSARY



of the Mercury Cougar in the Birthplace
of BC, Fort Langley, July 2nd 2017



1967  2017

Photos By: Peter Peterson



www.Fordnutz.org

SUNDAY JULY 2nd, Fort Langley, BC

*Help Fordnutz celebrate its 20th,
Mercury Cougar's 50th, and Canada's
150th anniversaries at the Fort Langley
Historic Site, 23433 Mavis Ave.,
Fort Langley, BC, Canada*

Show day registration 9-11 am

*Car show open to all specialty vehicles.
Featuring music, 50/50 draw, plenty of
food and attractions nearby.*

**PARK YOUR SHOW CAR
ON THE GRASS FIELD!!**

*More than 60 people's choice awards
featuring unique medallions.*

*Special 50th anniversary window
stickers to the first 50 registered Cougars*

Pre Show Event

Fordnutz and other Cougar club members can join us on
Saturday, July 1st for a mystery cruise and BBQ dinner.

Lots more info on back page.



Save \$\$ by mailing this pre-registration form



OR register and pay for everything online at www.Fordnutz.org/clawin

Make cheque payable to Fordnutz Cougar Club and mail to:

11560 72A Ave.

Delta B.C. Canada V4C 1A9



Name _____ Address _____

City _____ Prov/State _____ Postal/Zip _____ Phone _____

E-mail address _____ Year _____ Make _____

Model _____ Lic. Plate _____ Colour _____

Club(s) I belong to: _____ I Drove _____ km/miles

☐ Modified* ☐ Unfinished ☐ Stock ☐ Specify Other _____ Volunteer ☐ YES ☐ NO

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

I hereby release Fordnutz Cougar Club, the Cougar Club of America, and the Fort Langley National Historic Site and their officers, staff and volunteers of all responsibility for loss, damage, or injury that may occur to myself, my car, or personal property, etc.

Signature _____ Date _____

Show entry fee is \$15.00 if received before June 15, 2017 or \$20.00 at the gate.

Please fill out both sides of this form.

DIRECTIONS

(Maps available at Fordnutz web site at <http://www.Fordnutz.org/clawin>)

(Note: regulations for travelling between Canada and USA. Passport or enhanced driver licence/ID is required)

2017 TROPHY CLASSES

Cougar 67-68 Stock, Cougar 67-68 XR-7 Stock, Cougar 67-68 Modified, Cougar 69-70 Stock, Cougar 69-70 XR-7 Stock, Cougar 69 and Newer Modified, Cougar 69-73 Convertible Stock, Cougar G, GT-E, Eliminator Stock, Cougar 71-Present Stock, 1959 and Older Stock, 1960 to 64 Stock, 1965 to 69 Stock, 1970 and Newer Stock, Truck Stock, Hot Rod (20s and 30s), Custom (40s and 50s), Resto-Mod (60s and Newer), Race Car, Unfinished, Club Participation, Long Distance Driven Canada, Long Distance Driven USA, Long Distance Trailered, Long Distance Without a Vehicle, Fordnutz Memorial Award, Best of Show.

HOTEL INFORMATION

Sandman Hotel Langley at 8855 202nd Street, Langley, BC, Canada, V1M 2N9. This newly-renovated facility is on the North side of Hwy 1 and includes complimentary parking, a Denny's restaurant, and a fitness centre. They can accommodate parking for trucks with trailers and can cordon off an area just for our group. The group daily room rate is \$119.00 for 2 Oversize Double beds or 1 King bed. Make your reservations before 6 June 2017. Call them toll free at 1-800-SANDMAN (726-3626) and ask for the "Fordnutz Cougar Car Club" group rate # 342923. Unfortunately you cannot get the Fordnutz rate through their web site. You can also contact the hotel directly at 1-604 888 7263 or Amanda directly by e-mail at sales_langley@sandman.ca. You can look at the hotel and facilities online at <https://www.sandmanhotels.com/locations/british-columbia/langley/hotels/langley-lan>

The discount is good for the 5 days before and after the weekend, so you can stay for one night, two nights, or two weeks. You should make your arrangements as soon as possible as rooms are limited in number. Individual cancellations can be made up to 24 hours prior to your arrival date. If they become sold out, contact Scott at (604) 786-3673 to see if anything else in the area is available.

SATURDAY FUNCTIONS

Fordnutz would like to extend an invitation to members of the CCOA or any other Cougar club to join us for a couple of functions on Saturday, as well as the car show on Sunday. There will be a cruise and tour Saturday afternoon, followed by an informal BBQ dinner party.

Mystery Cruise information: Pre-registered participants will be given a location to meet up (Please arrive with a **FULL TANK OF GAS** as there may not be an opportunity to stop along the way) at 12:00 PM. We will pass out directions and will be leaving at 12:15 sharp then cruise to a mystery location for a tour, finishing up in time to proceed to our BBQ location later in the afternoon.

Dinner information: There will be an informal BBQ dinner at the home of a Fordnutz member. We have limited space for this dinner, so we can only accommodate the first 60 people pre-registered. For a nominal \$5.00 fee per person, Fordnutz will provide the main course with various salads and desserts. Water, soft drinks, coffee and tea will also be provided. Alcohol will not be provided, but you may bring your own. If you have special dietary needs you can bring your own food items. We would also like people to try to bring their own lawn chairs, as we have a limited number.

FORDNUTZ CLAW IN SHOW T-SHIRT

Pre-ordered event t-shirts come in the following sizes; S, M, L, XLT, 2XLT, 3XLT and are \$25.00 and \$30.00 each (the "T" indicates Tall/longer shirts. There will be a very limited number of non pre-ordered shirts available at the show. If you want to make sure you get a shirt, please pre-order it. These shirts will not be picked up from the printers until just before the show and will be given out upon arrival at the show. If you do not plan to attend the show, but still want a t-shirt, you will need to add shipping at a cost of \$10.00 for the first shirt. Contact us for costs of shipping multiple shirts. **T-shirt pre-orders must be received no later than Friday May 26th, 2017.**

EVENT REGISTRATION AND COSTS

Please fill out both sides of this form.

(Saturday functions are for Cougar club members only.) Your club name: _____

I/We will be coming to the Fordnutz Claw In mystery cruise and tour on Saturday, July 1st, 2017.

Cruise vehicles participating _____. (cost is free but we need to know how many vehicles)

Please reserve BBQ dinner(s) for _____ x \$5.00 each

BBQ Total \$ _____

Sunday July 2nd Claw In car show entries _____ x \$15.00 each

Car Reg Total \$ _____

Claw In t-shirt order S _____ M _____ L _____ XLT _____ 2XLT _____ 3XLT _____

S to L shirt sizes are \$25.00 each, XLT to #XLT are \$30.00 each. Please put the number of shirts beside each size desired.

S, M, L shirts ordered _____ x \$25. each. XLT, 2XLT, 3XLT shirts ordered _____ x \$30. Each. **T-shirt Total** \$ _____

Grand Total \$ _____

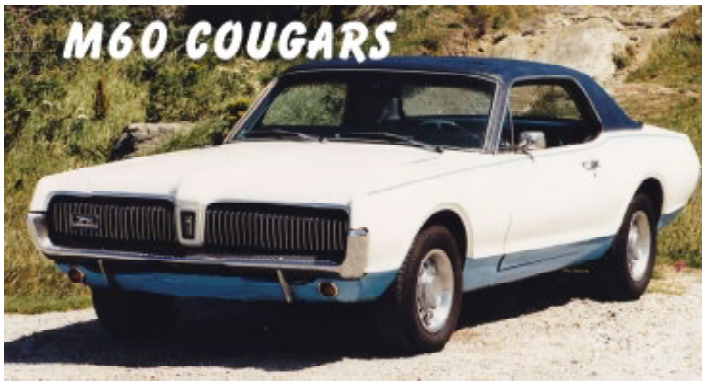
T-shirt pre-orders must be received no later than 26 May 2017, as required by our supplier.

We require people to RSVP for the pre-events and show before June 15th, 2017, so that we are prepared for the events we are hosting and to make sure they are enjoyable for everyone.

Pay for the car show online or make cheques payable to Fordnutz and send to: 11560 72A Ave., Delta, BC, Canada V4C 1A9

Scan to go
to car show
web site.





By Barrie Dixon (#0156)

On December 12, 2016, my Cougar, Jeanette and I went out for lunch. We were celebrating a significant birthday for one of us. Jeanette and I went into the restaurant for a delicious lunch while the "Birthday Boy" had to sit outside in the cold! We kind of apologized for doing that, but it isn't easy squeezing a 16-foot long car through the doors of a bar!! Yes, my little pride and joy rolled off the Dearborn assembly line on the same date, 50 years earlier.

My Cat was sent directly to New York for export to England. ONU511J has lived in the UK ever since. The original owner was in the US Military at that time and based on paperwork I have, that part of "Military" was the USAF, on an RAF base somewhere in Suffolk in eastern England. As was the custom at that time, cars could be shipped out to Military personnel stationed overseas, but return shipping was the responsibility of the owner. A good number of cars remained in the UK for that very reason. How many owners my car had before it came into my custody doesn't really matter, but he has had a place in my garage since September 1983 and you know what? I think it's "a keeper!"

Usually, I would tell you that I need to use my car much more, I need to get some work done on it, or tell you I've "only driven"

so many miles in the past year. Not going happen this time! I've just received some data from the Federation of British Historic Vehicle Clubs that casts a new light over the whole historic vehicle thing and I'd like to share some of that with you. There are around 75 million people in this island chain we call the United Kingdom and, between us, we have more than 30 million cars, both old and new. From the report issued by FBHVC, there are just over one million registered historic vehicles in the UK; a shade over half of which are licensed for road use. Half a million owners of these vehicles may suggest that we each have two vehicles, but could mean there are a huge bunch of them in museums. You decide! The average mileage travelled by each of these historic vehicles is 1,124 miles per year. Kind of makes you proud to own a piece of history and know that it's appreciated by most of the population, doesn't it?

So, with that said, do I have plans for my Cougar in 2017? Well, we'll be together at Tatton Park again in July as usual. We've been going to that local show for decades, so that isn't going to change anytime soon! More importantly, Jeanette and I will be in Carlisle, PA in June. We're not just flying out to New York and then driving over to the show, you understand. There are several places between JFK, Carlisle and beyond that we want to visit. There are places we haven't been to in the longest time, as well

as friends we want to see along the way. I want to trace some of my heritage around the Scranton area and while the show ground is so close, we'll definitely have to sample some chocolate in Hershey. Did you know that the shades over the street lights along Hershey Boulevard are in the shape of kisses? Or, at least they were last time we were there. At the show, we're looking forward to meeting up with old friends and no doubt making new ones. Like the two of us, whatever you do this year, go visit a National event if you possibly can. Even if it is 3k miles away!



The Annual Arizona Cougar Events Surrounding the Barrett Jackson Scottsdale Auction

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

Friday, January 19th and Saturday, January 20th, 2017, the Annual Arizona Cougar Events surrounding the Barrett Jackson Scottsdale Auction were held.

With all of the 2017 CCOA 50th Anniversary events, the Scottsdale Auctions were the furthest from my mind, that is until Gary Woodward called and invited me to join him for the day on Saturday 1/20/17.... Then Rob & Steve Crowder, from The Mercury Stray Cats... Then Matt Slay & Alan Easley from the Lone Star Cougar Club... Then Stab & Jodie Owens from the SoCal Cougar Club all also agreed to go for the adventure.

The night prior 1/19/17, Mark Smith CCOA Member #9187 & Active Member of the Mercury Stray Cats Cougar Club www.ClassicCougar.com organized and hosted the traditional Friday night dinner. The location selected this year was Four Peaks Grill and Tap 15745 N Hayden Rd, Scottsdale, AZ 85260. Mark posted on www.ClassicCougarCommunity.com that he would buy the first round of drinks, certainly a generous offer. It was a great turn out and keeping the group to a private room allowed for large and small tales to be told. The dinners in Arizona surrounding the auction weekend are a great way to catch up with old and new friends in from around the world.

Saturday began with a stop to Anghel Restorations <http://anghelrestorations.com/open-house-2017.html>. Marcus Anghel had opened an invitation on www.ClassicCougarCommunity.com for all enthusiasts to attend. Representing the Cougar Club of America www.CougarClub.org was Gavin Schlesinger #5780, CCOA Chair / President, Matt Slay #5002, CCOA Club Services Director, Dave Wyrwas #7558, Eliminator Registrar,



and Scott Taylor #4282, 69-70 428 Cobra Jet Registrar. Gary Woodward, who in his collection has a very nice Boss 302, usually shown at Fabulous Fords held annually at Knott's Berry Farm, was interested in the Open House and Boss 302 Seminar, which attracted a lot of people from across the globe. It was very informative how Marcus walked everyone through the differences in the 1969 and 1970 Boss 302. He also called on experts in the field to speak about their contributions. It was a great event and I am very thankful to have been a part of it.



Scott Taylor #4282, CCOA 69-70 428 CJ Registrar and board member of the Arizona Cougar Club <http://clubs.hemmings.com/azcougarclub/> hosted with his wife Tammy, and his entire family, an amazing open house event attracting Cougar enthusiasts from around the world. We arrived early; it was brisk, and exciting to see who was attending. It was neat to meet in person people from the Cougar Forum, Facebook, and also see familiar faces and catch up. With only hours to get back to the airport, the time literally flew by.

What an amazing day to spend with great friends. I am looking forward to the next event to see everyone again.

2017 has events scheduled across the North American continent. I hope that all of our members are able to join into the biggest and best anniversary party event... The Mercury Cougar only will turn 50 once!

Next year's event for 2018, I hope to see more familiar faces, and, of course, friends I have not yet met.

Please remember to send all of your favorite Cat photos from events attended, or cruising around town, to editor@CougarClub.org and one of your photos may just be selected to appear in an issue of ATSOTC or on our club Facebook page.

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



2017 Arthritis Foundation Classic Auto Show, Dublin, Ohio

By Ben Brace (#2796)

The Arthritis Foundation Classic Auto Show website is up and running and taking registrations for the three day event, July 13-15, 2017, where the 50th Anniversary Cougar is a Marquee Show within a Show on Saturday!

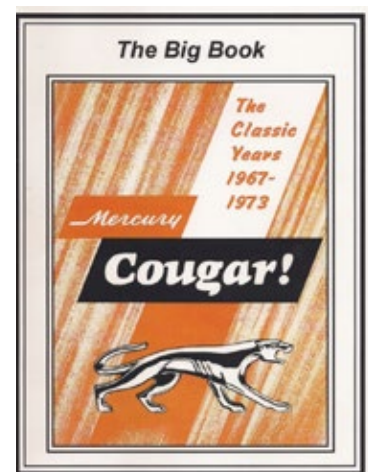
Located in Dublin, Ohio, just NW of Columbus, this show is in its 35th year with the Rolling Legends Tour to the Honda Manufacturing Facility and the Honda Heritage Center show on Thursday, and perhaps get a peek at the new NSX; the 1000 plus car Cruise-In on Friday evening with Elvis (aka Mike Albert) and the Classic (judged) Auto Show on Saturday. Look for Class 43, the Cougars! The only exclusively for Cougars car show in Ohio.

Questions? Call or e-mail Ben Brace, 614-795-6627; benbrace@benbrace.com



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



CCOA Western Nationals

50th Anniversary Show

Hosted by:

*Southern California Cougar Club
& Mercurys*



Featuring Cougars, Comets Oddballs and a Little Bit More

THE DATE June 23rd - Show 24th 2017

Location: Sheraton Cerritos /Check Website for parking location.

RAFFLE, 50/50 RAFFLE AND CONCESSIONS THROUGHOUT THE DAY

1969 Hertz Eliminator Raffle Check Facebook/Website for Details

NO ALCOHOL PERMITTED

Class 1	1967 - 1968 Cougar Std	Class 9	1969 - 1970 Convertibles XR7
Class 2	1967 - 1968 Cougar XR7	Class 10	1969 - 1970 Eliminator
Class 3	1967 - 1968 GT	Class 11	1971 - 1973 Coupes Std /XR7
Class 4	1968 - XR7-G	Class 12	1971 - 1973 Convertibles Std /XR7
Class 5	1968 - GTE	Class 13	All Cougars Modified/Restomod
Class 6	1969 - 1970 Cougar Coupe Std	Class 14	All Year Comets
Class 7	1969 - 1970 Cougar Coupe XR7	Class 15	All Year AMC
Class 8	1969 - 1970 Convertibles Std	Class 16	Display Only

1ST 2ND 3RD Place and Best of Show Trophies Presidents choice // SCCC reserves the right to combine or change classes.

For information, please contact: **Email:** mikeragtop@yahoo.com or CaliforniaCCOAevent@gmail.com

Mike Brown 818-599-5741//mikeragtop@yahoo.com www.socalcougarclub.com

Skip Humphrey 951-830-7010//Michael Jackson 323-356-7069

Rob Crowder 415-850-0295//Gavin Schlesinger 925-596-0870 www.ClassicCougar.com

Name: _____ Phone: (____) ____ - ____ E-Mail Address: _____

Address: _____ City: _____ State: ____ Zip: _____

Car: _____ Year: ____ Body Style: _____ License #: _____ Class: _____

Registration Fees \$25.00 for entries postmarked on or before June 15, 2017 second car \$15.00

\$30.00 for entries postmarked on or after June 15, 2017 / \$30.00 day of show \$10.00 Display Only

Fill out and Mail to

Southern California Cougar Club C/O Mike Brown 5527 Bluebell Ave North Hollywood, Ca. 91607

Include your check for the appropriate amount payable to: Southern California Cougar Club

LIABILITY WAIVER: In consideration of the acceptance of the right to participate in All Mercury Day, entrants, by execution of this entry form release and discharge Southern California Cougar Club, it's officials and members, and the City of Anaheim, Ca. and anyone else connected with this event from any and all known damages, injuries, losses, judgement and/or claims from any case that may be suffered by any entrant to his person or property. Furthermore, each entrant expressly agrees to indemnify for all of the aforementioned entities, persons, and bodies from any and all liability occasioned by or resulting from conduct of entrants or any participant cooperating with or under direct control of entrants.

I have read and agree to all conditions of the rules governing this event, including the prohibition of alcoholic beverages on the event grounds, and I agree to observe all rules and decisions of the event management. Furthermore, I acknowledge that I am at least 18 years of age.

Signature of Entrant _____

*Southern California Cougar Club
& Mercurys*



**YOU CAN'T
BUY THIS CAR
ANYWHERE...**



BUT YOU MAY WIN IT!

Enter the Southern California Cougar Club

**RAFFLE! JUNE 24th 2017 to win this
1969 Mercury Cougar Hertz Sunroof Eliminator!**

Courtesy of Marti Auto Works
www.martiauto.com

THE 1969 COUGAR

Of the...

100,085 1969 Cougars,
2,250 were Eliminator Hardtops. Of these,
101 were equipped with Sun Roofs. All
101 were Hertz Rent-A-Cars and
101 of these came with 351-4V Engines. All
101 had FMX Automatic Transmissions.
41 of them were painted Competition Orange, of which
8 had Black Vinyl High Back Bucket Seats.
9F91M559662 is one of those Cougars.

1 Ticket \$20... 6 Tickets \$100... 15 Tickets \$250... 40 Tickets \$500... 100 Tickets \$1,000

A portion of the proceeds will go to benefit AVVETS4VETERANS.org

Visit SOCALCOUGARCLUB.COM to Purchase Tickets
and for Rules & Regulations and Frequently Asked Questions.

Tickets may also be purchased the day of the show at the Sheraton Cerritos, Cerritos, CA

Thank you for your support!

SOCALCOUGARCLUB.COM



The Cougar in the UK

By Rob May (#9623)
CCOA Volunteer Coordinator

Reaching out far across the Atlantic Ocean, Rob May (#9623) was eager to hear about classic Mercury Cougars living in the United Kingdom. Rob is honored to share some insight on various UK Cougar owners. Here are five Cat stories paraphrased in their owners' words.

John Johnson

Leigh on Sea, Essex is about 30 miles east of London. This is where we catch up to our first UK Mercury Cougar. John's Cougar has a San Jose build date of 13th March 68 (one year before Rob's birthday), and the first registration in the UK is on 4th June 68. This Cougar is equipped with a 302 / C4 drive line. The door tag reads 65B, R, 6F, 13C, 91, 5, W.

"When I first bought my Cougar in 1988, it drove very badly with worn steering, suspension and brakes. The car had rust in the usual places, so I tore it apart. The bottoms of the doors, lower fenders, rear quarters, inner hood, and trunk all had rust. The rust was removed and replaced with new metal. When the floor and chassis were sanded bare, it was perfectly shiny. The underside was painted, followed by rebuilding the suspension, brakes, and steering parts. One coil was cut from the front springs, and extra leafs were added at the rear to stiffen the ride. I tried poly bush suspension parts but hated them, so they were replaced with quality rubber ones. New brake lines were ran. The body was smoothed and covered with a fresh coat of paint." Noting the finished photos, John mentioned that the side markers, rocker covers, and some emblems were beyond repair. These were removed and the holes welded. John stated, that he knows the mods might not please the purists, but it could be returned to standard original configuration quite easily. John continues the story in 1994. "My marriage broke up and I was left with two young sons and a large amount of debt. I pushed the Cougar into my garage with a promise to myself that I would get back to it one day. Life got in the way, and the car sat there until spring 2008. My new partner, Sally, then encouraged me to get the Cougar out and finish it. The paint and body were still perfect, but all the suspension rubber were shot again." John went back through the car, spending every weekend and spare moment he had on it. "I left the engine and trans box for last, as I was sure they needed a rebuild. It had now been 20 years since they were last run." After adding some petrol, John was stunned when



it fired up and ran smoothly, along with the gearbox working perfectly. "Since then, I have dressed the engine with a few period dress up parts and replaced a few other parts. It now drives well and looks great. I am very pleased with it. Sally loves it too, and we drive the Cougar as much as possible. It took me 20 years before I got it back on the road. I've been driving it now since 2009, and it has been making me smile ever since." John stated he was hoping the cold winter weather would end soon to allow him to drive his Cougar around (including getting fish & chips)!



Stuart Christie

Carnoustie, Angus, Scotland

Our next story is derived from a fun phone call from California to Scotland! Funny thing is that Stuart bought his car from California. Reviewing the Marti Report shows a Dearborn build with a Columbus, GA order initially. His car is a '68 XR7 302 4V in Cardinal Red paint, black vinyl top, and black leather bucket seats (with console). As a kid, there were many American-made cars in the family. Stuart's dad owned a '67 Cougar 289 manual trans. Therefore, he always wanted a '67 or '68 Cougar (in red). As is common, when he was looking, he either found them in bad condition, no money to buy, or wrong color. In Aug 2014, after searching, he found one. This one was literally on the other side of the world in California, USA! Fortunately, Stuart had friends in CA and Las Vegas, NV who looked over the car. The car was clean looking with a prior repaint (missing the black vinyl top). A friend was able to help with a cash offer. After weeks of coordination, the Cat was shipped to UK. On Sept 28th the car arrived. Where was Stuart? He was on vacation in Las Vegas at the time and missed his car's arrival. When Stuart went back home and viewed the car for the first time, it was even better than described by his friend. A few changes were made, such as the steering wheel. He almost removed the chrome rocker panels until someone informed him they are a factory piece. Weather permitting, Stuart enjoys driving this car, which attracts attention wherever he goes. He may put the black vinyl top back as the original look grows on him more and more. (One pending change may be higher backed seats for more comfort.) A repaint to correct some minor bubbles may be in order. However, his wife reminds him that once you start

a project, it grows from there. He states that original size rims and tires are hard to find in the UK. He knows of about three Cougars within 40 miles. A goal for 2017 is to attend Carlisle in person (sadly, the car will stay home). Stuart said that the 50th Anniversary celebration only occurs once. A longer term goal is to bring his car to Oregon, and drive down the coast to San Diego, then to Las Vegas, enjoying the coastal and Southwest highways!







Chris Course (#9000)

Our next UK Cat is found in Newbiggin-by-the-Sea, Northumberland. Chris Course has owned his current '68 Cougar since 2010. "It's a 302 with mild cam, and it is paired with a trick shift box. The color of the Cat is Organic Green Candy (originally Lime Frost I code). The interior is fitted with the black vinyl decor group option. Initially I was actually looking for a '69 cat, as I owned a '69 XR7 back in 1979 and wanted to find another all these years later."

Chris found interest in American-made cars in 1978, after he moved through the custom car scene. "My first American car was a '69 Cougar XR7, bought on impulse. It was kept only six months, and then stupidly that Cat was swapped for a '69 T-Bird Landau 429 Thunderjet, (which I blew every penny on it for restoration)." Chris kept the T-Bird for 18 years, before divorce forced him to sell it. Many years later while out with his wife, Sally, they saw John Johnson's Cougar parked up at a seaside town where he lived at that time. Chris states "I never knew John back then, but hung around hoping the owner would show up. I told Sally about owning a '69. I was bitten by the bug to get another; hence, Cougar number two—some 30 years later. While looking on Ebay UK, this '68 popped up looking too good to miss. My wife went with me to check it out, and we fell in love with it. Thankfully, she let us take a loan to buy it. The following week, we took the train to pick up Sweet Jane. The Cat is named after the Velvet Underground song. The cost was \$10.7k. It snowed two days later, and we had no garage to keep it inside. Quickly, a frame type garage was erected to protect the car from the weather. Typical mechanical jobs were immediately started, along with ordering essential parts. Upon completing some research, we found it was restored in the United States. The car went up for auction at Russo and Steel, but it didn't sell. It then ended up at Ray's Classics prior to shipping to the U.K. in 2006. We are the second owners of it here in U.K." Chris has a Marti report on it showing the original factory build on March

5, 1968 in San Jose, CA, with initial delivery to Burlingame, CA. He added wheel opening trim, bumpers, and rocker trim. Chris replaced belts, fluid lines, window rubber, dash pad, door panels, arm rests, and more. "The Cat has its original carb (which I had rebuilt). The sequential lights still run the original electrical set up. The vacuum driven headlamp doors work, but one opens slower than the other in typical winking Cat attitude. The car attracts lots of attention, and people are blown away



with its color. We received a small trophy for second place in a big show a couple of years back. The car sounds wonderful with twin Flowmasters. Two years ago, my wife and I moved 300 miles north to where we currently live very happily. The Cougar was shipped up by trailer having been in storage for 16 weeks. It now has a 20 ft garage to keep it snug and dry—one of the main reasons we chose this house!! We also live very close to the beach. I'm 60, retired, having worked for Ford Motor Co. (Dagenham plant) as an electrician for 27 years. Sally and I met 14 years ago on an online dating site, and we have been married 10 years. We look forward to more Mercury Cougar adventures."



Trudy Homer

Trudy Homer from North Somerset tells her solemn Cat story about a '67 Cougar named "Gwinny".

"This car was bought new by my husband's auntie in '67 in Chicago, IL. She drove her regularly and enjoyed the car until around 2001 when her eyesight declined. When my husband, Sam, visited the US as a teenager, he fell in love with her immediately. Sadly, his aunt passed away in 2006 at the age of 77. Her partner informed Sam that if he wanted to have the Cougar, he could ship her to the UK. She arrived in the UK in March 2011, and he always cherished her.

Very sadly, he was diagnosed with terminal cancer in September 2013. He passed away in March 2014, aged just 46. He said before he died that he couldn't bear to see her sold and to wait and sell her after he'd gone. (I'd never driven her before, and he didn't think I ever would want to get behind the wheel.) In August 2014, I thought what's the worst that could happen? So I drove her for the first time, and I instantly knew that she was going nowhere. I had her fully restored in the spring of 2016 as she had a lot of rust and a non-standard re-spray that was done at some point had been very poorly done. She's a part of our family and here to stay. I know Sam and Auntie Stephanie would be so proud and happy that she's back to her former glory, as well as being loved and used. Sadly I've not got any photos of Auntie Stephanie with her back in the day."

Included are some photos showing the quality restoration work and the car being enjoyed.



Jack Redburn (#9738)

Norwich, Norfolk

Up next is Jack's '68 Cougar. "As far as I'm aware my car was imported from California in 2004 by a company in Manchester. It had a couple of owners until I bought it in November 2010 from a guy called Geoff in Nunneaton to replace a slightly ropey '69 Firebird. I'd seen the Cougar at shows for years and had always liked it, so when the chance to buy it came up, I quickly went and bought it. I believe it started as a California black plate car. The build sheet shows that it's a Nordic Blue XR7 with a black vinyl top, bucket seats, AM radio, 302 2 barrel motor, and a Merc-o-matic trans. The guy I bought the car from had owned it several years and was thinking about building a pro street style car with it, but decided it was too nice to cut up. While he had it, he put in a street/strip cam, Edelbrock manifold and carb and a Davis DUI distributor. I also found out going through the receipts that he managed to set fire to it at some point (ouch). He also removed the vinyl top and painted it a darker blue. I picked the car up and brought it home in November and put it away until the spring. The first time I took the car out was in March the following year. As I was just about home, I was flagged down by a local car guy named Guy, in his daily driver. I pulled over and we had a chat about my new car. Interestingly, he then told me that he had sold his '70 Challenger and bought himself a yellow '70 Cougar convertible that was in a container from the US and due any day. What are the chances of having two Cougars two streets away in a small village in Norfolk?

I drove the car mostly as it was, changing a few minor bits such as the radio. Also, the power steering pipes were converted to big block type as I was going through a set every year! I've driven it to shows around the South East. In addition, I used it to drive at several charity track experience days where members of the public would pay a donation to charity for a ride in a race, super or classic car at the local race circuit, Snetterton in Norfolk. The Cougar was quite popular with its passengers; although it

wasn't really suited to track use. Both times out, I boiled the brake fluid and needed to replace most of the brake system.

In the winter of 2015, although it was still quite presentable, I decided to give the car a freshen-up and get rid of the few rusty bits that had started to grow. It was booked in with my friend, Henry at SBC Customs, to give it a bit of attention. He stripped it back and fabricated repair sections for the rear wheel arches, the base of the rear window, and the leading edge of the bonnet. I sourced all new body gaskets and seals and a new vinyl top, and then set about trying to find a set of moldings for the bottom of it. I had wanted to return it to its original Nordic Blue colour, but none of the paint suppliers could find the colour code in their listings. One suggested bringing the car in to try to match it, but we'd already stripped it at the time. Eventually I just picked a similar looking colour from a samples book and I think I got pretty close.

The car still has its original motor and trans which runs like a top. The interior is all factory except the steering wheel (I still have the original), though the carpets are showing their age. However, at 49 years old, it's to be expected, and the Cat it still going strong. I'll happily drive it across the country, but it probably won't be going on track again."

These powerful stories remind us that Mercury Cougars are appreciated worldwide. Rob expresses his thanks to those that helped provide input. All photos were provided by the owners. Emails, texts, Facebook, and a fun phone call all helped pull this together. We look forward to hear their continuing story, especially as we celebrate the 50th Anniversary of the Mercury Cougar!



All-Star Car Lineup for Cougar's 50th at Carlisle!

By Carl Graziano (#6158)

The Delmarva Cougar Club (DCC) is in the thick of planning for the 50th Anniversary celebration of the Mercury Cougar at the 2017 Carlisle (Pa.) Ford Nationals, June 2 to 4. The club expects turnout for the show to top its Cougar total of about 150 cars at the 40th-anniversary celebration at Carlisle in 2007.

New developments include securing a major show sponsor: National Parts Depot (NPD), which has expanded its service line with a Cougar catalog. NPD will provide goody bags for the show and also produce a special shirt that DCC will include with every purchase of the club's official show shirt.

The most exciting news is the lineup of Cougars for a special indoor display. The cars scheduled to appear at the show include some of the most important Cougars in the nameplate's history—including the first production Cougar, known as "Cougar One":



Car	Owner
'67 Cougar One	Jim Pinkerton
'67 Dan Gurney Special	Sudhakar "Suds" Reddy
'68 XR-7 unrestored	Sandy Robertson
'68 XR7-G 4-speed	Fran Cosentino
'68 XR7-G	Scott Ferguson
'68 GTE 427	Craig Keith
'68 GTE 428 CJ 4-speed unrestored	to be announced
'69 Don Nicholson Boss 429	Ed Meyer
'69 Sports Special	Mark Piechowski
'70 Boss 302 Eliminator unrestored	Dave Wyrwas
'70 428 SCJ Eliminator	Eric Felix
'71 429 CJ	Richard & Dave Kellogg
Late-model Roush race car	to be announced

Kudos to club president Phillip Payne, who has worked tirelessly to arrange the NPD sponsorship and the attendance of display Cougars. Phillip also has finished artwork for an outstanding club show shirt that features the '67 Cougar and recognizes NPD and our show co-hosts, the Cougar Club of New Jersey/Pennsylvania and Mercury Cougar Club of New England (see image).

Learn more about the Cougar celebration at the 2017 Carlisle Ford Nationals at bitly.com/Cougar50thCarlisle and register for the show online. Registration is standard show field registration through Carlisle—there is no separate registration needed for the Cougar celebration. For additional information about the Carlisle Cougar event, contact Phillip at phillip.propayne@comcast.net.

A Message From Cascade Cougar Club, Pacific Northwest

By Heather Whitaker (#7477)



CHRISTMAS PARTY, EDGEWOOD, WA, DECEMBER 10, 2016

John and Susan Benoit hosted this year's annual club Christmas party at their beautiful Edgewood home and shared chef duties for the main course, while their nearly three dozen guests provided the balance of the incredible banquet. With everyone making their favorite salads, side dishes or desserts, it was quite the feast of flavors sure to please every palate and threaten to burst every stomach. What a great opportunity to gather with old friends and catch up on everyone's activities over the past few months.

of his latest projects, one of which a '70 Competition Orange Boss 302 Eliminator, that was slated for the upcoming Barrett Jackson auction in Scottsdale, AZ.

As the party was drawing to a close, Prowl Director Cameron Benoit called us together for the big reveal of this year's show shirt. As expected, the design was met with great applause so we're hoping for record sales to reward Cameron for all his hard work.



Once the dinner segment of the evening was done, Rex Clark, Jeff Bingaman's young grandson, provided great entertainment for us all as he chattered away while playing with various toys among the adults. At some point, I noted that many of the men had disappeared and upon investigation, discovered they had escaped to John's shop to look over some





Cougars, Mercurys, Edsels, Lincolns & Other Fords!

**Location: GRIOT'S GARAGE FLAGSHIP RETAIL STORE,
3333 South 38th Street, Tacoma 98409**

**Saturday August 5th Cruise meets at 7:30am at Griot's
for Caffeine and Gasoline. Cruise departs at 9:30am with
tours of Lemay Marymount and America's Car Museum, a
box lunch, ending with a BBQ dinner.**

**Sunday August 6th Show opens at 8:00 AM, ends by 4:00 PM.
Please try to arrive early to enjoy the day and raffle prizes.**

**Prowl Suggested Hotel: Red Lion Hotel 8412 Hosmer, Tacoma, WA
For Hotel reservations call (253) 548-1212 (there are no blocks reserved)**

**For more Information see back page or call
(253) 579-3931 or visit www.cascadecougarclub.com**

*Aug 5th, Cruise with tours of
both Lemay Museums ending
in a BBQ, Aug 6th is car show*

PROWL 2017 CLASS DESIGNATIONS FOR PEOPLE'S CHOICE AWARDS

Please circle the class you wish to be in;

Prior to selecting a class, if your car is modified, and you meet the modified criteria, please select one of the modified classes below. We reserve the right to re-class your car on the day of the show. Modified class criteria: If you have three or more items on the right (*) you should select a modified class.

Cougar Only:		All Other Makes	
C1	67 Standard	F1	All Ford except Mustang
C2	68 Standard	MU1	64-73 Mustang Only
C3	67-68 XR7 except XR7G	MU2	74-Present Mustang Only
C4	68 XR7-G & GTE	M1	All Lincoln, Mercury, Edsel (Ex Cougar)
C5	69-70 Hardtop Standard	OM&M	Other Makes and Models
C6	69-70 Hardtop XR7	DISP	Display only—no awards
C7	71-73 All	* Modified Criteria 3 or more	
C8	69-70 Convertible All	* Wheels not available from Ford Dealer	
C9	67-68 Modified All*	* Exterior paint not available when produced	
C10	69-73 Modified All*	* Interior not available when produced	
C11	69-70 Eliminator	* Significant changes to exterior body	
C12	74-02 All	* Engine components not available from Ford	

Registration and shirt orders are also available through our website at www.cascadecougarclub.com.

NAME _____ PHONE _____

ADDRESS _____

CITY, STATE, ZIP _____ EMAIL _____

YEAR _____ MAKE _____ MODEL _____ BODY STYLE _____ COLOR _____

Please indicate which Cougar Club(s) you are a member of _____

PRE-REGISTRATION PRICES ONLY—Must be received by July 1, 2017

T-shirts must be picked up at show. Otherwise add shipping: 1 shirt **\$8.50**, 2 or more **\$14**

Car show registration includes one T-shirt (\$15 savings from day of show prices) - **\$25**

Car Show w/T-Shirt , One Admission to Museums, Lunch and BBQ (\$22 savings from day of show) - **\$50**

Additional Guests to Museums, Lunch and BBQ (\$7 Savings) - Qty _____ @ \$25 each _____

Additional T-shirts: \$15 (\$5 Savings) - Qty _____ @ \$15 each _____

The t-shirts have the long logo on front and the large cars on back like the front page.

Please indicate free T-shirt size included with registration.

S _____ **M** _____ **L** _____ **XL** _____ **2XL** _____ **3XL** _____ **4XL** _____

Additional T-shirts @\$15 each

S _____ **M** _____ **L** _____ **XL** _____ **2XL** _____ **3XL** _____ **4XL** _____

GRAND TOTAL FOR ALL ABOVE ITEMS: \$ _____

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

Signature _____ **Date** _____

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

PROWL 2017

By the time you read this, the Prowl page of Cascade's web site (<http://www.cascadecougarclub.com>) will be up and running with links to registration, t-shirt orders and all the information you'll need to plan your visit to the Pacific Northwest...and we've ordered warm, sunny weather, just for you.



This year we've joined forces with the Cougar Club of America to host a 50th Anniversary Cougar regional show and we anticipate a record number of visitors from all across America and western Canada. Our venue is Griot's Garage in Tacoma, WA which, as I've mentioned before, is a terrific place for a car show. There's a central concrete area for the "business" portion of the show, surrounded by a spacious grass field for displaying our vehicles, then an asphalt parking area featuring oversized spaces encompassing the entire show area. Your Cat will have plenty of room to stretch out in the west coast sunshine.

Ours is a two-day event featuring a Saturday cruise followed by a barbecue dinner and pool party at a nearby member's home. In order to participate in Saturday's event, though, you must be pre-registered, so while you're signing up for Sunday's show, don't forget to include Saturday's activities (and pack your bathing suit and towel). While you're there, check out our 2017 t-shirt design. We think it's a true winner and there's a limited number available so don't delay, order yours today.

Like other anniversary show hosts, we're offering special event window clings to the first fifty Cougars registered, so we encourage all Cougar owners to join us for this special anniversary edition of our annual Prowl and don't be shy - your Cat doesn't have to be in pristine condition. We want to offer participants the chance to view the largest array of models and years possible, so whether yours is showroom quality, a restoration project, a daily driver suffering the usual wounds, or something in between, we want you to be part of this great celebration.

Putting on an event such as this naturally incurs a number of expenses, so we invite you to help us defray costs by sponsoring a single trophy or a three-award trophy class. We appreciate any and all contributions and will ensure your recognition by putting your name on the trophies, mention at the awards ceremony, and listing in our newsletter, which has a large distribution base in several western states and British Columbia, Canada. Even if you are unable to attend our show, your sponsorship will be acknowledged as above. For more information on how you can contribute, please contact our Sponsorship Director Dave Nashif at activities@cascadecougarclub.com. See you in August!

Heather Whitaker,
Chairman,
Cascade Cougar Club

The Colorado Cougar Club

The Past and the Future

By Cougar Bill (#4269)
Founder, President of the Colorado Cougar Club

The Colorado Cougar Club was founded in August, 1992 in my basement with about 10 other Cougar fanatics. We quickly grew to over 100 members the first year. Fast forward a few decades and we find ourselves with grey and thinning hair, the need for glasses, and a never ending love for our Cougars!

The Colorado Cougar Club is planning **two big events** in 2017:

Our annual CougarFest at Arapahoe Park in Golden, CO

Free to all

A gift bag will be given to every Mercury Cougar that shows up
Prizes awarded during the day

Saturday, May 20th, 2017 - 10am to 3pm

All other Mercury makes and models are invited to join us with their cars at this event

Joining the FoMoCo Club Picnic at Arapahoe Park

Sunday, June 25th, 2017 - 10am to 3pm

Both shows will spotlight the 1967 Cougars. Come see the amazing collection of 50 year old Cats!

Please join us in 2017. Bring your Cat no matter its condition! We would like to see as many Cougars as possible.

We also want to invite the Cougar's "For Sale" too. Bring your Mercury Cougar and put a sign in the window!

Best place to sell and buy these classic cars.

ATSOTC Chapter report January, 2017

Happy 50th to all!

Cougar Bill
Founder, President
CCOA #4269



Bringing New Life to Cats

by Rob May (CCOA #9623)

Mercury Stray Cats Central CA Chapter Director

CCOA Volunteer Coordinator

We have all heard of Cats and their nine lives. KTL Restorations Inc. is an auto restoration shop out of Danville, VA. They specialize in bringing new life to our treasured Cats. Kurtis Thomas Lawrance (KTL) is known for rebuilding concours Mercury Cougars. They have helped many CCOA members with their rides, such as Richard Taylor (CCOA #9104) and his 1967 Cougar 390. New standards for excellence have been demonstrated, including at the Mecum Auctions with a 1970 convertible this year.

Kurt (CCOA #7112) grew up with Cougars courtesy of his dad's fondness for these fine cars. Kurt's dad, Thomas (known as Tom) Lawrance, served his country in Vietnam. While there, Tom was saving his money for a car in hopes of buying a GTE (or at least a 1968 with a 427/428). Kurt's grandfather helped with a purchase of a 1968 Cougar that is Nordic Blue in color. This one optioned with a 6.5 liter (390ci) engine and 4 speed transmission. Funny side note: Tom's dad wanted to save \$1000 and optioned for the 390 versus 428. After enjoying the

car for a couple years, it was traded for a Competition Yellow 1970 Eliminator with the big 428 engine (the size he wanted in the first place)!



In high school, brake replacements were one of the initial mechanical jobs Kurt performed to make a few extra bucks. Summer projects in their two car garage included working on the Eliminator. The 1970 Eliminator is still with Kurt. He attended automotive school after high school. Ironically, he happened to stumble upon a job in electrical, and there he found out he was really



good at it, which directly led to helping with diagnosing Cougar electronic headaches. Kurt went to work part-time with his dad. Shortly after 9/11, he lost his job and went to work with Tom full-time. Kurt also went back to school for paint and body. Initially, the shop started smaller jobs such as floor pan, electrical, and mechanical work. Their reputation for quality led to full restorations.

With many fond memories of working on the Eliminator, Kurt and Tom were both interested in finding Tom's first Cougar. Tom was diagnosed with pancreatic cancer and very sadly passed away 18 months later (April of 2014). Enter CCOA VIN guru Phil Parcells (CCOA #2554) to the story. Phil maintains the CCOA database tracking VINs on as many Mercury Cougars as possible, annotating as much current status data as known. Phil's portion picks up in spring of 2015. "I have collected a lot of spare Cougar parts over the years, and was looking for a project to use up some of this inventory. An ad was received for a 1968 4-speed 6.5L XR7 for sale in the NY city area. It was Nordic Blue, black interior, black vinyl top. The car was missing the entire drive train, suspension, fenders, and hood. It was up on jack stands, and the Cougar had been taken off the road in 1972. It sounded like it was a likely project candidate. As I recall, the owner wanted to make it into a race car. He got permission from his family to use the garage, disassembled the car, and suddenly passed away. So it was never modified, just disassembled. The car sat in the family's garage all this time, and over the years the parts he removed were lost. They wanted to clean out the garage because off street parking in NYC is at a premium!

In 2015, John Rotella (CCOA #9102) and I made the six hour trip to see the car in person. We found it was relatively rust free (having been off the road since 1972). It would require a lot of parts, but that was my purpose: a win-win to resurrect an S-code Cougar, and use up a lot of my spare parts. I decided to go for it. When I got home, I loaded up my pickup with all the missing suspension parts: front springs, spindles, control arms, strut rods, rear springs, shackles, U-bolts, axle housing, axles, good tires on rims, tools, and jacks, etc. My friend Greg and I drove back and spent a day installing the suspension. Toward the end of the day, we lowered the car onto its own paws for the first time since 1972, pushed it out to the street, and loaded it on the trailer. The houses are very close together in this neighborhood (picture the Archie Bunker neighborhood), so I couldn't back the trailer into the driveway. After a flat tire on the trailer in Queens, we had an uneventful trip back home.

As you know, I manage the Cougar National database, and a few days later I finally got around to entering the VIN in the database. To my surprise, I found it was already entered, having been reported by KTL founder Tom Lawrance several years previously when he was searching for his first Cougar, the 1968! I called Kurt and said "I think I have a car you want", and told him the story. He thought I was making it up. He was amazed the car had survived and had been found. We exchanged pictures, and a little later in 2015, Kurt bought the car. I can't think of a better place for this car to be, back with the Lawrance family". Kurt now personally owns his dad's original 1968 Cougar.



Previous builds include Richard Taylor's 1967 Polar White 390. Richard, who lives in Virginia, was looking for a big block 1967, automatic, with non-vinyl top. He spent four to five years searching for an original condition car that was not chopped up. In 2008, Richard bid on his car on ebay. The reserve was not met, but a deal was made with the Arizona seller to meet in Las Vegas to look over the car. The seller acquired this Cougar from an AZ dealer where the car was recently taken in trade. In an interesting twist of fate, the dealership was also the original dealer from 1967! Richard relayed the story that while calling West Coast Classic Cougar (WCCC) for references on where to have the car repaired to driver quality status, Don Rush said that Richard was very lucky indeed to be living near KTL, who is highly praised for their Cougar rebuilds. He gladly waited over a year for KTL to make room for his car on their schedule. Richard stated that during the phone call to KTL, Tom guaranteed him that there would be typical rust contrary to Richard's claim on the well preservation of the car. After being put up on jack stands, the dry clean body was realized. Initially the rebuild was to get the car mechanically to a daily driver with good visuals. KTL helped explain the rarity of this Cougar (including the 1 of 1 Marti report). Typical to many restoration efforts, more and more things were returned to original status and the project ended up as a concours effort (over 1,000 hours) in 2010 and 2011. This car was first shown at a Carlisle event.

Legendary Cougar Magazine (www.legendarycougar.com) volume, 2 issue 2, featured a KTL Cougar on the cover with photos and article courtesy of Richard Truesdell. This stunning Dark Aqua with white top 1969 convertible XR-7, powered by a 428 Cobra Jet with Ram Air and C6 transmission, is owned by Tim Prieur of Calgary. In 1969, this car was delivered to Bud Egolf Motors in Aurora, IL. It is 1 of 96 for ragtops with this drivetrain option. As Tim states in Legendary Cougar Magazine, this car "spent forty plus years in California." It was sent to Danville, VA for restoration at KTL, due to their reputation of attention to details. Several original documents remain with this car including invoice, purchase, loan, registration, and maintenance. This car hit over six digits in purchase price from RK Motors Charlotte at \$129,900.



The driving champion of the Sports Car Club of America's CANADIAN-AMERICAN CHALLENGE CUP SERIES will receive a new 1969 Cougar convertible. Dan Gurney, Lincoln-Mercury Division sports panelist, gave the car a trial spin at the recent Can-Am races near Monterey, Calif.

**BROUGHT BACK
FROM THE
DEAD BY KTL
RESTORATIONS**



Ever hear of the Dan Gurney Can Am Racing Champion Award car? KTL restored a 1 of 1 1969 convertible XR-7 powered by a 428 Cobra Jet with Ram Air. Per the dealer invoice, this car was originally built as a Canadian-American Challenge Cup gifting car. Dan Gurney test drove the car at Laguna Seca. In 1969, Dan Gurney presented this car to the winner (Bruce McLaren) of a Can Am Race. Many decades later, this car was found in New Hampshire in very rough shape. KTL revived this Cat through several thousand hours of meticulous work. At the time of editing this article, the car was found to be for sale by a private party.

While Haggerty may claim the interest in Mercury Cougars drastically dropped, reality suggests otherwise. Recently in Jan 2017, a KTL Mercury Cougar restoration set a high mark at Mecum Auctions earlier this year. The Competition Blue 1970 XR-7 428 CJ convertible (1 of 2 per Marti report), reached \$150,000! Sadly this event received little publicity.

Next up for revival is a standard (non XR-7) 1969 Cougar. A 428 with 4 speed transmission provides the power. It is Ivy Green in exterior color with Saddle interior. Everyone in the Cougar community awaits this car's completion, along with many more precision restorations from KTL. Typically four to five cars are in rotation at various rebuild stages in their shop. KTL has always been a welcome addition to the Mercury Cougar community. Preservation with a focus to returning cars to their original showroom factory stock detail is their specialty. Thanks to KTL, many rare Cats get their nine lives back for all to enjoy!

Stay tuned for more KTL Restorations Inc. adventures on Facebook. Their website www.ktlrestorations.com is undergoing full renovation at the time of this article editing.

(434) 685-7353
kurt@ktlrestorations.com

A Letter by John Quattrocchi

Dear Editor,

I must urge you to tell your Congressional Representative to stand up for the American consumer and fix the ethanol mandate. HR 5180 would stop the EPA from setting the Renewable Fuel Standard at levels that could be destructive to our gasoline supply and our engines. Remind them that corn belongs in our "Food not Fuel". Biofuels DO NOT cut carbon emissions. They might actually increase them. This is not only bad politics but also bad science. There are no benefits except for the ethanol producers and the politicians.

According to the "Scientific American" if we want to reduce air pollution we should not necessarily rely on the gasoline additive derived from corn, namely ethanol. Burning ethanol adds 22 percent more hydrocarbons to the atmosphere than does burning gasoline, leading to a nearly two parts per billion increase in ground level ozone pollution. Further the amount of ethanol currently in gasoline damages engines, according to automakers. Extensive testing by the automotive and oil industries show higher ethanol blends may result in damaged engines and fuel systems for owners of the overwhelming majority of cars as well as boats, lawnmowers and other gasoline engines.

A few events, which took place in NJ, provide the perfect illustration as to what can happen when the biofuel causes damage to the fuel lines and fuel pumps on vehicles. This can cause the fuel to leak out and onto the engine, thus creating a life threatening situation. Recently a member of the Antique Automobile Club of America pulled his car into his garage after an outing. He and his wife heard a noise in the garage, opened the door and flames shot out from that car. The home was a total loss as well as two cars in the garage. In another situation, the owner of a 1979 Cadillac Eldorado started his vehicle only to have leaking fuel from a fuel line erupt into flames in his garage. He was fortunate enough to be able to get the car outside into the driveway but the fire extinguisher he kept in the car was no match for the inferno and his beloved classic was a total loss. Fortunately there was not any loss of life, however, in both of these cases, these vehicles were meticulously cared for both inside and out to include under the hood. Hence the only explanations are that damaged lines leaked fuel onto the hot engines.

My experience with my own car did not end like the aforementioned two. I did not have a fire but found myself with damaged gas lines and fuel spraying onto my engine. Fortunately I was able to replace the lines before the inevitable occurred. And most everyone has heard a tale of a boat owner out fishing or just cruising who had to be towed back to port because the outboard engines stop operating. Usually the owners had gassed up at a local filling station using fuel that contains ethanol while towing their craft to the water. Taking on fuel at a marine station would have avoided the problem because marine fuel does not contain ethanol.

In 2000 (before the ethanol mandate), 90% of corn production was used for food. Today, only 60% of corn produced is used for food, driving up the cost of corn as food. The ten-year impact of corn-based ethanol has been devastating. The production of corn-based ethanol actually leads to increased carbon emissions when the production cycle – from growth to refining and transporting – is factored in. Carbon emission rates are also impacted by the conversion of forests and prairies. These areas once stored carbon naturally but now have been converted to grow corn. It's not just the air. Raising corn demands increased fertilizer use, and the runoff from this use has affected critically needed water sources. Fertilizer in runoff not only causes algae blooms in nearby lakes and rivers, it impacts our entire network of water, from the Midwestern plains down to the Gulf of Mexico. (See www.rethinkethanol.com)

Now that I have shared with you what ethanol does to not only our motor vehicles/boats and lawn mowers but more importantly to the environment, you may be asking what can be done to remedy this situation. Well, for starters, consumers are urged to contact their federal legislators and urge them not to approve increasing the levels of ethanol in our gasoline. In fact, most would agree that it should be eliminated altogether. Next, readers are urged to join SEMA (Specialty Equipment Mfg. Association), who's website boasts: "A love for cars, trucks and SUVs is the motivating force behind the Specialty Equipment Market Association (SEMA). This trade association consists of a diverse group of manufacturers, distributors, retailers, publishing companies, auto restorers, street rod builders, restylers, car clubs, race teams and more." Membership is free and they are the primary group monitoring both National and State legislation in the US as well as Canada. Urge your car clubs to join forces with them as well visit the website www.sema.org and check out the government affairs link.

Remember, this is an election year and cards, letters, emails and phone calls to our congressional representatives and senators can make a big difference. By getting rid of this fuel additive, drivers will see an increase in MPG and their vehicles will run better. Food prices will come down because we will be growing corn for "food not fuel."

Sincerely,

John Quattrocchi

Board Member-Raritan River Region Cadillac & LaSalle Club

Member Antique Automobile Club of America

ELIMINATORS on the Market

By Michael Banks (#9953)

Last year saw the sales of several Boss 302 Cougar Eliminators - which are arguably the most desirable Eliminator variant for the fact that this engine was not an option for any other Cougar. Built in very small numbers, there were 469 produced in 1970 and a scant 169 in 1969, making these cars fairly rare and valuable. With only about a dozen publicly offered for sale in the last year, if you are shopping you need to be patient but ready to pounce when "The One" comes to market. Let's recap the Boss Eliminator sales from the past year or so...

0F91G511824 - Competition Orange / Black Décor interior. Barrett-Jackson Scottsdale, January 2017, hammer price of \$100k. A museum-quality restoration by Cascade Classics that will be taking up residence at the Kuck Motorsports Museum in Lincoln, Nebraska.



0F1G544281 - Competition Gold / Black Standard interior. Super Drag-Pak Option (factory 4.30 rear axle ratio and external engine oil cooler). Barrett-Jackson Scottsdale, January 2017, hammer price of \$85k. This following several no-sale auctions throughout 2016 with high bids ranging from \$110k (Mecum Kissimmee 2016) to \$60k (Auctions America, Sept 2016). Restored in 1987 from a rough roller and missing its original drivetrain. In 2013 the factory original VIN-stamped engine block turned up and was reunited with the car. In 2016 the VIN-stamped transmission was also found and reunited with the car! Both remained uninstalled at the time of auction.



0F91G523316 - Competition Gold / Black Standard interior. eBay auction, January 2017, bid to \$40,100 (13 bids, reserve not met). It was not relisted, and may have been sold offline. A partially restored / partially assembled example.



0F91G515350 - Black (Special Paint Order) / Black Décor interior. The only factory Black Boss 302 known to exist. Private sale for a rumored amount in the neighborhood of \$350k. This incredibly rare car was meticulously restored by MASCAR Classics and unveiled at the Muscle Car And Corvette Nationals in Chicago, November 2016.



9F91G574957 - Medium Blue Metallic / Blue Décor interior. eBay auction, August 2016, \$9.5k (31 bids, no reserve). Repainted white over 20 years ago when it was known to prowl the local Sanger, Texas, drag strip, it is now minus the engine and transmission, and in rough shape. This rare project will take a lot of work and parts before it sees the drag strip again.



9F91G5xxxxx - Bright Yellow / White Décor interior. Public listing, August 2016, \$11k. Advertised as a "major project with solid donor car, no engine or trans, clean title, Marti report." No pictures or VIN provided.

OF91G508768 - Competition Blue / Black Standard interior. Mecum Harrisburg, July 2016, \$74k.



OF91G515344 - Competition Gold / Black Décor interior. eBay listing, July 2016, Buy Now of \$65k, bid to \$49,600 (12 bids, reserve not met). 1987 CCOA Nationals Best of Show winner and January 1989 Motor Trend magazine cover car.



OF91G511030 - Competition Gold / Black Décor interior. Public listing, January 2016, \$19.5k. Completely disassembled and on a rotisserie, this documented "Special Purpose Vehicle" has an astounding 19 options and now resides in Maine where it is to be restored.



OF91G516287 - Competition Blue / Black Décor interior. Barrett-Jackson Scottsdale, January 2016, hammer price of \$79k. Restored by Cascade Classics in 2000 and sold to a private collector in 2010, this car went to auction without being detailed and was largely ignored, allowing a savvy bidder to snap it up. Afterwards it was sent back to Cascade Classics for sorting and detailing, and then off to various Bay Area California car shows! With the sale of all those Boss Eliminators the current Boss Cat market is slim pickings! But here are few that may catch your eye...



OF91G517011 is Competition Blue with a Black Standard interior. Offered several times over the last few years, it is most recently priced at \$55k. It is an unrestored one-owner Boss Eliminator with a service replacement block and some various issues typical of a 45 year old Cougar from New York. While none of the problems are insurmountable, taking it to the next level will require a not-insignificant investment. However, it could easily be made into a presentable "survivor" car for local shows and cruises, and enjoyed as-is. Let the next owner worry about the details ;-)

Call (585) 346-7399 and visit the following link for more details:

<https://classiccougarcommunity.com/forum/viewtopic.php?f=10&t=7126>

More pictures can be found here: <https://drive.google.com/drive/folders/OB05yCqSBcPenOFM2QzdKeWdGb0E>



OF91G508009 is Competition Orange with a Black Standard interior (although it was Black and White Houndstooth Decor from the factory). Owned and restored by Olaf Herrick of Virginia, this Boss Cat has a unique story of not actually having the Eliminator package recorded in its list of options! This beauty is priced at \$82k, and the owner can be reached at olaf.herrick@comcast.net or at 540 538 6302 evenings after 7pm. Marti Report, Eminger Invoice and two Build Sheets confirm the cars pedigree, and it was also featured in *Legendary Cougar Magazine* last summer: http://legendarycougar.bctpublishing.com/viewer/viewer.php?path=vol_2/iss_4&page=15&preview=1



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.classiccougarcmmunity.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

Building Cougar Excitement (Part IV)

By Dennis Pierachini (#0054)

As we head into the swingin' seventies, and as Cougar matured, it received a bit less marketing emphasis. That's not to say that there wasn't any – "At The Sign of The Cat" was a very commonly used phrase throughout this period and well into the '80s – but more emphasis was being put on the larger cars, featuring many memorable commercials highlighting the big Mercury's smooth ride.

Still, some effort was made to provide special marketing materials and promotional items. Since the first article in this series was written, I have discovered something new. I had not thought that the stuffed Cougars were given away much past 1969/70, but now have in my possession one of the smaller versions, complete with a ribbon around its neck emblazoned "September 19, 1971 – The Day of The Cat", clearly for the 1972 model year. Also included in my purchase was the actual dealer form to order more, titled "It's Kitty Cougar & her kittens" in a variety of quantities. For example, a dozen of the smaller kittens cost of \$32.50. Kitty herself was 74" long and could be had alone for \$56.00, or as part of various package deals, which included a quantity of the smaller ones. These were made by the same company that made the original stuffed Cougars, Animal Fair.

Though not specific to Cougar, another item worth mentioning from this era was produced. Given away by Ford and Lincoln-Mercury dealers, a "Spring Into Summer" children's kit featured a variety of activities to keep the kids busy while touring our great country in the backseat. Some of these items were reissued individually over the next couple of years.



When the Cougar "graduated" to the Torino/Montego chassis in 1974, a necklace was offered. It was very similar to the new for '74 hood ornament, featuring a walking Cougar centered in Lucite, surrounded by chrome. A Chauncey coloring book was also offered.

When Cougar was redesigned into Mercury's mid-sized offerings and a new XR-7 for 1977, a few minor giveaway items were featured. One was a special set of keys featuring the walking Cougar; others included a small black/silver Cougar head patch and a 4" Cougar head sticker with the slogan "Run with the Cat Set"

underneath. Also, Cougar keychains and pendants featuring the new Cougar cat head logo were made available for sale by dealers in both chrome and gold. When Ford Motor Company celebrated its 75th anniversary in 1978, quite a bit of promotional stuff was created and distributed, but nothing I've seen to date was Cougar specific.



20th, 25th, 30th, and 35th anniversary Cougar special models did come with certain premiums which are outside the scope of this article.)

But that was to change when the New Edge Cougar was introduced in '98 for the '99 model year. Lincoln Mercury Division offered another stuffed animal, a teddy bear (?) wearing a Cougar t-shirt and pants. Also offered was a Cougar t-shirt vacuum packed in a hockey-puck sized can with an image of the New Edge Cougar on the front.

As far as I'm aware, no Cougar-specific promotional items were produced or distributed when the Cougar was downsized in 1980, when the new aerodynamic Cougar was introduced in 1983, or when the MN-12 version was introduced in 1989. I should note that this is likely due to the state of the economy and auto industry in the early '80s. And even though Ford Motor Company was recording record profits by the late '80s, the number of giveaways by any division or functional area was substantially reduced. (It should be mentioned that the



Lastly, I should mention that throughout the life of the Cougar, dealers were able to (and certainly did) issue their own Cougar-related premiums to give to customers. I've seen a variety of such items, such as a gold/black key chain featuring the Cougar cat head logo for San Francisco Lincoln Mercury that is featured in the lower right corner of a photo above.

This concludes this series of articles on official Cougar memorabilia. As I pointed out above, even though I've been collecting these items for about 40 years, new items still become known from time to time. And of course, the aftermarket has created quite a few interesting toys, stickers, key chains, jewelry, and other items. Often it is hard to tell whether some items were officially approved/offered by Lincoln-Mercury, or if they were simply created to capitalize on Cougar's popularity. Remember...Mercury Cougar. It's not like anybody else's car!



The Debut of the First San Jose 1969 Mercury Cougar

By Rob May (#9623)

Mercury Stray Cats Central CA Chapter Director

On July 4th, 1968 in San Jose CA, 9R91H500001 rolled off the assembly line as the first 1969 Mercury Cougar in the West. The initial car for a new model line is a special vehicle indeed. The current owner, Rob Collins of Calgary Alberta, Canada, is the father of three young children, and he will not have the time nor funds to complete working on the car for several years. Therefore, he contacted CCOA looking to sell this important car to someone who is willing to give the Cat the attention it deserves to properly preserve its place in history. He has agreed to share the story behind this car.



Expanding the door tag data reveals the following original options: 65A for a 2 Door Standard Hardtop Body Style, color of D Pastel Grey Paint Code, 2D Red Vinyl trim code, 04G gives us the build date mentioned earlier, A6 Ontario Canada DSO, 2 Axle code of a 2.75:1, and equipped with the X automatic FMS transmission.

Rob stated that while he was growing up, his Dad (Bob) had several Mercury Cougars. The oldest Cougar was an '83.5



CCOA VIN guru Phil Parcels (CCOA #2554) determined this VIN is a new addition to the database. Note that each factory starts each model year with its own Job 1 VIN (100001 Ford, 500001 Mercury, and 800001 Lincoln). So for 1969, we have two 500001's: 9F91H500001 (Dearborn, MI plant) and 9R91H500001 (San Jose, CA plant). The 1st 1969 Cougar from Dearborn was already entered into the CCOA database previously. These Cougars are both standard cars and both H-codes (351W 2V), that is pure coincidence. (In 1970, one of the 500001 Cougars is a Boss 302).

(essentially a late '83 5.0L that was fuel injected that should not have been available until 84). The next Cougar was an '88 which only had a 3.8L, but the car had every other option imaginable. Finally his dad had a '95 XR7 with 4.6L (a potent V8).

When ready for his first car, his dad asked what type of car was he interested in driving. Without hesitation Rob requested a Mercury Cougar. Next question was whether Rob wanted a classic or modern Cougar. A friend, Craig, had a 1969 Chevelle with invasion / racing stripes in which he and Rob drove around in high school. This encouraged Rob's fondness in classic muscle cars. Of course, Rob favored the Ford Lincoln Mercury cars. So, with the family already involved with Cougars, Rob and his dad searched for a classic Mercury Cougar. In 1999, the estate of the original owner of this 1969 Mercury Cougar sold the car to become Rob's first car. Rob graduated from high school in 1998.



At the time of the purchase, the car was advertised as not driveable. Luckily, it was only leaking fuel from around the accelerator fuel pump gasket on the carburetor. Temporarily patching this hole and providing a boost allowed the car to hit the road home. Sadly, the carburetor would be an issue multiple times during the initial driving years due to the poor quality of Holley rebuilt Autolites. This led to an Edelbrock replacement. In fact, the engine was then later rebuilt with several performance upgrades including high compression pistons, new camshaft, roller rockers, headers, an electric fuel

battery charged and warm up the engine once in a while. Trips around the block are rare. Rob kept all the original parts (manifolds, bezels, radio, etc.). Also, he has several original documents. He has many extra parts, like sequencers and script emblems, and more. The bottom of the door skins would benefit from some attention, as the previous body man did not get things totally cleaned up. However, the rest of the body work and paint has aged very well as the car has been garage stored. It could also use new inner fender wells.



pump, etc., and the rebuild has very few miles on it. This Cougar was once a daily driver while Rob was in college. In 2001 the car was painted black, Rob's favorite color for this model year. Work was done on the interior such as restoring some of the red vinyl and installing a new headliner. But by 2005, the driving of this car was greatly reduced awaiting the completion of the restoration. Currently the car is usually started to keep the

This car is for sale from the current owner. Please contact Rob Collins at robacollins@shaw.ca. He will be happy to send more pictures to serious buyers. He wants to ensure the new owner will appreciate and take care of this rare Cat!



EBAY CATS



Year/Model: 1968 XR-7 GT

VIN: 8F93SXXXXX

Miles: 58,433

Condition: 3

Winning bid: \$3,320

Total # of Bids: 45

Comments: This XR-7 GT has been in storage for many years and needs a complete restoration. Motor should run with a complete tune up and changing of all the fluids. This Cat does have some rust on the hood, passenger rear quarter inner lip, rear deck lid and driver's side rear quarter. Both front floors do have some rust holes coming through, the torque boxes do have some rust. The trunk looks to be in fair shape. Over all the body is fairly straight with small dings, scratches and bumps. Has a very old paint job in fair shape. Needs new interior, missing the gauges, door panels and dash pad. Many parts were restored, chromed and power coated, all parts are included.



Year/Model: 1970 XR-7 convert

VIN: Not listed

Miles: 57,315

Condition: 1

Winning bid: \$18,000

Total # of Bids: 59

Comments: Only 57k original miles on this XR-7 convertible. This Cat is mostly original with only one repaint in its life as well as a new top and new paws. The interior is in excellent condition. The 351c 2v has recently had a complete tune-up including all fluid changes and carburetor rebuild. Has power steering, power disc brakes, power windows, factory AC and dual exhaust. This Cat has been stored inside for many years and has always been well cared for. Runs, drives and rides great.



Year/Model: 1976 XR7

VIN: 6A93H5XXX

Miles: 106,000

Condition: 2

Winning bid: \$3,700

Total # of Bids: 25

Comments: All original/true survivor XR7 with only 106k original miles on its 351w/auto. Very solid body and good interior. This Cat is well optioned with the rare bucket seats and console and is loaded with cruise, AC, PW & PS. Everything works except the fuel gauge, may need sending unit replaced. This XR7 runs and drives great!!



Year/Model: 1971 XR-7 convert

VIN: 1F93H5XXXXX

Miles: 102,059

Condition: 1

Winning bid: \$19,600

Total # of Bids: 32

Comments: 1 of 22 XR-7 convertibles produced with this paint code and trim package. This Cat has had one repaint in the original color, the original red carpet was replaced with black. Other than that this XR-7 is original including the convertible top with the rear glass window. Has brand new BF Goodrich Radials and new Magnum 500s, the original wheel covers, rims and white wall tires are included. This Cat turns heads any time it prowls the streets!!



Year/Model: 1997 XR7 35th Anniversary

VIN: 1MELM62XXXXXX

Miles: 82,052

Condition: 3

Winning bid: \$2,550

Total # of Bids: 2

Comments: This 35th Anniversary Cat needs a good home and some TLC. Has only 82k original miles on its V8/auto. Runs and drives good, the radiator leaks. The interior is in decent condition, needs a good cleaning. The body is in good shape with a few dings and scratches, the paint is faded. The tires are good with 40% tread left. A great Cat to fix up and enjoy!!



Year/Model: 2001 Cougar

VIN: 1ZWFT6XXXXX

Miles: 77,022

Condition: 3

Winning bid: \$500

Total # of Bids: 1

Comments: A great Cat to fix up and enjoy!! The body has a few dings and dents, but overall in good shape. The interior is very clean. The auto transmission was rebuilt less than a year ago, has new tires with less than 500 miles. Also has new battery and new fuel injectors. The engine may require rebuilding or a new one installed.

PERSONAL ADS

PARTS FOR SALE

1973 351C Cobra Jet engine: block cast # D2AE-CA, date 3E2; heads cast # D3ZE; intake cast # D3ZE-9425-AA, date 3K10; exhaust manifolds cast # D1ZE-9431-BA & D3AE-9430-B; harmonic balancer cast # D1ZE-6316-AB; rods cast # D0EA-A etc. \$1,200 1971 351C short block: block cast # D0AE-L, date 0K29; missing four rod caps; also included front engine plate and harmonic balancer \$300. 1969 428 CJ, heads cast # C8OE-6090-N, dates 8L26, \$1,000. 1969 428 CJ 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 J code heads cast # C8OE, date 7H18 \$500 for the pair. 1968 302 4V intake, cast # C8ZE-9425-A, date 8A31, pvc system, carb spacer, coil bracket, thermostat housing, fittings, etc. \$300 for all. 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; 1967 GT 390 engine: block cast # C6ME-A, date 7C22; heads cast # C7AE-A, dates 7B7 & 7C20; intake cast # C6AE-9425-G, date 6J27; exhaust manifolds, timing cover, water pump, oil pan, pulley, brackets, fuel pump etc. \$3,500. 390 tri power set up, \$1,850. 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 \$75. 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

For sale: 1968, 1969, 1970 NOS and Used Cougar Parts

Part #	Description	Condition	Price
N/A	Complete Power Window Set w/o glass - 1970	Used	\$400,00
C9ZZ-7A247B	Switch - Neutral Safety - C6 Trans	NOS	\$100,00
C9WB-10964-BW	Switches - XR7 Center - Console - Blue	NOS	\$60,00
D0WY-9275B	Fuel Sender w/Low Fuel Indicator	NOS	\$300,00
D0WY-16700B	Hood - Latch	NOS	\$125,00
C9ZZ-65044E69A	Console - 69 - Black - XR7	Used	\$300,00
N/A	Complete 70 Decor Interior w/Hoodstooth Seats - Ginger	Used	\$800,00
N/A	Seats - 69 XR7 Frt/Back -Comfort - Blue	Used	\$200,00
N/A	Hood - 70 - Media blasted and from California car	Used	\$300,00
C9WY-17620A	Valence - Front - 69/70	NOS	\$300,00
C9WY-6540544A	Valence - Rear - 69/70	NOS	\$250,00
N/A	Fender - Right - 69	Used	\$125,00
N/A	Fender - Left- 69	Used	\$125,00
N/A	Deck Lid - 69/70	Used	\$150,00
N/A	Deck Lid - 67/68	Used	\$150,00
N/A	Quarter Panel - Left - Eliminator	NOS	\$1 200,00
N/A	Vacuum Motor - Headamp - 68 - Two	NOS	\$300,00
N/A	Hood Scoop - 69/70 Eliminator	Used	\$125,00
N/A	Spoiler - Rear Deck - 70 Eliminator (Original)	Used	\$500,00
C9WY-65405A72	Gas Filler Door - LM Crest - Complete	NOS	\$250,00
C9WB-65405A48B	Moulding - Gas Filler Door - Upper	NOS	\$125,00
C9WB-65405A48A	Moulding - Gas Filler Door - Upper	NOS	\$125,00
C9WB-65517A20A	Roof Pillar Emblem - XR7 - 69/70 - Pair	NOS	\$350,00
D0WY-15A201F	Bezel - Side Marker w/lens - Left Rear	NOS	\$75,00
D0WY-15A201E	Bezel - Side Marker w/lens - Right Rear	NOS	\$50,00
C9WY-13210A	Bezel - Parking Lamp - Left	NOS	\$125,00
C9WY-13210A	Bezel - Parking Lamp - Right	NOS	\$125,00
	Bezel - Power Window - Master - 70	NOS	\$100,00
	Bezel - Power Window - Single - 70 (3)	NOS	\$150,00
C9WY-17906A	Bumper - Rear - 69/70 (damp storage)	NOS	\$300,00
C6OZ-2222454B	Buttons - Door Handle - Two	NOS	\$70,00
C6OZ-6222404/405A	Handles - Door - Left/Right - 1 set	NOS	\$225,00
C9WY-13209A	Lens - Front Turn Lamp - Right - 69	NOS	\$60,00
C9WY-13208A	Lens - Front Turn Lamp - Left - 69	NOS	\$60,00
D0WY-17682A	Mirror - Remote Drivers - 70 (Chrome)	NOS	\$250,00
C9WY-16038A	Moulding - Wheel Lip - Right Frt - 69/70 - in wrapper	NOS	\$200,00
C9WY-16039A	Moulding - Wheel Lip - Left Frt - 69/70 - in wrapper	NOS	\$200,00
D0WY-6529164A	Moulding - Wheel Lip - Right Rear - 69/70 - in wrapper	NOS	\$200,00
D0WY-6529165A	Moulding - Wheel Lip - Left Rear - 69/70 - in wrapper	NOS	\$200,00
N/A	Mouldings - Wheel Lip - Set - 69/70 (4)	Reanodized	\$600,00
C9WY-6542512A	Moulding - Deck Lid - 69/70 w/attaching prts- In wrapper	NOS	\$225,00
C9WY-16607B	Moulding - Hood - 69 - in wrapper	NOS	\$275,00
C9WY-13405A	Taillamp Assembly - Left - 69	NOS	\$600,00
C9WY-13404A	Taillamp Assembly - Right - 69	NOS	\$600,00
D0WY-13405A	Taillamp Assembly - Left - 70	NOS	\$600,00
D0WY-13404A	Taillamp Assembly - Right - 70	NOS	\$600,00
D0WY-1130-D	Wheel Cover - Wire - LM Crest	NOS	\$150,00
D0WY-1130-D	Wheel Cover - Wire - LM Crest	NOS	\$150,00
D0WY-1130-D	Wheel Cover - Wire - LM Crest	NOS	\$150,00
D0WY-1130-D	Wheel Cover - Wire - LM Crest	NOS	\$150,00

Contact: Moneycat@comcast.net,

will deliver to 2017 CCOA National Show in Tulsa, OK April 21/22

MEMBERSHIP REPORT

By Rob Merritt (#8323)
Member Services Director

THE 50TH ANNIVERSARY CELEBRATION HAS BEGUN!

It's a great time to be a Cougar enthusiast and CCOA member. Events around the U.S., Canada and even distant shores are planned and the excitement is growing. We've added nearly 200 members to the CCOA roster over the last year – and that's not counting those folks who have returned to the Club after sometimes long times being away. Just look at the list of the new members since the last newsletter.

My car currently rests in winter hibernation, eagerly awaiting the first signs of spring when April showers wash the salt off northern Minnesota's roads. I'm working on my list of things to do to get ready for a once-in-a-lifetime cruise to a 50th Anniversary show. The CCOA hopes everyone can find the time and means to attend at least one of the great events planned – even if your car can't make it. The cars, of course, are the focal point of our passion, but it's the people that make these events special. I've heard from many members who made life-long friends attending Cougar shows – many looking forward to meeting up again for the 50th. Don't miss out – register for a show today and start working on your to-do lists.

Make sure you don't miss any of the excitement. 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. Check the mailing label for your due date if you subscribe to the printed version of the newsletter. If you are an e-member, the email with the download link will let you know if it's time to renew. 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 February 15) are the following new members:

PETER SEARLE	ADELAIDE SAAUSTRALIA
MARCO BALDISSERA	BURNABY BC CANADA
ARLID THU	MAPLE RIDGE BC CANADA
DAVID CHAPMAN	AYR ON CANADA
BERT BERTOLO	MISSISSAUGA ON CANADA
DIEGO VITELLO	ST AGATHA ON CANADA
ESA KUVAJA	SALO SOUTHWEST FINLAND
BERTRAND JOSEPH	CHALIGNY Meurthe-et-Moselle FRANCE
JACK REDBURN	NORWICH NORFOLK UK
STUART CHRISTIE	CARNOUSTIE SCOTLAND UK
PAUL JONES	NORTHPORT AL
ANDREW GOODMAN	PHOENIX AZ
GIOVANNY SANCHEZ	PHOENIX AZ
RYAN MCNABB	LAKEPORT CA
MICHAEL CARNEY	MENLO PARK CA
EDDIE ENRIQUE	MODESTO CA
JEFFREY NONARA	MODESTO CA
RON MOORE	ORANGEVALE CA
BENJAMIN JAYME	SAN FRANCISCO CA
SHAWN KIRSHNER	SANTA CLARITA CA
ALLAN & JANE MURRAY	ENFIELD CT
MICHAEL JOHNSON	STAFFORD SPRINGS CT
VINCENT DEPASCALE	FT LAUDERDALE FL
ARTHUR NIERGARTH JR	MELBOURNE FL
JON HARRIS	CHICAGO IL
GREG RIGONI	MOKENA IL
JOHN NIELSEN	MONROE CENTER IL
MELISSA SHEREDA	RIVERTON IL
TONY NORTON	JEFFERSONVILLE IN
GREG MAYTON	ROCKPORT IN
RANDY KUHNHOFF	LENEXA KS
STEVEN SCHRAG	MANHATTAN KS
DAVID HENRY	TOPEKA KS



Starting with the 2016 spring issue of At The Sign of The Cat, Bill Quay (#1515) is bringing you the publication:

The Mercury Cougar - Why and How

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

STEVEN FUTROWSKY	GERMANTOWN MD
CHRIS GRIFFIN	YORK ME
TOM WILKINS	BROWNSTOWN MI
DAN MARSHALL	JACKSON MI
DONALD SYMONS	MACOMB MI
MICHAEL KRUEGER	MONROE MI
ALAN PRICE	NILES MI
RANDY LEESTMA	PETOSKEY MI
CHRISTOPHER NAGLE	TAYLOR MI
ROBERT EDDY	WATERFORD MI
BRETT PAVLOV	ARNOLD MO
JOHN DALLAM IV	CAMDENTON MO
DERRICK TACKETT	ST LOUIS MO
CINDY LAW & GREG BATES	MCINTOSH NM
DAN WILK	CINCINNATI OH
JOHN HUDELSON	CLEVELAND OH
MICHAEL CHADWICK	LIBERTY CENTER OH
RICH HILLRICH	MEDINA OH
STELLA JANOSKY	CEL CITY OK
WALTER HASKINS	TULSA OK
JAMES HOOSE	PRINEVILLE OR
THOMAS VALENTINI	COATESVILLE PA
LEX MEDICH	WHITE OAK PA
TODD SHRIVER	GREENVILLE SC
RONNIE LARSEN	CHAMBERLAIN SD
ROBERT TAYLOR	GRAY TN
TERESA SMITH	ZEPHYR TX
KATHLEEN BROWNING	HOOPER UT
GREG GOULD	BOTHELL WA
GREGORY ST MARTIN	RACINE WI
LEWIS POBEREZNÝ	WAUWATOSA WI
VINCE KING	CROSS LANES WV
KENNETH MERRIFIELD	FAIRMONT WV

Welcome to the new members!

If you know someone who appreciates the Cougar but not yet a member of the CCOA, share your newsletter or invite them to visit our website. New members are always welcome!

COUGAR BODY CONSTRUCTION

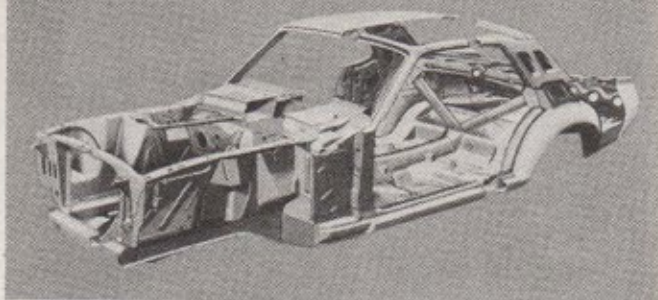


Figure 45

Hood — Cougar's long hood is double-panel construction with the outer panel folded over at the edges to form a high strength three-ply frame. The full inner panel is stamped to provide deep-draw side beams and sturdy diagonal braces. The hood has a dowel-type latch with a dual-hook safety catch. Both the latch and safety catch are released by a finger-pull handle just below the grill at the center. Hood hinges are counterbalanced four-link-type with integrally-mounted coil assist springs.

Roof Panel — Full framing is provided for the one-piece, .035 steel roof panel by a "boxed-hat" section windshield and rear window headers and by the boxed roof side rails. The center reinforcement for the roof is a double-channel stamping 4.6" wide, made of .048" steel.

Rear Wheelhousings — The full-dome rear wheelhousings function with the rear quarter panel assemblies as rear corner pillars for the passenger compartment.

Rear Quarter Panels include outer body sheet metal from the striker-pillar to the end of the car and the lower three quarters of the rear roof pillar skin. The inner panel, extending from the striker-pillar to the wheelhouse, provides solid wall rigidity beneath the rear quarter window and at the end of the rear seat — one of the extra sources of strength for the rear body.

Package Tray — The package tray stamping extends full width across the car between the rear roof pillars and extends rearward to the rear decklid opening as an underneath reinforcement for the upper back panel. The deep flange on the forward edge of the package tray stamping serves as a rear seat back support.

Rear Decklid is double panel construction with the outer panel sheet metal folded over the edges to form a three-ply frame. Rear deck hinges are positioned near the corners on welded-in mounting brackets extending from the wheelhousings to the upper back panel. Dual torsion bar springs assist opening and closing. Three notches for adjusting spring tension are provided in each bracket. The anti-corrosion treatments for the hinges include phosphating and a light covering of oil.

Sound Package

Noteworthy in the Cougar body and highly significant in the over-all luxury of the car is the sound insulation package (Figure 46). Full undercoating and extensive use of acoustically-developed sound deadening materials are standard equipment. Extensive body insulation, precision made seals, and designs which reduce wind and mechanical noises combine to keep passenger compartment sounds at a comfortable level. The result is a low interior noise level consistent with the Cougar image.

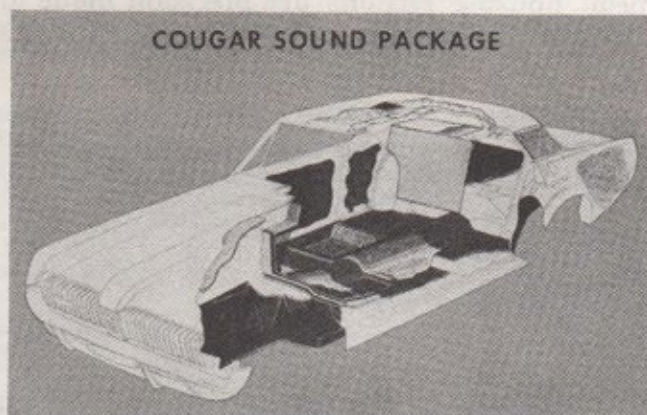


Figure 46

Dash Panel — The two-piece, 1" thick, pre-formed dash insulation extending full width across the dash includes a heavy fibrous sound deadener with a black plastisol cover.

Front Compartment Floor — The toe riser and front floor pan have a pre-formed three-layer insulation sandwich applied over the sheet metal. This has top and bottom layers of 0.1" mastic sheet and 1/4" sound deadener pad. The 3/8" jute pad provides the 4th layer of insulation for the front compartment floor.

Under Front Seat — Pieces of .10" thick asphalt based felt are applied to the floor pan depressions below the front seats.

Roof Panel — Two pieces of fibrous sound deadener 1/2" thick are applied to the roof panel — one in front and one in back of the center reinforcement.

Behind Rear Seat — A laminated three-ply formed insulator behind the rear seat serves as a sound and weather barrier between the passenger compartment and luggage compartment. The lamination includes a clear plastic sheet, 1/8" thick asphalt-saturated fiberboard, and a sprayed-on layer of mastic.

Hood — Formed glass fiber insulator pad 1" thick is mechanically retained in the inner panel.

Package Tray — Asphalt-based mastic and 1/4" fibrous sound deadener is sprayed on the panel underside.

Cowl Top Inner Panel — Complete coverage is provided with 1/2" thick glass fiber pad which is cemented in place.

Cowl Side Panels — 1/2" fibrous sound deadener pad is cemented to the sheet metal.

Under Rear Seat — Double insulation is provided with sprayed-on asphalt based mastic and 1/2" fibrous sound deadener pads.

Luggage Compartment — Has applications of sprayed-on asphalt-based mastic and 1/4" fibrous sound deadener pads. Vinyl-coated mat is made of sound-deadening material.

Inside Doors — Mastic sound deadener is sprayed on the outer panel.

Rear Quarter Panels — Asphalt-based mastic is sprayed on the interior.

Rear Roof Pillars — Have 1/4" fibrous sound deadener pad with sprayed-on vinyl plastisol facing.

Factory Installed Undercoating

- Passenger compartment floor from toe riser at dash panel in front to rear axle kick-up.
- Under front fenders and on fender aprons.
- Under rear wheel housings.

The judicious use of sound deadening materials at strategic locations has produced a noise level in the Cougar that is, we feel, unmatched by any other vehicle in Cougar's class.

Body Seals

The 1967 Cougar employs the latest technology in window regulator and body sealing designs to achieve smooth operation and minimum wind noise. For example, the vent window has a one-piece weatherstrip with a new seal on the side bottom edge at the belt and a front flap for improved sealing (Figure 47). The vent window weatherstrip at the division bar incorporates an aerodynamically-designed bead to virtually eliminate the historic problem of high wind noise when the vent window is cracked open. Other weather seals on the Cougar are:

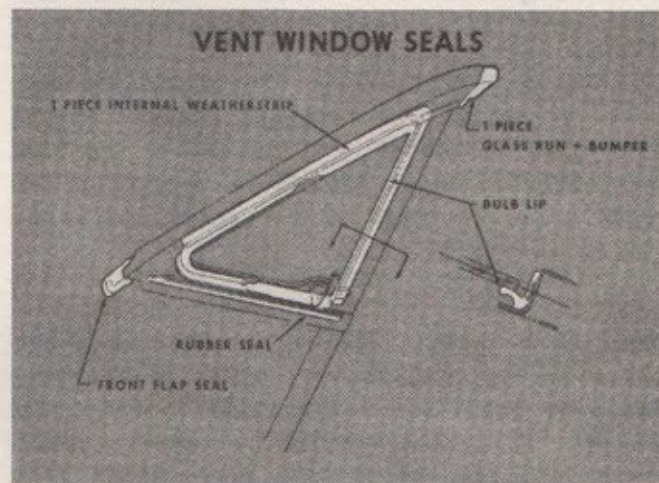


Figure 47

Doors — A one-piece sponge-rubber weatherstrip extends over sides and bottom of the door sheet metal, compressing against the body sheet metal for effective door sealing.

Roof Rail — The top of the framed side window nests in a molded sponge-rubber weatherstrip. This closed cell sponge, with a polyurethane treatment for low friction and reduced scuffing, is retained in a metal channel.

Windshield — The windshield is installed in a one-piece formed rubber gasket. A soft mastic is applied for air and water sealing around the glass.

Rear Window — A one-piece formed rubber gasket, along with the soft mastic, is also used for the rear window.

Rear Decklid — The weatherstrip for the rear decklid is a molded sponge-rubber piece cemented to the decklid flange all around — a special design for the Cougar.

Hood — A rubber hood-to-cowl-seat strip extending across the back of the hood keeps engine fumes from the ventilation and heating system air intake.

Sealers for Cougar Body — Both vinyl plastisol and asphalt-based sprayed-on sealers are used in sealing the Cougar body against air and water leaks. The vinyl plastisol sealer is unusual in that it remains stretchable after hardening. It is applied to the body following the painting operation, so curing takes place in the paint-primer bake oven. Joints, subject to high amounts of water, are double-sealed, either before or after welding.

Expanding Weld Sealer — The expanding weld sealer is applied where the rear wheelhouse and floor pan extension are welded to the rear quarter panel lower edge. This application extends from the front of the wheelhouse to the end of the quarter panel.

Door Belt Seals — Exterior: rubber door belt seals on the outside turn away water, keep moisture from inside the doors and quarter panels. When the window is up, the metal frame strip on the window glass lower edge presses against the T-shape rubber seal. Interior: polypropylene-pile weatherseal on the inside is more wear-resistant and moisture-resistant than fabric. The low friction polypropylene affords effective sealing with easy window operation and long-lasting durability.

Window Regulators — The window regulator system is similar to that used in the full-sized Mercury hardtops. The mechanism has a large sector gear and a minimum of friction points. Lower glass runs inside the doors have low friction nylon guide tracks. Windows operate with a luxury car feel.

Seats

The bucket (Figure 48) and bench seats have been uniquely developed for this car to combine a high comfort level with firm support. Construction details are as follows:

CUSHION BUILDUP OF FRONT SEAT



Figure 48

Front Seat Cushion Build-up

- Platform springs with lateral zig-zag type sinuous spring elements, slightly arched and pivoted at the ends.
- Burlap and wire pad support.
- Molded latex pad is 3" thick in seating area, thicker in wings.
- 1/2" foam padding sewn into upholstery.

Front Seat Back Build-up

- Platform springs with lateral zig-zag sinuous spring elements.
- Burlap and wire pad support.
- Molded urethane foam padding approximately 1-1/2" thick in center area and up to 5" thick on the sides and top.

Bench-Type Rear Seat Cushion

- Formed wire springs with double back "Z" formations at the front.
- Burlap and wire pad support.
- 1" thick cotton pad.
- 5/8" thick cotton pad.
- 1/2" foam padding sewn into upholstery.

Bench-Type Rear Seat Back

- Formed wire springs with double back "Z" formations top and bottom.

- Burlap and wire pad support.
- 1" thick cotton pad.
- 5/8" thick cotton pad.
- 1/2" foam padding sewn into upholstery.

Optional Full Width Front Bench Seat

Seat Cushion — The cushion is built up with full width platform-type springs with zig-zag vertical elements, burlap and wire pad support, and molded urethane foam pad.

Seat Back — Same construction as Cougar bucket seats. Each seat back folds inboard and forward, the same as for bucket seats, to provide easy access to the rear compartment.

Center Armrest — In normal down position, it provides extra comfort for driver and passenger; in up position, it provides seat back cushioning for center passenger. It has urethane padding on the top and bottom. The seat back angle of each bucket seat is easily adjusted by the set screw beneath the hinged seat back. Several degrees of angular change can be obtained. To afford maximum entrance room to the rear compartment, seat backs fold inboard and forward.

Seat Track — The manual seat track for the standard bucket seats is a straight roller-bearing track with 5/8" steel rollers and low friction plastic slides — one on each side of the rollers as a guide. The 5" travel is in 1/2" increments to permit positioning the seat for maximum comfort. The track is mounted on the mid-car reinforcements, which are welded to the top of the floor between the tunnel and sill. The 5/8" seat track anchorage studs pass through the floor weld nuts on the underside. Stop rivets are installed at each end of the track to keep the seat from breaking loose on impact.

In addition to the usual engagement for the notches in the seat track lower half, the Cougar latch has a high-strength interlock pawl designed to prevent disengagement under severe impact. Tests show this practically doubles the holding capacity.

Doors

Malleable steel strap-type door hinges with a cam and roller assembly in the lower hinges, provide two-stop door checks. Hinges have

bronze bushings impregnated with a high concentration of oil, ranging from 12% to 19%. In addition to the oil impregnation, long-life lubricant is applied to the pin and bushing after the door is hung, and again after the body is painted. Cougar doors are rugged thin box construction with full inner and outer panels. The outer panel stamping folds over the inner panel flange at the bottom and sides to provide a high-strength three-ply welded seam. Both the inner and outer panels are made of .035" steel. The inner panel is a one-piece deep-draw stamping that includes both the hinge face and lock face. A reinforcement, welded in at the top of the inner panel, forms a sturdy box rail at the belt line. The 49" over-all length affords easy entrance to both the front and rear compartments. Doors are installed in the body in the closed position. This assists proper door fitting and adjustment.

Door Latches

The double-yoke door latches (Figure 49) clamp over the striker pin to resist both lateral and vertical movements. The clamp provides a third anchor for the door. When closed, the doors are, in effect, hung at three points instead of the conventional two-hinged point suspension. This helps hold the doors more securely in position and contributes to quieter, more rattle-free installations.

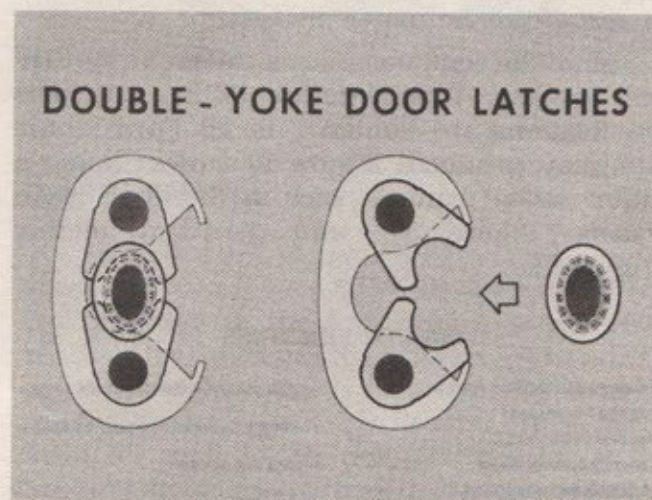


Figure 49

The door latches are the self-centering interlocking design with:

- Large latch housings made of 0.90" steel.
- Elliptical striker pin, measuring 0.92" in the vertical diameter.



Unique Memorabilia

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

This issue we will highlight some of the more unique and unusual items to collect

Miniature cars comprise the majority of Mercury Cougar collectibles; a complete list would be extensive. Paper products as well are too numerous to list; therefore, only postcards and stickers will be discussed. This issue we will highlight some of the more unique and unusual items to collect. Dealer memorabilia are popular collectibles and include a wide range of special Mercury and Cougar products. This is by no means a complete list of what can be found.

Postcards are a great advertising tool for both enticing customers to the dealerships as well as introducing new model year designs. Here we have examples from Kumpf and Bob Foss with cars on the front to show the “new” 1969 and 1970 Cougars. Looking on the back of a couple of these cards, we see a 1981 advertisement for a special deal of “only” 12% interest!

“Odd Rod” stickers fit perfectly into an article on odd Mercury collectibles. These vintage stickers are part of the annual series produced from the late sixties into the seventies. A “Weirdo Car series” 1970 Cougar “King” card from 1972 is also included in the bunch.

License plate frames and trunk tags are the most common dealer memorabilia. However, it is hard to find original vintage pieces. Dealers often changed their logo and designs adding to the difficulty in acquiring examples. My 1969 Cougar is from Kumpf Denver, CO and my dad’s, Gary

May (# 9664), first 1968 Cougar is a Bob Foss Colorado Springs, CO car. Sadly, neither dealership is still around. A very unique piece of dealer memorabilia is the documents stamp, this one is from former Kumpf.

Many thanks to Dennis Pierachini (#0054) for his “Building Cougar Excitement (Part III)” article in the Winter 2016 ATSOTC magazine. As he stated, there was “an agreement for Lincoln Mercury to sell Arnold Palmer golf balls.” Shown are the golf balls available at your local Mercury dealership as well as the original advertising. You have to use your own golf club set though and bring your own caddie.

Many hat pins reflect Mercury Cougars. They have been produced from the beginning and are readily manufactured currently making separation of vintage and reproductions difficult. Emblems, logos, and car shapes are all shown.

Besides pins, buttons are also popular to wear to show your Mercury Cougar pride. One of the rarest button to acquire is the 1967 “Top Cat Mercury Cougar” with the running cat logo. This is a tab lapel pin style button. In the early ’70’s, we find the “Lincoln-Mercury We Sell Satisfaction” pin style button available. “Love that Cat!” is a 1976 Lincoln-Mercury advertisement, and it is also a tab lapel pin style button.

Dealer banners for the Mercury Cougar often show the running Cat logo. Other banners have the Lincoln Mercury name brand on them. Some reproductions are available.



The black and gold banner with hanging fringes is sixties vintage.

For those that actually take their Mercury Cougars out in the wet weather, a yellow rain coat is available to protect your cubs. Need a windbreaker jacket? Mercury has that as well. We all need to know when the weather outside is perfect for taking our car for a cruise. Former El Monte Ford, CA provides their customers with a thermometer just for the occasion (and to determine how long it will take to warm up the cars before the road trip). On a related note: For those interested in buying the 1997 Mercury Cougar 30th Anniversary edition, an umbrella is part of the included Anniversary welcome kit. This will be shown in a future article focusing on Anniversary items.

Who says you can't have your cake and eat it too? Some Lincoln Mercury dealers had their own engraved spatula to help serve "A Scoop Full of Thanks." Cakes were available on the showroom floor to entice customers to stay around longer. No word on what flavor was the cake. Need a drinking glass for your milk with the cake? An uncommon drinking glass displays a blue 1969 Cougar. Note the "Ford" versus Mercury on the glass.

Still puzzled on what to collect? There is a puzzle version of Matchbox's Mercury Cougar. Any examples of these non-miniature car collectibles would be a great edition to a Mercury Cougar fan's collection. All items shown were photographed by Georgina May and will remain in Rob May's collection.





#1

By Randy Christian (#9216) &
Charlie Brown (#8693)

Have you ever wondered when and how Cougar Club of America got started and who was the driving force behind it? How many of you know that Edsel B. Ford II is an honorary member of Cougar Club of America? Did you know that an NYPD officer from the Bronx, NY, way back in 1980, started CCOA?

As the Mid America Classic Cougar Club show committee started planning for the Mercury Cougar 50th Anniversary National show in Tulsa, we wanted to try and incorporate as much Mercury Cougar and Cougar Club of America history into the show. We contacted Rob Merritt, CCOA Membership Services

Director, and asked him if he could provide contact information for CCOA members with a membership number under 200. As it turns out, there are twelve CCOA members that are still active with these low CCOA numbers. We reached out to each of them, inviting them to the Tulsa show and asking them to share their Cougar stories with the Cougar community. We have heard from several of them, including Mr. Tom Jacobellis – CCOA founder and CCOA member #1.

It all started in early 1980 when Tom purchased a 1970 Mercury Cougar convertible. Tom and his wife, Irene, were living in the Bronx and Tom was an NYPD police officer. Tom realized early on after talking with other Cougar owners and working on his 1970 Cat that there was a void for all Cougar owners throughout the world that needed to be filled. He knew it was very hard and expensive to find Cougar parts. Tom sent out the first organizational letter for CCOA on March 19, 1980. His main goal for CCOA was to help all Cougar owners with locating needed parts at reasonable prices. He hoped



Tom's '70 Conv. The start of the Club.





Tom & Irene Jacobellis with
a new 'toy', a '72 Harley.
Tom's hiding behind the mirror!

that sometime in the future CCOA would be big enough to reproduce the parts needed by its members - a very lofty goal to say the least.

By the time June 1980 rolled around, Tom's Cougar collection had grown substantially. It now consisted of:

- 1969 XR-7 hardtop, 428CJ-Ram Air and 4 speed with 29,000 original miles.
- 1970 XR-7 convertible - 351C-FMX one owner fully equipped with 63,000 original miles.
- 1970 XR-7 convertible - fully equipped and needed a total restoration.
- 1970 XR-7 hardtop 351C - 4 speed parts car.

Tom's everyday driver during this time was a 1966 Falcon Sport Coupe with 64,000 original miles and he was looking to buy a 1969 Boss 429 Cougar - a very rare Cat.

In December 1981, Tom wrote a letter to Edsel B. Ford II, inviting him to become an honorary member of Cougar Club of America. Edsel responded back in a letter dated December 15, 1981, telling Tom it would be a privilege to become an honorary member of CCOA and accepted Tom's invitation. Tom actually sent me the original letter from Mr. Ford, along with many other

historical items that will be on display at the Tulsa show in April. We cannot thank Tom enough for passing these items on.

After Tom left the NYPD, he and Irene moved to Spring Hill, Florida in 1986. They still reside there today. He sold all of his Cougars after his 1968 Cougar was stolen. The police found and returned it, but it had been stripped. As Tom said, "It was just a hunk of metal and too far-gone to restore."

In his later years, Tom remained enthusiastic about Mercury Cougars and the Cougar world. There were several long-time Cougar friends that Tom stayed in touch with over the years. Barrie Dixon (CCOA #156) from England visited him on a regular basis on his trips to the United States. We must thank Barrie as he has provided a lot of information and history on Tom.

It is with a very heavy heart that as I was writing this article, I received word from Barrie that Tom Jacobellis, the founder of Cougar Club of America and #1, passed away on January 30, 2017. It is so ironic that #1 passed away in 2017, the 50th Anniversary year of the Mercury Cougar.

Journey of an Early CCOA Member

By Brett Irick (#2123, honorary)
GT Registrar

Two or three years ago, CCOA sent me a letter and indicated that my member number was one of the lowest that was still active. The letter also asked me to write about my Cougar experience through the years.

My Cougar journey started in early 1983 when my father Carl and brother David scouted and bought a 1969 Cougar standard model in Ansonia, Connecticut. I did not see the car for several months until I came home from engineering school for the summer. My parents had owned a variety of Mercurys dating back to 1950 or so and this car was a natural for our family. Plus, it had a 351-2V V8 engine for less than half the price of a V8 Mustang and it was a nicer car. That summer found me driving the car back and forth to work and while we were addressing the maintenance issues of a 65,000 mile car. The car had little or no rust since that area of Connecticut used sand instead of road salt in the winter. The next year, 1984, I had an internship in Indiana which resulted in several long trips. My mother Anne was the first to drive the car long distance – from Connecticut to Ohio, over 700 miles! She had not even driven the car until a few days before the trip. And, it had been fifteen or more years since she had driven a car with four wheel manual drum brakes.

While visiting my grandparents in Mentor, Ohio that summer, Doug Cragulets, son of early members Barbara and Ted Cragulets, said, “Dad, there is a Cougar just like yours a few houses away.” Doug and Ted walked over to my grandparent’s house and a life-time friendship started. I also learned about the Cougar Club of America and I joined almost immediately. It was a good thing that Doug found me. By the following spring, an exhaust valve guide in the engine wore out resulting in an engine that sounded like a popcorn maker. Ted volunteered to help me with the repair. The affected head was not repairable and after several days of searching, no 1969 351 Windsor 2-V head could be found. Ted took apart the working 351 2-V engine in his 1967 XR-7 convertible and donated me the head so that I could get on the road, on time, to my first full time job with Ford Motor Company in Kansas City, Missouri, the start of a thirty-one year engineering career there. Why tear down a working engine? The 351 4-V heads for that year that he had on hand had larger intake and exhaust ports that were not compatible with the 2V engine parts that they mated to. The 351-4V parts are currently in Ted’s car and I had the great privilege of driving it again last year.

I attended my first Cougar Nationals, 1985, in Memphis, Tennessee, where I met a number of other early CCOA members including Dee and John Bauman and Wilma and Virgil Brown of XR7-G fame. I was surprised to win a 3rd place at my first

Nationals. And, feeling adventurous, I drove to the 1986 Nationals held in the redwood forests of Weott, California, where I won a 2nd place and the longest distance driven award. Sadly, less than two hours into the journey home, I hit a deer. Enough damage was done that it was not time feasible for me to do anything other than sell the car and buy another in Ukiah for the trip home. The car was repaired and the new owner contacted me to find out to operate the factory speed control option that my father and I had resurrected from a scrap Cougar.

Cougar itch still active, I started looking for a replacement, which I found during a 1986 California business trip. During a lunch stop in Irvine, I noticed a 1967 XR-7 GT, of which only 2,653 were made. Two young ladies were sitting in the car and a blank “For Sale” sign was laying on the back seat. The answer was “Yes, the car is for sale.” I took a good look at the car, drove it, called my father for advice and committed to buy it for \$3,500 before lunch was over. An aunt and uncle lived nearby and they took care of the purchase transaction. This well optioned, rust free XR-7 GT was sold new by Roger Harmon Motors in nearby San Bernardino. By mid-1989, the car was restored and highway worthy. Kent Sharpe and my grandfather, Irick, combined to provide the parts for a dealer-installed speed control option on this car. Other than my 1969 sold in California, I am not aware of any other Cougar with a working factory speed control – which makes long drives in light traffic less exhausting. A great deal of advice and parts assistance from my early Cougar friends made the restoration possible. From Michigan, I drove it to many shows in the early 1990s including Colorado, Kentucky, Missouri, Oklahoma, and Texas.

In the late 1980s, very little information was known about the 1967, 1968, 1971 and 1972 Cougar GTs and the related 1967-1968 Cougar 6.5 Litre models. We did not even know all the production numbers at the time. I started the GT Registry in



mid-1987 and started to piece together what we know about the cars. From long study, there are unlikely to be more than 400 reasonably good condition cars worldwide that are covered by the GT Registry. Why? We found out, in the 1980s, that many 1967 and 1968s that survived the two fuel crises of the 1970s and the ravages of time donated their power trains to Mustang projects. My parents, sharing my love for Cougars, bought a 1967 Cougar 6.5 Litre in the early 1990s. By 1995, I completed a guide on what makes the 1967 and 1968 390-2V and 4V engine Cougars different than their small block counterparts. This guide is on the CCOA website.

By 1989, I was asked to take on the thankless task of CCOA Chief Judge – a job that I performed for about seven years. When I took over this responsibility, CCOA was working with a 100 point system with limited guidance on judging standards. Working with the Mustang Club of America, Virgil Brown, Ted Cragulets, Richard Klepach, my father and many others, a detailed

set of judging standards was developed. We also developed a concours class as an added challenge to the advanced restorer. The CCOA judging rules, at that time, were designed to give a heavier weighting to vehicle safety and reliability factors than the Mustang Club of America. Our rationale was that the average Cougar owner was much more likely to drive their car

to a show than a Mustang owner. It was sometime during this period when I received a CCOA honorary membership.

The 1997 30th Anniversary of Cougar celebration was held during the All Ford Nationals in Carlisle, Pennsylvania. My XR-7 GT was part of the invitational display and was parked next to Cougar #1 as an example of a fully equipped first year Cougar. During this event, my car won a CCOA Gold Concours Award.

From 1998 to 2015, my Ford Motor Company engineering career and other commitments limited the number of CCOA events that I attended. In 2000, I was able to attend a Lincoln-Mercury Invitational Concours that was held at Edsel Ford's Grosse Point Shores, Michigan home. My car received the show special recognition award with a citation for vehicle design excellence. Since retirement from Ford in 2015, I have had more time to devote to Cougars. In 2012, when I carved out a week to attend the Iola, Wisconsin car show, I won my first hard luck award from the International Mercury Owners Association. Less than twenty minutes from arriving at my Iola hotel, an exhaust valve broke in half and the white cloud of engine death fogged US-10 for about a mile as my Cougar coasted to a stop. Fortunately, I met John Gunnell, owner of Gunner's Great Garage, and his engine builder friend, Jack "Flat Jack" Meyer. It took over two years to get the car back in running condition. And, last year, my long term friend Ted Cragulets and I installed a Gear Vendors overdrive unit in the car to make it a more capable highway car. Kudos to all that brought my car back to life and improved its capabilities.

I invite you to attend the 2017 CCOA Regional show where I make my home in Dearborn, Michigan. I hope to see you there. My thanks to all for a wonderful journey through the years, the wonderful pride of being able to start up a Cougar and getting great appreciation every time you drive one of these special cars.



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.

New Member _____ Renewal _____ (make any changes below)

Name: _____

Address: _____

City: _____ State/Province: _____ ZIP: _____

Country: _____

E-mail: _____

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

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

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

Yes _____ No _____

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

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

Tell us about your Cougar!

John's Classic Cougars

Cougar Owners, Collectors, and Restorers...

Are you tired of the endless search for your ***Cougar*** parts & accessories?

We at John's Classic Cougars are pleased to offer you our years of experience and pride of ***Cougar*** ownership and service to the ***Cougar*** Owners throughout the world!!! We not only sell the parts for your ***Cougar***, we own, drive, and love our own personal ***Cougars***!

Our vast inventory of 1967-1973 ***Cougar*** parts is just a phone call or email away. Our website, **JohnsClassicCougars.com** give you a sample of the parts we carry + show you all the parts & accessories we manufacture for your ***Cougar***.

We offer special services of original rebuilt equipment and accessories for any make, model, or year.

For your restoration needs, we offer a complete selection of NEW, USED, NOS & REPRODUCTION parts as well as a selection of unrestored ***Cougars*** for YOUR next project! We look forward to the opportunity of serving you!

John & Dee Ann Baumann

11522 East Lakewood Blvd.

Holland, Michigan 49424

Phone: 616-396-0390

Email: jc-cougars@egl.net

Website: JohnsClassicCougars.com

**Help us Celebrate Our 35th Year Serving
Cougar Enthusiasts!!!!
1982-2017**



3053

Remember, ***Cougars*** Are
Our Business...

NOT A SIDE-LINE!!!!!!



Our 1967 Dan Gurney Special



Our 1970 XR-7 Convertible



Mike's 1970 ELIMINATOR..."Blue Thunder"

Buy with confidence from the ONLY Exclusively *Cougar*** Dealer in the country to be
Officially Licensed by ***Ford Motor Company***!**

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

PRESORTED
FIRST-CLASS MAIL
US POSTAGE PAID
LANCASTER, PA
PERMIT #1385

Address Service Requested

Mailing address
1234 Main Street
Anywhere, PA 12345



Tucker Callan (#5057)

That is the house I grew up in (Caledonia NY). My Father was a Lincoln-Mercury Dealer. The car is an 1969 M-code w/air, auto, am/fm factory radio, Bench Seat, Sport Special. These wheels were available in '69. (color is not original, but sharp) All chrome/trim is NOS/rechromed. I had '70 Elim. stripes put on. A real head turner!! Photo by Sally Santora