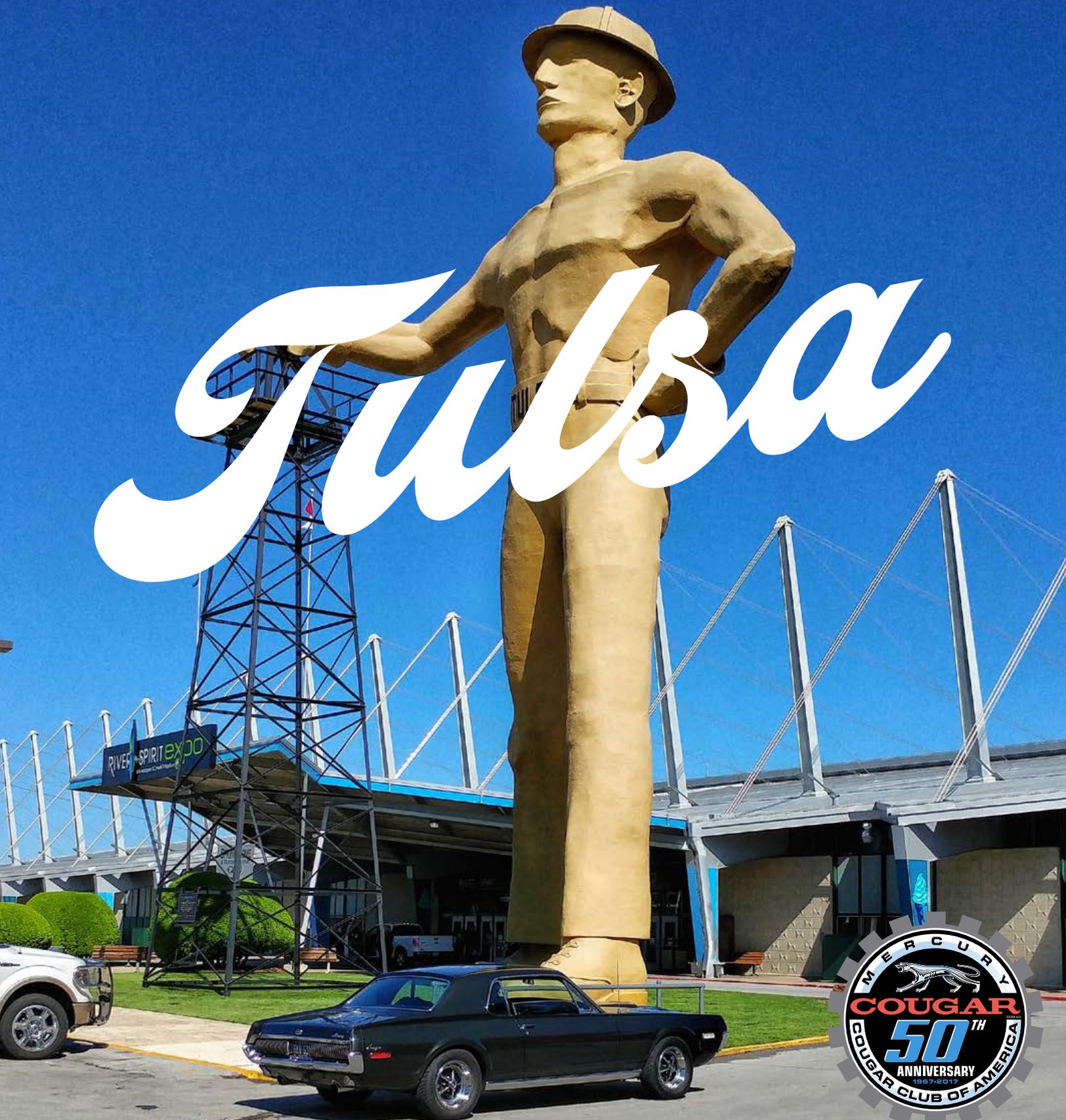


AT THE SIGN OF THE CAT

SUMMER 2017

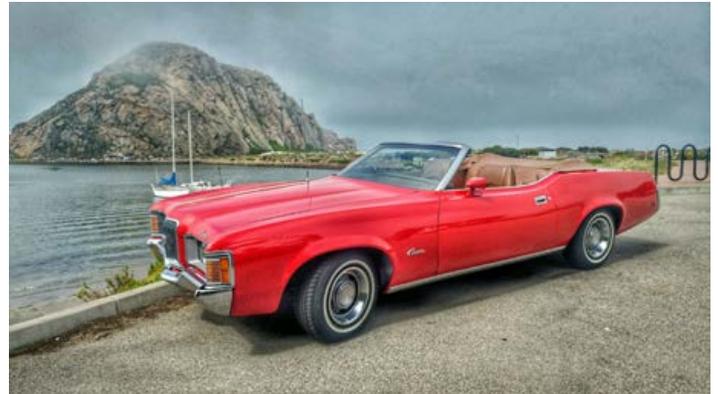
# Tulsa



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## AT THE SIGN OF THE CAT

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**ATSOTC** welcomes publishable material for future editions. Send your submissions to the above address or to the Assistant Editor at [assistanteditor@cougarclub.org](mailto:assistanteditor@cougarclub.org)

Our next issue is planned for the fall. **Please send your submissions no later than August 31st, 2017.**

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

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- \$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.

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

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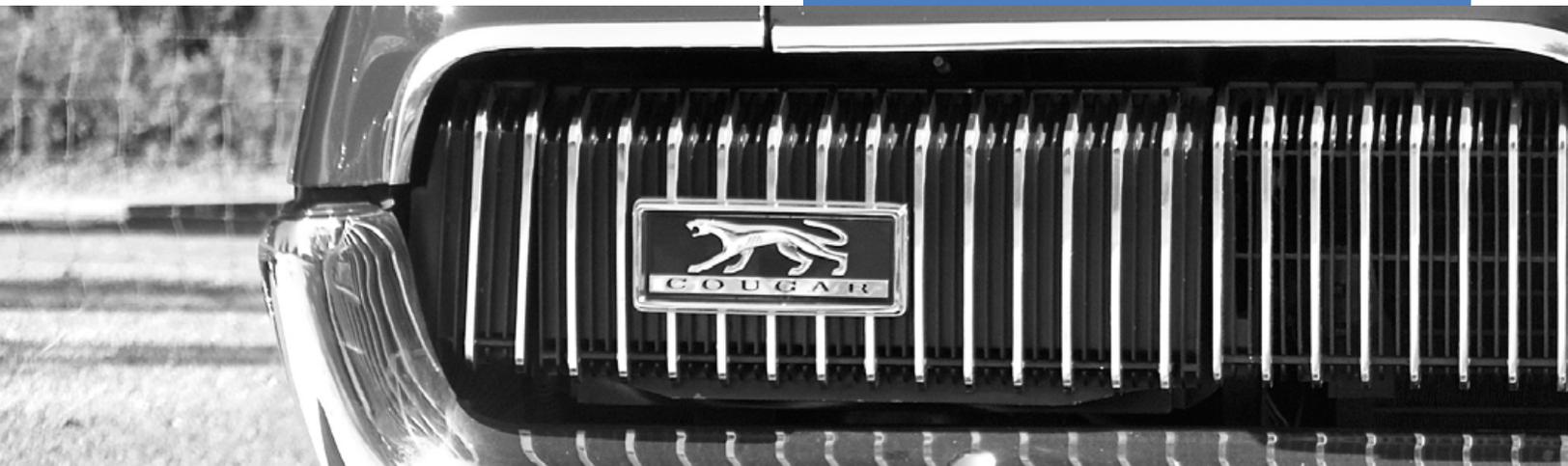
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COVER PHOTO BY GEORGINA GARCIA MAY  
BACK COVER PHOTO BY JEANNE CHRISTIAN  
CENTER FOLD BY TED TAYLOR





## Financial Director Appointed



The CCOA Board of Directors is pleased to announce the appointment of Mark Smith (#9187) as acting Financial Director for the CCOA.

Mark has the financial skills necessary to fulfill the duties, and has created a Financial Statement which you find in this edition of the newsletter. Mark is a member of the Stray Cats club in northern California. He is already looking into means to improve the financial management for the club.

Please join us in welcoming Mark.



# VIEW FROM THE CHAIR



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

## The 50th Anniversary Celebration has begun! August 2nd 1966 – August 2nd 2016

Tulsa has come and gone, what a great event, The Mid America and Lone Star Cougar Clubs did an amazing job. Their attention to details made the event such a memorable time. I was met at the airport and picked up by Rob (#9222) and Steve Crowder (#9448) from the Mercury Stray Cats, in their XR7-G they brought to Tulsa from California! Further, it was amazing to see the truck with graphics for the event and the 50th Anniversary logo!



June was an equally busy month with Carlisle PA, Dearborn MI, and Cypress CA events all coming up so close together. Carlisle and Dearborn were awesome shows as well. Much more on these will be included in the next issue of ATSOTC. The hard work and dedication everyone put into the event planning is really coming to life, each event has the same theme, but a unique experience for all to enjoy. Every event has a core group of volunteers who spend countless hours making sure everything planned comes to life and is as memorable an experience as possible for all who attend. Without the large number of volunteers we would not be able to successfully host the events. Please make sure to thank the event volunteers for all that they do for our hobby... It's the 50th, we are making history!

I want to thank all of our membership new & renewing, and all of our volunteers for your support for the Cougar Club of America and our hobby.

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

**Gavin Schlesinger**  
**Cougar Club of America Chairperson #5780**  
**CCOA LLC.**

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

**Look for us on Facebook:**

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



The Cougar Club of America is dedicated to the history, appreciation, preservation, and legacy of the Mercury Cougar. Our Club was founded in 1980 and honors all years of the Mercury Cougar, Ford Motor Company's luxury sports car produced 1967 – 2002. Cougar Club of America partners with various regional Cougar Clubs to plan events for all Cougar enthusiasts!

# 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.



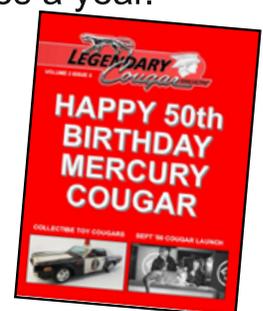
Legendary Cougar Magazine has been successful because of the support of the most enthusiastic Classic Cougar owners and community, growing from 250 to 500 subscribers. But print and postage costs continue to rise and to build on this foundation, and to commit to a six-issue Volume 3 we need the support 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](mailto:info@legendarycougar.com)) for the print/digital edition, 52 full-color pages delivered to your door six times a year.

To subscribe, visit

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PO BOX 7671,  
Cave Creek, AZ 85327





# 24th Mercury Stray Cats Anniversary

Photos By Bill Watkins (#9364)











# The Cougar Club of Germany

By Mike Hofer (#9580)

The Cougar Club of Germany celebrates 50 years of Mercury Cougar during the famous Street Mag Show in Germany.

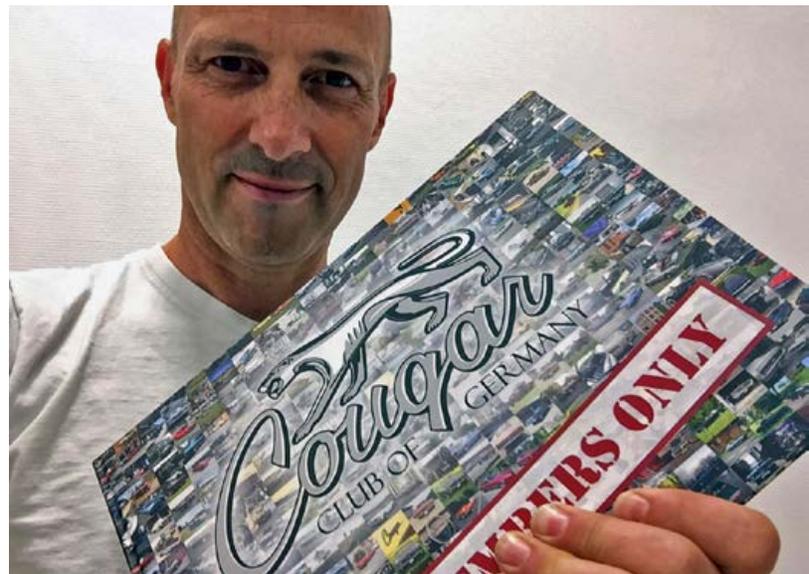
On our “club’s home ground” we have two large tents, barbecue grill and a fireplace. All participants contribute food and drinks just as they want like the last years for the biggest European Cougar party ever. We will have a spectacular night photo shoot for Cougars only with photographer Dean from americanmuscle.de and a Cougar convoy around the event’s location on Saturday at 1:00pm.

Cougar enthusiasts from all over Europe are invited to celebrate with us in Geiselwind, Bavaria from the 23rd until the 25th of June. For details, visit our club platform or contact us at kontakt@cougar-club-of-germany.de

During the last six months we’ve been very busy working hard on the first Classic Cougar photo book. As always, this project started small and got bigger over time. Initially, we wanted to do a small book, collect pictures of some members’ Cougars and send them to an online photo book service. We ended up doing the complete book on our own including page-layout, pre-production and production, using the skills of three professional graphic designers and club members. A special thank you to Matthias Kahlert (#9533) and my wife Susi; this photo book would have never been finished without you.

This book is a non-profit project. All of the work is done for free and the book is sold at the production price of 23\$ plus shipping. The Chairperson of each active Cougar Club around the world will get one for free and our first production run of 150 units is almost sold out. As of today we are in negotiation with Ford to get the permission to sell this book to other Cougar Club members and I will get in touch with each Chairperson as soon as we have a “go”.

Technical specifications of this unique project – More than 60 Cougars are featured on 150 heavy pages, full colored, double sized A4, hard covered at 1.3kg weight.



# 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 Marque Show within a Show on Saturday! Located in Dublin, Ohio, just NW of Columbus, this show is in its 35th year with the Thursday (July 13th) Rolling Legends Tour to the Honda Heritage Center, the Honda Manufacturing Facility and the Sutphen Motorcar Museum. On Friday evening (July 14th) we have the 1000 plus car Cruise-In with Elvis (aka Mike Albert), with the top 100 6-foot trophies awarded. On Saturday (July 15th) the Classic (judged) Auto Show will take place. Look for Class 43, the Cougars, the only exclusively for Cougars car show in Ohio.

[arthritis.org/autoshow](http://arthritis.org/autoshow)

Questions? Call or e-mail Ben Brace, 614-795-6627 or [benbrace@benbrace.com](mailto:benbrace@benbrace.com)





Ted Taylor 2017

# FABULOUS FORDS FOREVER!

Photos By Ted Taylor (#9385)



Ted Taylor 2017



Ted Taylor



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# Mercury Stray Cats Central CA Chapter



By Rob May (#9623)  
Central CA Chapter Director  
CCOA Volunteer Coordinator  
[www.straycatscc.com](http://www.straycatscc.com)



*Cabrillo High School Car Show Dave, George, and Rob*

Mercury Stray Cats Central CA grew to 22 members as of this chapter report submittal! We welcomed Barbara Wendt (CCOA #3465 with multiple Cougars) and Brad Whitty (CCOA #8871 with multiple Cougars), both from Santa Maria. Richard Kazarian from Paso Robles joined us with a '68 Cougar XR7. We gained two at one time, with the addition of Derek and his son Josh Brooks from San Luis Obispo with their '68 Cougar XR7. Dave Walsworth from Santa Margarita showed us his '70 Cougar XR7 Convertible resto-mod. From Goleta, we found Todd Gregory with his '69 Cougar XR7. Our chapter has added at least five members for each of the last four quarters!

George Woehlke (CCOA #9667), Jeremy Daniel (CCOA #9665), and Rob May (CCOA #9623), the first three MSC Central CA members, celebrated with Rudi Henderson (CCOA #9824) at Firestone Buellton in April. The first three were also at our May luncheon in San Luis Obispo, including Joel Cehn, Richard (and Leslie), Derek and Josh, Rick Miller, and Georgina Garcia May, the club photographer. Joel's '71 Convertible is featured in *Legendary Cougar Magazine*, volume 3, issue 1, with photos by Georgina. Joel/Georgina also won the online photo contest for the month of May on the '71 to '73 Cougar Only FB page. At

the Cabrillo High School car show in Lompoc, there was a rare sighting of three classic Mercury Cougars together (George, Dave, and Rob) – a high number for a local event and earned our chapter its first club award for most cars brought to a show! Rob May also picked up Best of Show. Many thanks to George and Jeremy for helping with acquiring more members. Our next goal is 30 members!

Special thanks to Georgina Garcia May, our chapter photographer. She readily contributes to Mercury Stray Cats Central CA, CCOA, and *Legendary Cougar Magazine*. Tusla was a highlight including Route 66 travels. Cypress will be her next main CCOA event to photograph. [www.georginagarciamay.com](http://www.georginagarciamay.com)

Our Chapter Spotlight this issue is focused on Shawn Kirschner (CCOA #9708) from Santa Clarita, CA with his '67 Cougar! A perfect feature to help celebrate the 50th Anniversary of the Mercury Cougar. "I had a '68 Cougar in high school, but was forced to sell it for something more economical when I went to college. Afterwards, I always wanted to have another one. Searching for another Cougar, '67 or '68, was difficult because most cars had been through so many different owners, and I



Clean 390 in Shawn's Cat



Shawn Kirshner's 1967 GT



Central CA luncheon in SLO Jeremy, Richard, Joel, Derek & Josh

wanted a history to a car. After a long time on the lookout, my current Cougar was purchased from the daughter of Don Gilbert, who had owned the car since 1968 and lived in Long Beach throughout the decades. The original promissory note, paid in full, was retained from Donald Gilbert. His daughter said Don loved his Cougar, and had maintained all the service and repair receipts for the life of the car. They were given to me at the time of the car's purchase. These service records are a nice walk down memory lane that details the history of the car.

I have owned my '67 GT 390 S Code Cougar since 2011 and purchased the car with 118,000 original miles. The car was initially purchased in May of 1967 from Bob Estes's Lincoln Mercury Dealer in Inglewood, California. Interesting note: Bob Estes had a '67 Cougar built for racing for the SCCA events of 1968. I found an original Bob Estes dealership license plate frame and restored it for my Cougar. The car was first sold with the "Nordic Blue" color, but Don had painted the Cougar black in the 1980s. The Cougar "wore" the color black well, particularly with the triple black scheme, so I kept this color scheme when I had the car repainted. The Cat was restored by Steve Ingram's Retro Automotive in Santa Clarita Valley. My Cougar has won

two trophies for "Best Muscle Car" and "Best 60s and 70s Car" at the Route 66 Car shows in Canyon Country, CA.

We all thank and appreciate Jeremy Daniel for becoming the new CCOA Classifieds Manager!

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](mailto: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)

President, Mid America Classic Cougars



Well we did it. After months of hard work, our National Cougar show in Tulsa was a great success even though Mother Nature threw a few curve balls at us. I encourage you to check out our show article and pictures of all the great Cougars that came to Tulsa in this edition of ATSOC. We want to thank all of our great sponsors for their support that help make our show a success. We have several club members who will be attending the Dearborn show and they look forwards to seeing some great Cougars.

Now that the National show is behind us it is time to get back to our monthly club meetings and going to local car shows and cruises. Our membership has grown to 40+ members. On May 13 several Tulsa club members cruised down Route 66 to meet up with several of our Oklahoma City club members at Pops on old Route 66 in Arcadia, OK. Pops is famous for it's signature collection of 700 kinds of soda, sparkling waters and other ice-cold refreshment. They also have a great menu where you can enjoy a superb good old greasy hamburger and fries that you can enjoy with your Nehi grape soda, Big Red or your Love Potion No. 69 cola or one of the other 697 options they have. We had a great afternoon just hanging out and chatting about Cougars. I

encourage you to check out Pops at [www.pops66.com](http://www.pops66.com). Several club members will be attending the upcoming Route 66 Blowout car show on June 3 in Sapulpa, OK while several others will be attending the National Street Rod Association Appreciation and Safety Day in Welch, OK. Our next club meeting is scheduled for June 4 at the new Freeway Cafe in Tulsa, OK.

We have also added a new "CAT" to our club. MACC Secretary, Charlie Brown and his dad Floyd Brown have a new father/son project that they have just gotten and started working on. They bought a 1968 Mercury Cougar GT that needs some TLC as they work to put her back to her all original condition. Charlie and Floyd are very excited about their new "CAT" and we cannot wait to see her when she is finished. We will be providing updates and pictures in future editions as they work to get her back on the road.

We still have MACC shirts and hats available along with National show shirts and posters. Please check out our website at [www.midamericaclassiccougars.com](http://www.midamericaclassiccougars.com) or email us at [midamericacougars@gmail.com](mailto:midamericacougars@gmail.com) and we will take your order.



# Lone Star Cougar Club



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

The LSCC has had a very busy spring with lots of shows and events. The season started out with **Dallas Autorama**. This is a circuit show of America's premier custom and classic show car series. The club, as always, worked the show as our primary means of income for the season. With members marking the floors, setting the cars, working the informational booths, and additionally putting on an eight car club display, it makes for a busy five days. Everyone had a great time as we did not have the work pressure of years past. Club members spent time visiting with spectators about the fiftieth year of the Mercury Cougar. We heard remarks that they had not seen so many Cougars together at one time. It is a great event to showcase our Cats to the general public. Dwain Barker took a place award for his 1973 standard convertible, while Todd Richmond took third for his beautiful 1970 onyx convertible. Mike Hogue took a second place award for his 1969 convertible and Ken Stovall took a place award for his beautiful black cherry 1968 XR7. Lastly, Royce Peterson took an award for his August Green 427 GT-E. It was a great weekend for all.



LSCC members at Dallas Autorama 2017



LSCC Member Staffing Dallas Autorama



LSCC member Matt and Sydney Slay at Dallas Autorama with Royce Peterson's GT-E



2017 Dallas Autorama LSCC display

Shortly after we finished Autorama, the club geared up for LSCC member Dan McKeithen's show, **the Park Cities Historic Preservation Society Show**. It was a wonderful weather day as over twenty of our LSCC members brought out their cars. Club member Dan McKeithen, his wife Polly, and daughter Emily chaired this show with huge success of over 115 cars and over \$5,000 raised. The show is in the setting of beautiful Burleson Park on the SMU campus, with music, vendors, incredible BBQ, and even pin-striping. With a great mix of American and European cars, it makes for a wonderful afternoon of seeing cars that are not normally seen in the usual Dallas cruise-ins. Dr. Joe Valenti won the award for the muscle class with his beautiful red 1969 XR-7 428 car. It has been beautifully restored and is a frequent winner locally.



*LSCC Members at the 2017 Park Cities Historical Society Show*



*Dan McKeithen as show chair for Park Cities Historical Society Show with his 1968 Standard*



*Dr. Joe Valenti with the Slay Family at the HPPCHS Show*



*Dr. Joe Valenti Wins First Place at the HPPCHS Show for his 1969 428 Convertible*

Right in the middle of the summer was the first **50th Anniversary National Show in Tulsa** put on by the Mid-America Classic Cougar Club and the LSCC. It was the only indoor show and had been three years in the planning stages. It went off with great success. Though we will touch on it here, there will be a separate article about the event. Needless to say, with over one hundred Cougars in attendance from around the country, it was a great time. It was complete with cruise activities, lots of live auction items, a wonderful show, and a seated dinner afterwards. The feature car was Dr. Joe Valenti's 1968 428 GT-E four speed, which is only one of two remaining and one of three built. A very rare car! The Tulsa guys and gals did such a phenomenal job in planning this event. Mike Hogue won first place for his 1969 convertible, Alan Easley won third place for his 1970 convertible, and Todd Richmond won second place for his 1970 convertible. Additionally, both Ken Stovall and Royce Peterson won first place for their 1968 XR7 and 1968 GT-E, respectively. Dan McKeithen won first place for his 1968 base Cougar as Cliff Talley won second place for his 1967 XR7. Dwain Barker won first place for his 1973 concours standard convertible and Cope and Pam Crisson won their award. Finally, Clay Olmstead won first in his class for his 1968 Calypso coupe! Great job and showing from the LSCC in a big show and a huge field.

*Feature Car Dr. Joe Valenti 1968 GT-E 428 4-Speed One of Three*



*2017 National Show at Tulsa with the Lone Star Cougar Club*



*2017 50th Anniversary National Show at Tulsa*



Over Memorial Day we had one of our favorite shows that we attend every year with the **All Ford Picnic at Sandy Lake Park**. It is a relaxed afternoon with a band, various vendors and lots of nostalgia. The park has been around since the fifties and most of us had at least one birthday party there. Seven cars made the field for a great day of relaxation and music. Clay Olmstead won the Cougar class award for his 1968 Calypso coupe and even more impressive, the LSCC won the award for Best Club. Congrats to all!



LSCC Members relax in the shade at Sandy Lake Park



LSCC Rides at the All Ford Picnic Sandy Lake Park

**Mini Spring Nationals** at the Sam Pack Auto Museum is an incredible museum of several hundred vintage Ford automobiles that holds a show every spring. The members were able to enjoy what many have said to be one of the largest dealership owned collections in the Southwest, if not the nation. The unusual mixture of models and manufacturers represents some of the most eclectic Antique, Restorable, Vintage, Classic, Racing, One-Offs and Celebrity associated cars and trucks offered under one roof. Even more notable is that this show has HUGE trophies. With five members taking their cars, Dan Mckeithen was awarded first place in the Cougar class for his incredibly restored 1968 standard Nordic Blue car with a black vinyl top. Dan spent several years restoring this car to the nut and bolts and it shows. It's a beautiful representative for the Lone Star Cougar Club.



LSCC Members at the All Ford Picnic with their Best Club Award and Clay Olmsteads First Place win



2017 Ford Mini Nationals at Sam Pack Museum Dan Mckeithen First Place Trophy with Sam Pack



Dan Mckeithen's 1968 Restoration with his 1st Place Trophy



CCOA LLC



And The Celebration Begins...  
The First 50th Anniversary Show!

# 2017 Mid America Cougar Nationals (Tulsa, OK)



By: Dwight Griffis (#9430), Randy Christian (#9217), and Charlie Brown (#9486)

Photos by: Jeanne Christian (#9755), Dwight Griffis (#9430), Georgina May (#9623), Ted Taylor (#9385)

**N**ineteen months ago, a small show committee embarked on a journey to host the first celebration of the 50th Anniversary of the Mercury Cougar right here in Tulsa, Oklahoma. Our club was not even a year old, but we had a motivated group of members from Mid America Classic Cougars. With help from Lone Star Cougar Club, we agreed we could make it happen.

In the beginning, we set ambitious goals for the show. Having first hand experience with the unpredictability of a spring Tulsa weekend, we decided the show must be held indoors. The last thing we wanted was to rely on the ever-fickle Mother Nature to determine our show's success. Of course, an indoor show naturally limits the number of Cougars we could have in attendance. We set a goal that we would strive to park 100 Cats inside the building. The first car on the list had to be special, and we knew just the Cat to invite to be our featured car. The feature car was an all-original 1968 GT-E, 4-speed car that was one of three with only two surviving. We would like to thank Dr. Joe Valenti from the Lone Star Cougar Club for bringing his special Cat to Tulsa along with all of its history. Thanks, Dr. Joe!!

We also thought that the 50th anniversary would be an important time to celebrate the history of the Cougar Club of America as well. We decided it would be appropriate to reach out to the early members and invite them to attend the show. MACC members Greg Young (#20) and Rod & Sandy LaBahn (#156) agreed to make an appearance and help hand out trophies. Greg also shared a story about how CCOA founder and member #1, Tom Jacobellis, sent him a unique cougar hand puppet to serve as a prize for the club that added the most CCOA members in a single year. Greg passed this unique prize on to Dwight Griffis. He asked that it keep its purpose as a neat incentive for the member who brings in the most new members in a calendar year. We also reached out to Tom Jacobellis himself and invited him to attend. Unfortunately Tom passed away on January 31st, 2017. Before his death, Tom passed on a number of unique, antique pieces of Cougar memorabilia for use as silent auction items or gifts to those who hold Cougar history dear. There was a table and memory board devoted to Tom's life and all he did for CCOA since he founded it in 1980. Tom will be greatly missed throughout the Cougar community. Rest in peace, Tom.

Fortunately, Tulsa has the perfect place to host an indoor car show. We decided to have the show inside the 58,000 square foot Exchange Center on the expansive 240 acre Expo Square Fairgrounds. The venue was more than able to accommodate the large number of trailers expected to attend. Our liaison at Expo Square, Jen, and her team went above and beyond to meet every need we had and facilitate our show's success. With Tulsa being the heart of Mother Road "Route 66", we could not pass up the opportunity to experience it in all its glory. With the help of Brad Nickson and the Route 66 Association, we planned an eleven-mile, police-escorted, slow-rolling cruise through the middle of old Tulsa. With multiple photographers along the route culminating in a photo-op at Cyrus Vance plaza on the Arkansas River, the cruise would provide a window in Tulsa's storied history. Immediately following the cruise, the Cougars would congregate at Baxter's Interurban Grill for appetizers and fellowship.





It would take a massive undertaking to ensure everything came together the way we had intended. We were blessed to work with some very talented individuals locally that helped make our visions become reality. We needed a unique, world-class show logo to capture the lengthy history of the Mercury Cougar and Tulsa, OK. Randy Fredrick and Keith Whitfield from Fredrick, Sommers, and Western Sign Company designed a one-of-a-kind logo for us. Along with handling design work, Keith and Randy were responsible for creating the class feather-flags and one massive show banner. The show committee also leaned on the talented Wes Hines from Marking Masters to develop and mint a special commemorative coin that would be given to each registered car. The coin was 2 ½" in diameter with the 2017 Mid America Cougar Nationals show logo on one side and the CCOA 50th anniversary logo, designed by Phillip Payne, on the other.

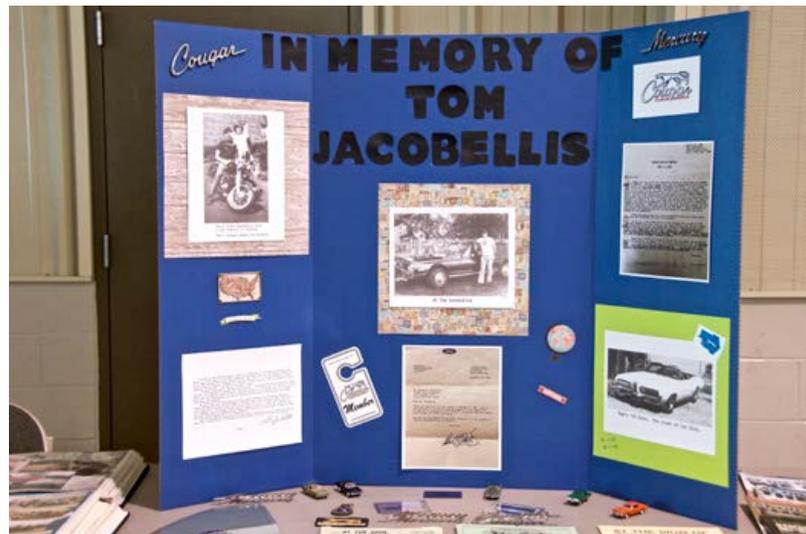


This limited production coin was minted here in the US and exceeded all expectations. Wes did not stop there. He was also responsible for the beautiful and handcrafted trophies that were given to each first place winner. We were also blessed to have the support of so many great sponsors and the show would not have been a success without them. They include the Cougar Club of America, Wright Asphalt, Asphalt Fuel and Supply, and Craig Parrott from ATM Merchant Services.



Fast forward to Thursday, April 19th. Many of our out of town guests and Cougar dignitaries met up at Tally's Good Food Café on historic Route 66 for grub and a chance to talk all things Cougars. We were honored to have special guests Juha and Terry Kuronen from Finland, CCOA Chairman Gavin Schlesinger, and Jerry Heasley from Muscle Car Review in attendance. Everyone had a wonderful time and it was all possible thanks to Mr. Tally and his genuine hospitality.

On Friday, it rained... and rained... and even rained some more. Did we mention that it also rained, a lot? Tulsa received over 7 inches of rain during the day Friday and needless to say, all of our plans were sunk. We had planned a leisurely cruise with over 50 Cats along Route 66 with plenty of photo ops and sites to see, but Mother Nature had other plans. The Tulsa Police Department was prepared to provide us an escort, but at 3pm we were forced to make the call that we would not be able to cruise unless we wanted to canoe our Cougars down Route 66. All was not lost however, as many of the registrants (over 100 people) for the cruise made their way to Baxter's Interurban Grill for good food and even better company.



Saturday morning came early. The rain had finally stopped and the inclement weather gave way to a cool, spring morning. Cougars started to arrive before sunrise and before long there were almost 100 Cougars and two Mercury Comets in line and ready to roll into the building. Bill Timmerman and his crew of







parking minions were instrumental in making sure each Cat was parked with its class in an expedient and orderly fashion. As each car rolled in the building, the owner and their car were photographed in front of the large 2017 Mid America Cougar Nationals backdrop and then were directed to their assigned parking spot. All in all, we had the Cougars parked in less than two hours. At 9am, the doors opened to the public and the festivities began in earnest. There were 15 Cougar collectibles available in the silent auction, and raffle tickets for assorted prizes were drawn every 30 minutes throughout the day. Vendor booths were set up throughout the show selling everything from show merchandise to detailing products. We met our goal with 114 cars pre-registered from 20 states spanning California to New Hampshire, though some unfortunately were not able to attend due to the poor weather across the Midwest.

At the conclusion of the show, the Expo Square caterers provided a tasty, Oklahoma style BBQ buffet with brisket and all the fixins. The banquet was followed by a short awards assembly hosted by the MACC officers with trophy presentations to 1st, 2nd, and 3rd in each class. There were 18 classes with

Cougars from 1967 through 1987 represented. There were also individual trophies for Best in Show, MACC Top Cat, Longest Drive, and Kid's Choice. Each winner was photographed at their car with their awards. We want to give a big thank you to all the photographers who documented the day's events – Jeanne Christian, Ted Taylor, Georgina May, Floyd Brown, and Nathan Griffis. When all was said and done, it may have taken two hours to park the cars, but the building was empty in less than 15 minutes!

We were pleased with the turnout and we want to extend a big thank you to everyone who contributed to the massive success of the 2017 Mid America Cougar Nationals. We would also like to thank each and every attendee who brought their car from near and far. None of this would have been possible without you!

Don't forget we still have show shirts and posters available on our website.





WOMEN

427 GTEA













**MACC  
TOP CAT**

Chuck & Mavis Parnell, Solomon, KS



**CCOA  
BEST IN  
SHOW**

Al Juraco (#7630), Green Valley, IL

# S R E N N W





Class	Class Name	Place	First Name	Last Name	City	State	
1A	67 Standard	1st	Randy	Christian	Bixby	Oklahoma	
1A	67 Standard	2nd	Cliff	Talley	Plano	Texas	
1A	67 Standard	3rd	David	Rollins	Milford	Texas	
1B	67 XR7	1st	Del	Mehlhoff	Apple Valley	Minnesota	
1B	67 XR7	2nd	Don	Rehak	Conway	Arkansas	
1B	67 XR7	3rd	Charlie	Brown	Owasso	Oklahoma	
2A	68 Standard	1st	Dan	McKeithen	Dallas	Texas	
2A	68 Standard	2nd	Kendall	Spears	Farmington	Arkansas	
2A	68 Standard	3rd	Chuck & Mavis	Parnell	Solomon	Kansas	MACC Top Cat
2B	68 XR7	1st	Ken	Stovall	Rockwall	Texas	
2B	68 XR7	2nd	Dick	Price	Wichita	Kansas	
2B	68 XR7	3rd	Craig	Parrott	Norman	Oklahoma	
3A	69/70 Standard	1st	Galen	Coupe	Sugar Land	Texas	
3A	69/70 Standard	2nd	Guy	Hall	Tulsa	Oklahoma	
3A	69/70 Standard	3rd	Gavin	Wheeler	Combs	Arkansas	
3B	69/70 XR7	1st	Tommy	Arney	Humble	Texas	
3B	69/70 XR7	2nd	Beckie	Tomlyn	San Diego	California	
3B	69/70 XR7	3rd	Marty	Burke	Leonard	Texas	
4A	69 Vert Standard	1st	Bob	Hendricks	Oxford	Kansas	
4A	69 Vert Standard	2nd	Ray	Sherman	Pryor	Oklahoma	
4B	69 Vert XR7	1st	Mike	Hogge	Greenville	Texas	
5A	70 Vert Standard	1st	William	Bauer	Ballwin	Missouri	
5A	70 Vert Standard	2nd	Todd	Richman	Grapevine	Texas	
5A	70 Vert Standard	3rd	Alan	Easley	North Richland Hills	Texas	
5B	70 Vert XR7	1st	Randy	Cavner	Gardner	Kansas	
5B	70 Vert XR7	2nd	Cope & Pamela	Crisson	Murphy	Texas	
5B	70 Vert XR7	3rd	David	Thompson	Wylie	Texas	
6	71-73 Coupe/Vert	1st	Dwain	Barker	Arlington	Texas	
6	71-73 Coupe/Vert	2nd	Curtis	Vickery	Edmond	Oklahoma	
6	71-73 Coupe/Vert	3rd	Kabe	Cornell	Tulsa	Oklahoma	
7	74+	1st	James	Darling	Claremore	Oklahoma	
7	74+	2nd	Scott	Darnell	Gretna	Louisiana	Longest Drive
7	74+	3rd	Lynn	Mahncke	Marshalltown	Iowa	
8	Specialty - GT/XR7-G	1st	Brian	Carpenter	Ceresco	Michigan	
8	Specialty - GT/XR7-G	2nd	Robert	Crowder	Oakley	California	
9	Specialty - GT-E	1st	Royce	Peterson	Dallas	Texas	
9	Specialty - GT-E	2nd	Al	Juraco	Green Valley	Illinois	CCOA Best of Show
9	Specialty - GT-E	3rd	Christopher	Carney	Cabot	Arkansas	
10	Specialty Eliminator	1st	Gregory	Fritz	Ramsey	Minnesota	
10	Specialty Eliminator	2nd	Rod & Sandy	LaBahn	Le Mars	Iowa	
10	Specialty Eliminator	3rd	Jay	Williams	Siloam Springs	Arkansas	
11	Mod / Restomod	1st	Clayton	Olmstead	Hurst	Texas	
11	Mod / Restomod	2nd	Tommy	Sladek	Oak Ridge	Missouri	
11	Mod / Restomod	3rd	Ronald	Milburn	Reeds Spring	Missouri	
12	Other Mercury Motors	1st	Austin	Jones	Broken Arrow	Oklahoma	
12	Other Mercury Motors	2nd	Velma	Harris	Claremore	Oklahoma	
13	Wounded Cat / Daily Driver	1st	Curt	Mount	Tulsa	Oklahoma	
13	Wounded Cat / Daily Driver	2nd	Dan & Felicia	Whisnant	Tulsa	Oklahoma	
13	WoundedCat / Daily Driver	3rd	Keith	Vermillion	Edmond	Oklahoma	Kids' Choice

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

By Heather Whitaker (#7477)



## 360 FABRICATION & AUDIO, ABBOTSFORD, MARCH 18, 2017

It was a small group that attended our recent tour of 360 Fabrication, but those who came out were totally “wowed.” What a great tour! We began with fresh coffee and doughnuts while chatting with “upper management” before being escorted through the various areas of their business. Each has decades of experience in the customizing and fabrication of anything with wheels – including a few surprises (like the airplane residing in the paint booth), and the success of their business reflects the great lengths taken to provide the absolute best quality and service to their customers.



Now a lot of Cougar owners do much of their own mechanical and some even do their own body work and paint, but for those who prefer to have the professionals do the work, it's good to know where to find a reputable shop where your Cat will be in good hands, and 360 Fabrication is one of those shops.

Beginning their small business in 2006, they joined forces with Carstar Collision in 2010, further developing into a truly one-stop shop for anything automotive. Their thirty employees include highly-trained mechanics, body and paint guys, upholsterers, audio and alarm specialists, and even someone to help you decide on wheels and tires. Their business has been touted as the best equipped collision shop in the Lower Mainland featuring the most modern, sophisticated equipment money can buy. The shop has full aluminum capability, laser alignment and frame-straightening equipment, a digital spot welder, computerized paint mixing, and even their own “wood shop”.

The Carstar group looks after mainly newer vehicles while 360 handles classic and custom projects, and boy, they've got some awesome ones. Car collectors from literally all over the

world (U.S., Central America, China) put their trust in this shop, without ever having set foot on the property.

Both branches of the business share the paint booth and the painters alternate between modern cars and classics, keeping them “fresh” and free from boredom, while painting four to five vehicles each day. Our tour guides shared so much information with us that it was hard to take it all in but it wasn’t all just technical jargon. As we oohed and aahed over some of the works in progress, they shared stories behind some of them, like the highly-modified “something” (I couldn’t recognize any specific base model) that has had all the shiny bits plated with copper or the beautiful old Cord that was originally built for U.S. Senator Huey Long. His 1930s platform of equal rights for blacks and whites made him hugely unpopular in his home state of Louisiana, to the degree that there were several assassination plots circulating. This Cord was made bulletproof but Long was shot and killed before the car could be delivered to him. As a point of interest, some successive owners of the car have had health issues or have died having never even driven the car, leading to a superstition that the car is cursed. I leave you to draw your own conclusions.

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

Fordnutz has not hosted a show of any kind for a number of years so we’re excited to be partnered with the CCOA to celebrate Cougar’s 50th anniversary with a special regional show this year. We may not see the volume of participation enjoyed by our eastern U.S. sister clubs, but we are nonetheless extremely pleased to have over 40 Cougars pre-registered for the show to date with the promise of more to come. Some of our members have been wrenching away furiously over the long winter months to get their Cougars ready to join the party, and whether or not they reach their goals, we hope to see their Cats join us to enjoy the day. With only ten Fordnutz-specific 50th anniversary window clings left, we hope the finishing touches are near.

Sales of special event t-shirts have been brisk and participation for our Saturday events has already reached capacity (the private venues are simply not large enough to accommodate any more). Thanks to all who pre-registered for this event, and sorry if you missed the opportunity. It’s exciting to have Cougars from the BC Interior, Washington, Oregon and even California join us this year for a cruise through the beautiful Fraser Valley. It should be an amazing sight, and we’ve ordered warm sunshine and cool breezes specially for the occasion.

In today’s economy, it is difficult to garner financial support from corporations, but we have been fortunate this year. Without the generosity of the CCOA, Legendary Cougar Magazine, fellow Cougar clubs and some of our members’ employers as well as individual members stepping forward, we would be in dire straits indeed, but because of these sponsors, we should have most of our expenses covered. We sincerely thank you.

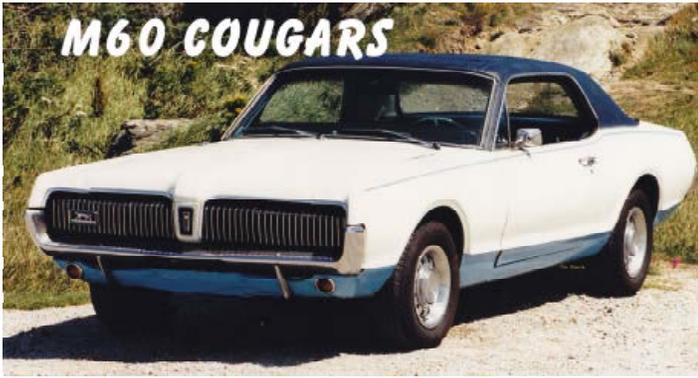
For those Americans who have not visited Canada previously (or recently), here’s some information you should know:

- You will need a passport or enhanced driver licence to visit us.
- Most Canadian businesses will accept US cash but you should carry some Canadian money for small purchases. The current exchange rate is \$1 Canadian = about 73 cents U.S. - Bargain! Of course, there’s always “plastic”.
- Our speed limits are measured in kilometres not miles (and our police have heard all the excuses so don’t even try). e.g. 50 kph = 30 mph, 100 kph = 60 mph. Hope your math skills are up to par. Incidentally, our RCMP (Royal Canadian Mounted Police) will not pull you over on horseback and won’t be wearing their red jackets. They have regular dark blue uniforms and we got them into patrol cars years ago.
- Our fuel is measured in litres not gallons, so don’t get excited when you see a pump price of \$1.40. There are approximately 3.8 litres to a US gallon so this would equate to \$5.32 per gallon. NOT a bargain! You may just want to fill up before you reach the border. (You may think B.C. means British Columbia, but it really stands for “Bring Cash”.)

Here is a suggested website to visit for more information:  
[www.cbsa-asfc.gc.ca/noncan-eng.html](http://www.cbsa-asfc.gc.ca/noncan-eng.html)

We already have a number of “southerners” committed to participating in our show in July and we’d love to see even more.

Check out our web site (<http://www.Fordnutz.org/clawin/>) for plenty of show information including links to maps of the area, hotel information and much more. Our host hotel has plenty of room for trailers, and will cordon off an area behind the hotel specifically for our show cars, out of sight from the general public. Give them a call and make your reservations today.



By Barrie Dixon (#0156)

I have a confession to make. Every year I try to encourage all the UK members of the CCOA to get out and drive their Cats around on "Drive It Day." This is always the closest Sunday to St. George's Day, England's Patron Saint. Well, this year "Drive It Day" and St. George's Day both fell on the same Sunday, April 23rd. It was a very pleasant spring day and I managed to get a whole bunch of stuff done at home that had been waiting since last fall. It wasn't until I sat down, semi-exhausted, watching the news on TV in the early evening that I realized the date. Oops, sorry guys! I missed it this year! Usually on "Drive It Day" I'm out of the country, but somehow I always seem to manage to drive "something of significance." I apologize for missing it completely this year.

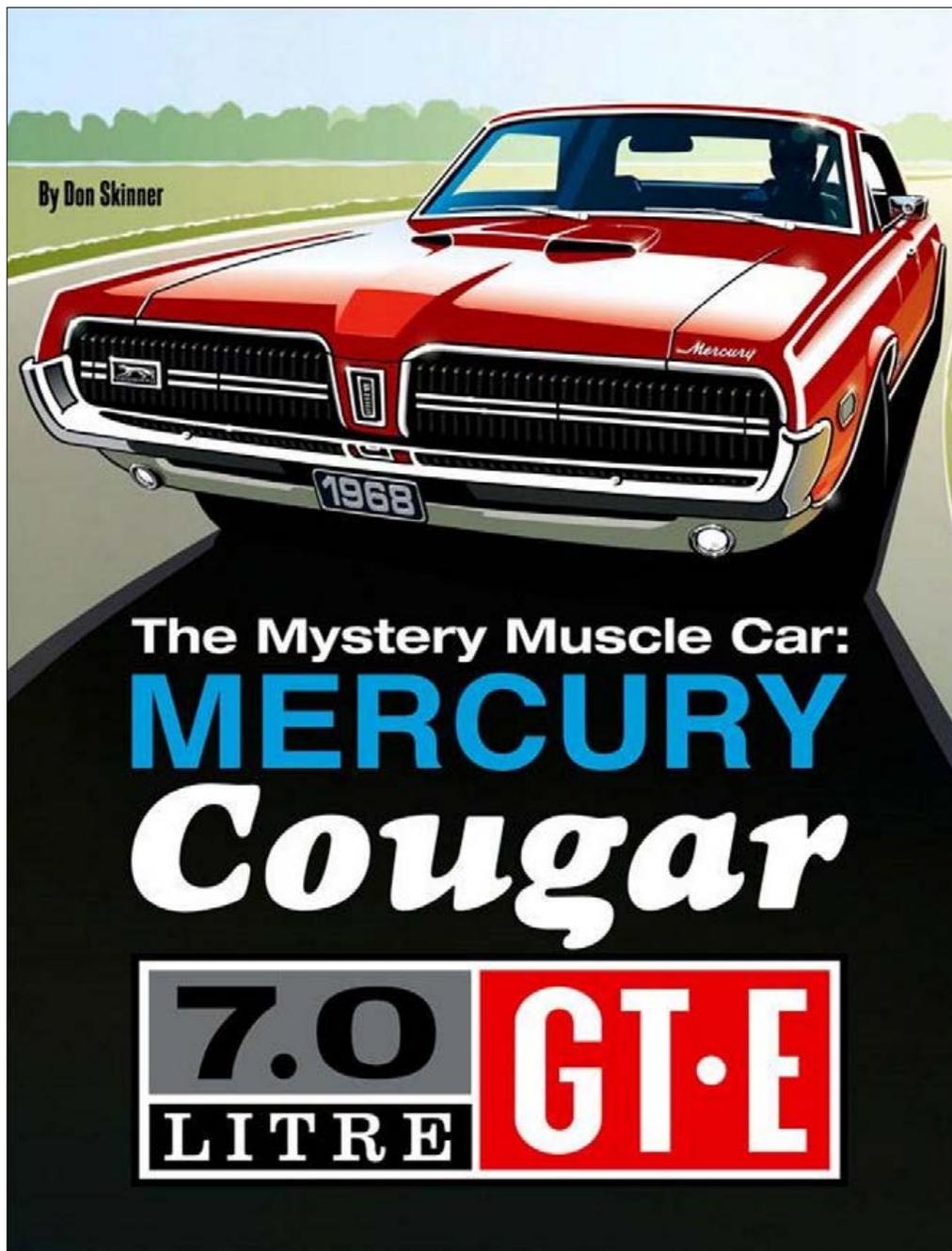
However, I have made up for it since, I promise. I've even arranged to get all kinds of work completed on my 50 year old Cat. Yes, I know, I've been saying this for a while, but it has taken a while to find someone who can actually do the work. I'm very optimistic about the work Mike can do. It's pretty easy to find someone who can work on a MG or a Jaguar, but say "American" and they seem to break out in a cold sweat. Mike is currently doing some major restoration work on a 1951 Dodge truck and having just completed work on a mid-60s Ford Fairlane and a similar aged Mercury Monterey.

What else is planned for my Cougar, Jeanette and me in this 50th anniversary year, you ask? Well, it was back in 1982 that my Cougar stayed home while the other two in the trio attended the first ever CCOA Nationals at Fischers Classics in Ashland, VA. On our drive out there from NYC, we travelled through Pennsylvania, West Virginia, Virginia, Maryland and most of the states in between. This year we chose to go to the Nationals in Carlisle, PA, not only to see some splendid looking Cougars and to meet with old friends we hadn't seen in a long while, but we also visited Gettysburg, parts of Philadelphia and Hershey (just for the chocolate, you understand!). We also went to a tiny suburb in Scranton where my Grandmother was born and several other places in PA, NJ and NY that have long been on our "bucket list." Naturally, as a retired professional, my camera was with me every step of the way. You'll have to wait for the next issue to see any of the results because it takes forever to edit that many images!

However, on a bright, sunny and warm spring day in early May I took my trusty Cougar and my equally trusty Canon to a local airport where two car clubs meet each month between September and May. Why it's not every month, you really don't want to know! Usually at these meets there are somewhere between 50 and 75 cars present with lots of room to spare; on this occasion they almost ran out of parking spaces. A reasonable estimate would be 150-200 cars. Cool! Of course, July brings Stars and Stripes in Tatton Park, Cheshire. I missed out last year because of an electrical issue. Thanks to Mike this year all is well and the two of us are looking forward to it. When I say "the two of us", I mean my Cougar and me. My nephew usually joins us for this day out, but only very occasionally does Jeanette come, like you care about that, right!

I hope that everyone else out there in Cougar Land enjoys the show and cruising season. Get your Cougars out and drive them for miles and miles!





**Introducing a new book  
by Don Skinner  
author of The BIG BOOK of Cougar**

The Mystery Muscle Car: Mercury Cougar 7.0 Litre GT-E  
book can be ordered through:

- Cougar Club of America - <http://www.cougarclub.org/>
- Don Skinner - [donsk@frontier.com](mailto:donsk@frontier.com)
- West Coast Classic Cougar - <http://www.classic-cougar.com/index.php>

# A Message From Cascade Cougar Club, Pacific Northwest

By Heather Whitaker (#7477)



## MUSEUM OF FLIGHT TOUR, SEATTLE, WA, APRIL 1, 2017



Although this museum houses “classics” with wings, ten members met at the entrance to this fascinating museum on what turned out to be a damp Saturday morning. With admissions paid, we slipped on our I.D. “bracelets” and headed off in different directions to enjoy the almost overwhelming number of aircraft and interactive displays in the five galleries on-site.

Nearly every type of aircraft is represented from the Wright brothers 1903 Flyer to examples of modern spacecraft. There are exhibits of military planes from WWI and II as well as modern jets and helicopters, well-known names in flight from around the world, passenger planes and even presidential ones, many of which are open for visitors to walk through.

Depending on how much time one wants to spend exploring, there’s something for everyone, like the various theatres, the history of Boeing in the company’s original manufacturing plant, even a flight simulator and space shuttle trainer. For those needing an energy boost, there are two cafés offering a wide variety of menu items (and they’re tasty, too). Most of us spent a couple of hours enjoying the learning (or reminiscing) experience, but I think we all agreed we would return again and again because there’s just so much to see.

## PROWL 33: COUGAR 50TH ANNIVERSARY, TACOMA, WA, AUGUST 5 & 6, 2017

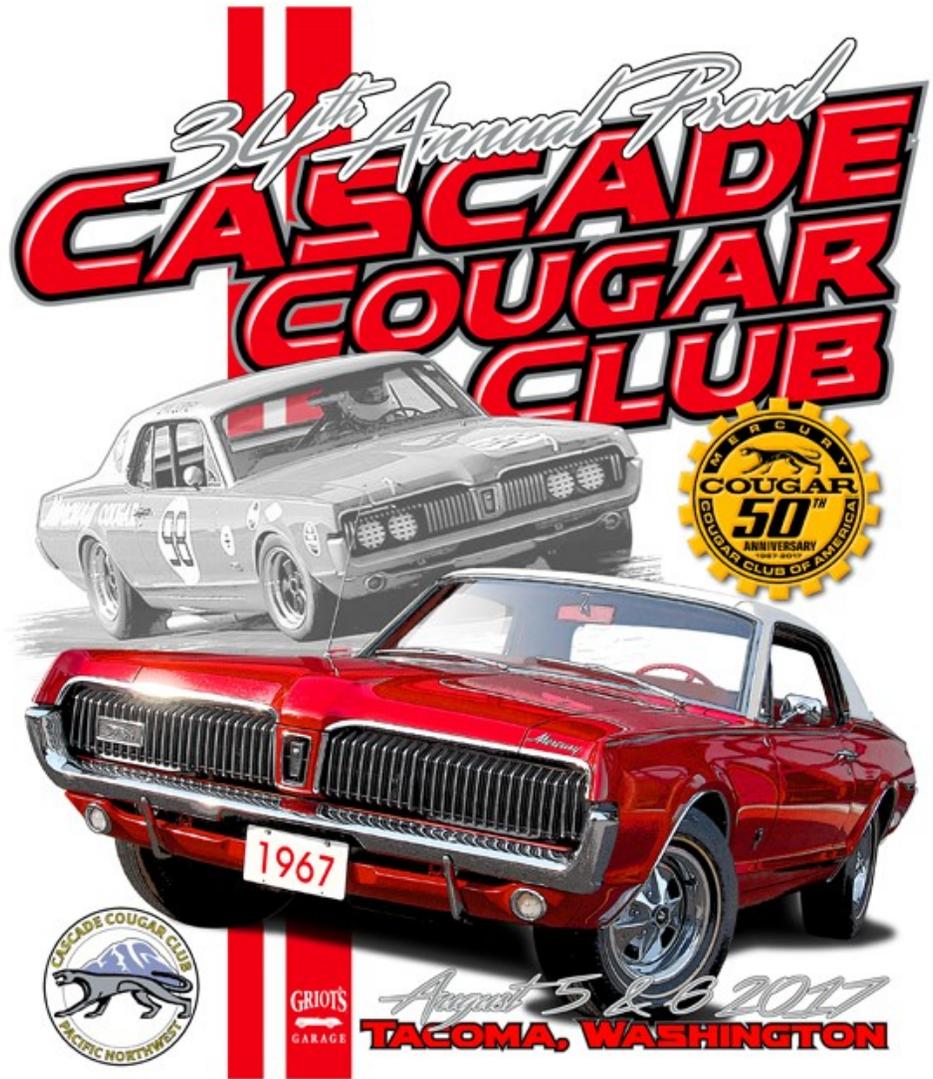
This is shaping up to be a phenomenal anniversary celebration with Cascade and the CCOA partnering to make this year’s show the most memorable in recent history. Pre-registration began slowly but has gathered speed in recent weeks as the excitement builds and talk increases about the other anniversary events. Some Cascade members (including Scott and I) plan to make the overland trek to the Atlantic coast, truly making this summer one for the ages. We will be bringing a small supply of Cascade show shirts with us to sell at Carlisle and Dearborn but sizes will be limited...or, you can order your shirt through our web site (<http://www.cascadecougarclub.com>). While online, some of you may want to join the West Coast party in August, so why not take a few extra minutes and register for a weekend full of exciting events?

We currently have over 40 Cougars pre-registered, leaving very few of those special anniversary window clings available to those who want a unique memento, and we plan to give residents of Pierce County quite a thrill when our Cats prowl through their ‘hood on our cruise.’ We’re very happy to welcome Cougar owners from several neighboring states and Canadian provinces to enjoy the beautiful scenery of the area and the warm hospitality of our experienced volunteers. Check the latest updates on our Facebook page.

We have pulled out all the stops to make your event experience positive and trouble-free and sponsorship goes a long way to making that happen. Through the generosity of individuals’ and sister clubs’ sponsorship, we have been able to cover most of our expenses as well as subsidizing all segments of our Saturday event. We sincerely thank you. However, there are still a few sponsorship opportunities available so if you would like to contribute you can get more information on class availability by writing to our show committee at [prowl@cascadecougarclub.com](mailto:prowl@cascadecougarclub.com).

We anticipate a terrific show weekend on August 5th and 6th and hope you plan to join us. We look forward to seeing you!

Heather Whitaker,  
Chairman,  
Cascade Cougar Club



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

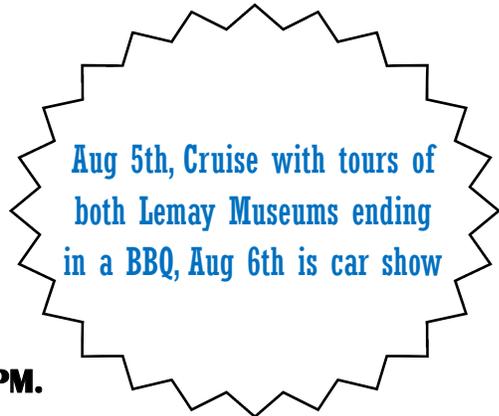
**Location: GRIOT'S GARAGE FLAGSHIP RETAIL STORE,  
3333 South 38th Street, Tacoma 98409**

**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](http://www.cascadecougarclub.com)**



# ***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.**

<b>Cougar Only:</b>		<b>All Other Makes</b>	
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	<b>* Modified Criteria 3 or more</b>	
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](http://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**



## A Letter by John Stepp (#412)

I would like to say how surprised and saddened I was to read of the death of Tom Jacobellis in the recent "At The Sign of The Cat". It is because of what he started that we are where we are with Cougars today.

I was a Cougar fan when they first came out in 1967. In my mind, the car was very nicely styled and had looks that would wear well through the years. I finally got one in 1973. It was a 1968 Std that needed some attention. I remember it needed a driver's side mirror. I thought that getting a part like that would be easy. Run to a parts yard, and pull a part, etc. But nope!! To my surprise, I found... 1) that no other Ford mirror even came close to fitting, and... 2) even finding a parts car with a mirror was pretty impossible. In other words, even back then, dealing with Cougar problems was difficult, especially if trying to keep it "original" using parts yards parts, etc.

So, to me, the solution was to "just join the Cougar club." So, I started looking for it, through various car magazines, and quickly found that it did not seem to exist. Clubs for other cars existed, but not for the Cougar. Then one day I found a small note in Hemmings (I think it was?) mentioning a Cougar club. I signed on immediately. In doing so, I got to correspond directly with Tom a few times and pick his brain over some Cougar questions. Back in those days my Cougar knowledge was very shallow, limited to my '68 only. Since I wanted to get up to speed with Cougars and get better knowledge, I got Tom to send me copies of the back issues of the newsletter which I had missed. The early issues were very thin and hand typed, not like what we have now. I think Tom did it all back then.

I was really gung ho for Cougars then, and I wanted to get some Cougar activity going in Georgia; some drive-in meets, social gatherings, etc. I got Tom to send me a list of the Georgia members of the national group so I could contact them. In doing this, I learned to really appreciate the hard work Tom had done. What he had started nationally, I was trying to do locally, which was basically trying to contact Cougar owners and get them together by putting flyers on windshields, creating and mailing out newsletters, and trying to organize some attractive events. It is a lot of work!!

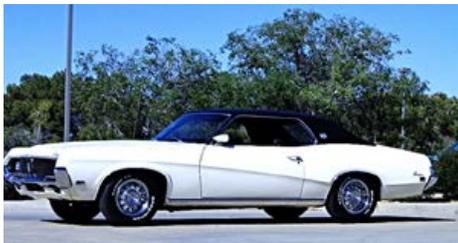
I knew that I had achieved some success when, out of the blue, I began to get telephone calls from people I had never met, asking some Cougar question. What I learned was that while there was a lot of interest, there was a big lack of knowledge about Cougars also.

Back then, I just knew a little about 1968s because I had one. That was about it, still is. Fast forward 25 years or so, and you see the remarkable things that have happened due to having a strong Cougar club. Parts are available, we have assembled a fine group of knowledgeable Cougar people, and we have documented historical and technical information.

Life is sweet for Cougar folks now, and Tom Jacobellis is the person we need to remember for this.

John Stepp #412

# EBAY CATS



**Year/Model:** 1969 XR-7 coupe

**VIN:** 9F93M5XXX

**Miles:** 29,000

**Condition:** 1

**Winning bid:** \$16,900

**Total # of Bids:** 20

**Comments:** 2-owner California XR7 that was with its original owner for 35yrs and was always garaged, 2nd owner bought it in 2004. The interior is 100% original and looks brand new. The chrome and trim looks like new. Has auto, AC, PS and PB, has been upgraded with Global West front suspension, long tube headers and electronic ignition. New dual exhaust and 4 new "paws". Has just been serviced and detailed, the engine compartment has been completely detailed to factory/show quality. Everything works on this XR7 and drives great. This Cat has had one repaint in its original color. The 2nd owner showed the Cat for several years and sold it in 2017. A beautiful original show winner!!



**Year/Model:** 1990 XR7

**VIN:** 1MEPM6XXXXX

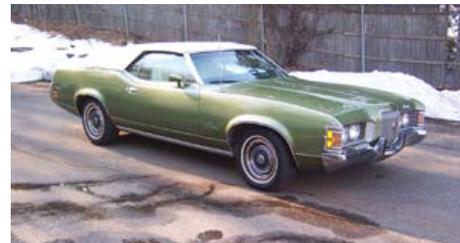
**Miles:** 124,144k

**Condition:** 3

**Winning bid:** \$1,350

**Total # of Bids:** 25

**Comments:** A rare XR7 with a 5spd manual, not many were made and very few are left. This Cat has almost every option available including a sunroof and alarm system. Had damage to both fenders, parking lights, and head lights; everything was replaced except the hood because it was not damaged. No rust on the replacement fenders. Have receipt for all parts that were replaced. The body is in fair shape; paint looks good, but has sun fade spots on hood, both outside mirrors and on top of back bumper. There is rust bubbling in front of driver side rear wheel well. Interior is good, odometer has stopped working and the factory radio is gone. All windows work along with sun roof and most of the controls for power seats. ABS brake light comes on with the engine light. Has many new parts under the hood including; valve cover gaskets, spark plugs, oxygen sensor, battery cable ends, battery, power steering hose, lower ball joints and more. This Cat does runs strong and handles very well, just needs a little TLC. Have receipts for all parts and work performed.



**Year/Model:** 1972 XR-7 convert

**VIN:** 2F94H5XXXX

**Miles:** 82,624

**Condition:** 2

**Winning bid:** \$10,761

**Total # of Bids:** 20

**Comments:** One owner XR-7 convert until 2005 when the original owner passed away and then parked. Since 1990 this Cat has only been used in parades. It was repainted in 2003 and the top was changed from black to white, only a few hundred miles were put on the car since. The whole fuel system was gone through from the tank to carb. Has all new brakes; front hubs, rotors, lines, hoses and calipers. A complete tune up was done as well as new hoses, belts, sending units and all ignition parts were installed. This Cat has a very straight body, the floors, rockers and trunk are perfect with NO signs of rust. The torque boxes and mounts are perfect as well with no signs of rust. All the window seals are in great shape with no leaks or cracking. All gauges, dash lights and AM 8-track works, a few 8-track tapes from the era come with the car. Top works like new, has the original convertible boot. This XR-7 runs excellent with no issues with motor, trans or rear axle. The A/C works, but needs to be converted. This Cat comes with original manuals and paperwork from



**Year/Model:** 1967 XR-7

**VIN:** 7F93C5XXXX

**Miles:** 100k

**Condition:** 4

**Winning bid:** \$1,925

**Total # of Bids:** 28

**Comments:** A great XR-7 project to restore and enjoy, has been off the road since 1979 and is currently not running. This Cat is pretty solid with the exception of the typical "Cougar" rust where the fender aprons overlap, it's very minor. The rest of the car is rust free. Evidence of light collision damage in the front, one of the fender aprons has been replaced as well as the hood; no evidence of structural or frame damage. This Cat has never been unaltered and is original, even has the original transverse muffler single exhaust system still on it. The body is pretty straight with only a few bumps, body gaps are good and may even have some original paint on it. Rust in front passenger floor pan due to heater core leak. Overall, this XR-7 is in good shape for its age and worth restoring.



**Year/Model:** 1979 XR7

**VIN:** 9H93F7XXXX

**Miles:** 38,490

**Condition:** 1

**Winning bid:** \$5,100

**Total # of Bids:** 20

**Comments:** Only 38k original miles on this XR7!! This Cat runs, drives and looks great. Overall this is a very clean XR7 both in and out, no disappointments.



**Year/Model:** 1986 LS

**VIN:** 1MEBP92FXXXXX

**Miles:** 93k

**Condition:** 4

**Winning bid:** \$479

**Total # of Bids:** 12

**Comments:** Unique and rare Car Craft convertible conversion LS Cat, it is #59 of 89 built in 1986; Car Craft production #: 864059. Has 93k original miles on its V8/auto. This rare LS just needs a little TLC to get it running and driving. Body is good with little rust, needs paint. Interior and top are good. A great rare Cat to restore and show.

# PERSONAL ADS

## PARTS FOR SALE

**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 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; 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; 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; 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 1970 351C 4V cast iron intake \$150.00 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](mailto: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](mailto:kslitteken@aol.com)

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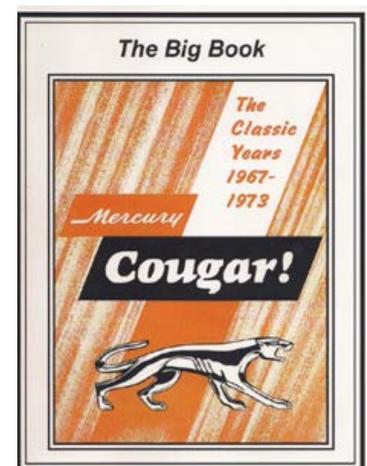
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**GT·E**

Technical Advisor, Cougar Club of America - [www.cougarclub.org](http://www.cougarclub.org)

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



# MEMBERSHIP REPORT

By Rob Merritt (#8323)  
Member Services Director

## THE 50TH ANNIVERSARY IS IN FULL SWING!

It's a great time to be a Cougar enthusiast and CCOA member. By the time you are reading this, several of the 50th Anniversary events will have occurred, with several more on the horizon. The CCOA hopes that every Cougar enthusiast has a chance to join with others in celebrating this momentous milestone. Don't miss out – register for a show today!

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](http://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](mailto:membership@cougarclub.org).

## FLY YOUR FLAG!

The latest bonus for new and renewing members is the new, elegant CCOA Antenna Flag. Fly your flag to let everyone know you are a CCOA member.

Members started receiving the new flag beginning May 15. Get yours with your next renewal. They also will be available at many of the events this summer. The flags won't be for sale in the CCOA store at this time, but you can always renew early to get one now.

## NEW MEMBERS

The brisk pace of new members continued this quarter – maybe even setting a record? Joining the club since the last ATSOTC (through June 1) are the following new members:

GARY HUGHES	MADDEN AB CANADA
CJ STEWART	MEDICINE HAT AB CANADA
MATT ANDERSON	PORT PERRY ON CANADA
JIM LIMON	STRATHROY ON CANADA
ROB HALLAM	PLYMOUTH DEVON UK
JOHN JOHNSON	LEIGH ON SEA ESSEX UK
TRUDY HAMER	CLEVDON NORTH SOMERSET UK
GAVIN WHEELER	COMBS AR
DON REHAK	CONWAY AR
ROBERT STOUT	LITTLE FLOCK AR
NIKOLAS SMALLDRIDGE	ARCADIA CA
ALLEN CARSON	BAKERSFIELD CA
RUDI HENDERSON	BUELLTON CA
RICK MILLER	LOMPOC CA
ANTHONY THOMPSON	LOS ANGELES CA
FRANK VARGAS	SACRAMENTO CA
PAUL TACCONE	SAN DIEGO CA
BECKIE TOMLYN	SAN DIEGO CA
JAMES JARMANN	SAN JOSE CA
ALLISON-CLAIRE ACKER	TOPANGA CA
LINDA LAVERTY	COLORADO SPRINGS CO
SCOTT JEWETT	WINTER SPRINGS FL
SCOTT KILLEBREW	BETHALTO IL



GARY RHODES	EFFINGHAM IL
ALPHONSO COOK	BLOOMINGTON IN
STEVE SOWERS	BIRD CITY KS
RANDY CAVNER	GARDNERVILLE KS
BOB HENDRICKS	OXFORD KS
LAURA SERRANO	WICHITA KS
CHRISTOPHER WEST	EAST LONGMEADOW MA
SCOTT BIEBER	EDGEWATER MD
MARK DEAN	EDGEWATER MD
DON JONES	ANN ARBOR MI
KENNETH CHAPMAN	BELLEVILLE MI
JONATHAN MYERS	BELLEVILLE MI
DOUG WHITE	BIRMINGHAM MI
ROBERT NATKIN	CANTON MI
KEVIN NICO	LANSING MI
TONY AUGUSTA	MONROE MI
JAMES DEMMER	PLYMOUTH MI
STEVE JUBIK	SOUTH LYON MI
DAVID VRCHOTA	RICHFIELD MN
DAVID BUYE	ST LOUIS PARK MN
WILLIAM BAUER	BALLWIN MO
JIM BIERMANN	BALLWIN MO
JOHN REDFORD	KOELTZTOWN MO
DOUGLAS RAY CORNETT	ROXBORO NC
STEVEN BERTSCH	WEST FARGO ND
BRIAN PALMER	COLUMBUS NE
MATTHEW MUENCH	SPRING LAKE NJ
JOHN MONTALBANO	WHARTON NJ
CHARLA WERTZ BENNER	GARDNERVILLE NV
LORI WELOTH	ALBANY NY
LYNDA & NATHANIEL RAYNOR	AMAGANSETT NY
CHRISTOPHER BERGER	CENTEREACH NY
JOHN WHITE	HIGHLAND MILLS NY
DAVID COLLINS	PEEKSKILL NY
MARGARET MALER	SOUTHAMPTON NY
THOMAS TIPPIC	ADENA OH
ED MARKS	AURORA OH
JEFFERY CHAPMAN	SALEM OH
JEANNE CHRISTIAN	BIXBY OK
ROSS LORD	CLAREMORE OK
JOHN MUNGER	OKLAHOMA CITY OK

DONNA LIDDLE	PRAGUE OK
JOE MANEK	SHAWNEE OK
NICC TUCKER	TULSA OK
GLENN GARDINER	TUTTLE OK
THOMAS WILDS	BEAVER FALLS PA
JOSEPH ZOLLNER	MONROEVILLE PA
NORMAN PHILLIPS	MONTGOMERY PA
ROBERT BASSETT	PITTSBURGH PA
B. DEREK SHAW	YORK PA
STEVE WILSON	AIKEN SC
JOSEPH A SZOKE JR	HOPKINS SC
ELIZABETH MCMAHON	FORNEY TX
ROBERT MICHAEL MERIAM	KATY TX
TRACY RUESCHHOFF	MCKINNEY TX
RINEHART ROBBEN	MOSELEY VA
DARRELL W HOUMES	FOX ISLAND WA
FRANK ANDERSON	KIRKLAND WA
DAVID MARCUS	LAKE STEVENS WA
DANIEL ROBINSON	VANCOUVER WA
JIM KINGSTON	BAY CITY WI

## 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!**

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

In this issue, we are publishing the last four pages

- Secure anchoring of striker plate on pillar.
- An 0.38" door opening at latch secondary position, making it easier to tell when door isn't properly closed.

The lock striker is a solid pin with a flanged cap. Surrounding the pin is a rubber shock bushing with an outer metal sleeve to protect the rubber. The shock bushing cushions the closing action and isolates rattles. When the door closes, the double-grip yoke centers over the striker pin and locks securely in position. The visible parts of the lock are given a bright finish for appearance.

## SAFETY FEATURES

These double-yoke safety door latches lead us into a host of other safety features, most of which are standard equipment on the Cougar.

Long before the recent emphasis on vehicle safety, Ford Motor Company engineers, year after year, developed safety features for Mercury vehicles.

More than a decade ago, Ford Motor Company developed a safety package for the '56 Mercurys which included the deep-dish impact-absorbing steering wheel, seat belts and anchors, padded panels, padded visors and safety door latches.

Every year since then, improvements have been made in designs and construction in the interest of greater passenger safety.

All of the equipment items called for by General Services Administration (GSA) purchase specifications are standard on all Ford Motor Company products. Figure 50 shows Cougar's major safety features, such as the dual brake system (Figure 51) and padded interior (Figure 52).

## SAFETY FEATURES

- |   |  |
|---|--|
| • PADDED INSTRUMENT PANEL                         | • DUAL MASTER CYLINDER BRAKE SYSTEM                                    |
| • PADDED "A" PILLARS                              | • REMOTE CONTROL OUTSIDE MIRROR  |
| • PADDED ROOF RAILS                               | • BACK-UP LIGHTS   |
| • SAFETY STEERING WHEEL                           | • WINDSHIELD WASHERS   |
| • ENERGY ABSORBING HUB                            | • PADDED SUN VISORS  |
| • 4-WAY FLASHERS                                  | • DAY/NIGHT INSIDE MIRROR WITH SHATTER RESISTANT FLEXIBLE BACKED GLASS |
| • FRONT AND REAR SEAT BELTS WITH FRONT RETRACTORS | • 2-SPEED WINDSHIELD WIPERS  |
| • OPTIONAL SHOULDER BELTS                         | • THICK LAMINATE SAFETY PLATE WINDSHIELD GLASS                         |
| • OPTIONAL DELUXE SEAT BELTS WITH REMINDER LIGHT  |  |
| • VISUAL CHECK PANEL OPTION:                      |  |
| 1. DOOR AJAR WARNING LIGHT                        |  |
| 2. LOW FUEL WARNING LIGHT                         |  |
| 3. SEAT BELT REMINDER LIGHT                       |  |
| 4. PARKING BRAKE WARNING LIGHT                    |  |

Figure 50

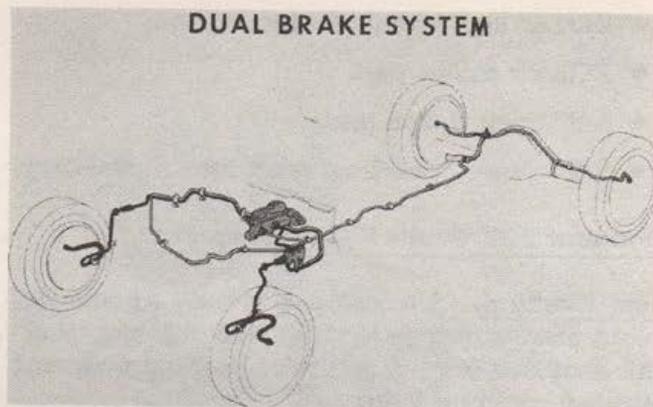


Figure 51



Figure 52

## OPTIONS

The standard Cougar is a very well equipped car. Many options are available, however, that permit tailoring it to individual preference (Figures 53-54).

## LUXURY OPTIONS

- |                                    |  |
|------------------------------------|--|
| • POWER DRUM BRAKES                | • COMFORT-WEAVE VINYL INTERIOR TRIM          |
| • POWER DISC BRAKES                | • FULL WIDTH FRONT SEAT WITH CENTER ARM REST |
| • POWER STEERING                   | • SPORTS CONSOLE                             |
| • AM RADIO                         | • COURTESY LIGHT GROUP                       |
| • AM/FM RADIO                      | • VISUAL CHECK PANEL                         |
| • AM RADIO/STEREO TAPE COMBINATION | • DELUXE SEAT BELTS                          |
| • AIR CONDITIONING                 | • ELECTRIC CLOCK                             |
| • VINYL ROOF                       | • LUGGAGE CARRIER (DECK LID MOUNTED)         |
| • STYLED STEEL WHEELS              | • TILT-AWAY STEERING WHEEL                   |
| • TWO-TONE PAINT                   | • SPEED CONTROL                              |
| • WIRE WHEEL COVERS                |  |

Figure 53

## PERFORMANCE OPTIONS

COUGAR SUPER 289-4V (225 HP)	PERFORMANCE HANDLING PACKAGE:
COUGAR HIGH PERFORMANCE 289-4V (271 HP) AND COMPETITION HANDLING PACKAGE	1. HIGHER RATE FRONT AND REAR SPRINGS
MARAUDER 390-GT 4V (320 HP)	2. LARGER DIAMETER STABILIZER BAR
COUGAR GT PERFORMANCE GROUP:	3. HEAVY DUTY FRONT AND REAR SHOCK ABSORBERS
1. MARAUDER 390-GT 4V (320 HP)	4. 5-1/2" WHEELS
2. PERFORMANCE HANDLING PACKAGE	5. AND IF SPECIFIED, FASTER MANUAL STEERING RATIO
3. F70 X 14 NYLON WIDE OVAL W.S.W. TIRES	F70 X 14 NYLON WIDE OVAL TIRES
4. LOW BACK PRESSURE EXHAUSTS	
5. POWER DISC BRAKES	
6. GT ORNAMENT	

Figure 54

Certain of the above options are deserving of special comment:

### GT Group

The GT equipment group (Figure 55) is an attractive package for the buyer who enjoys exceptional acceleration, braking and handling. Power disc brakes, standard on the GT group, optional elsewhere, combine disc brakes on the front wheels with drum brakes on the rear wheels. The front wheel ventilated disc brakes provide the familiar benefits of excellent resistance to fade and water deterioration under severe operating conditions, as well as freedom from brake pulls and dives. The special handling package of the GT group includes heavy duty front and rear springs, heavy duty shock absorbers, larger front stabilizer bar and the attractive wide-oval, high performance white sidewall tires. These tires, introduced, at the 1966 Indianapolis 500 Memorial Day Race on the Comet Cyclone GT Pace Car, enhance the excellent handling and high speed characteristics of the Cougar.



## PERFORMANCE OPTIONS

- 390-4V ENGINE — 320 HORSEPOWER
- POWER DISC BRAKES
- SPECIAL HANDLING PACKAGE
- HIGH SPEED WIDE OVAL W.S.W. TIRES
- LOW RESTRICTION INTAKE AND EXHAUST
- GT ORNAMENT

Figure 55

## Tilt-Pop Column

Another major new option on the 1967 Cougar is a tilt-pop steering column (Figure 56). It combines the entrance and exit advantages of the swing-away steering column, first introduced in the Thunderbird, with the adjustable package position feature of the tilt column. The column adjusts vertically through nine positions by pushing the turn signal lever forward to release the lock mechanism. When the left front door is opened, and the engine is shut off, the steering column pops or swings away at a 45° angle up and to the right to provide maximum entrance and exit freedom. When the driver re-enters the car, he merely pulls the steering wheel towards him and it automatically locks into place. A built-in memory returns the column to its previous vertical adjustment position, unless the driver selects a different position.

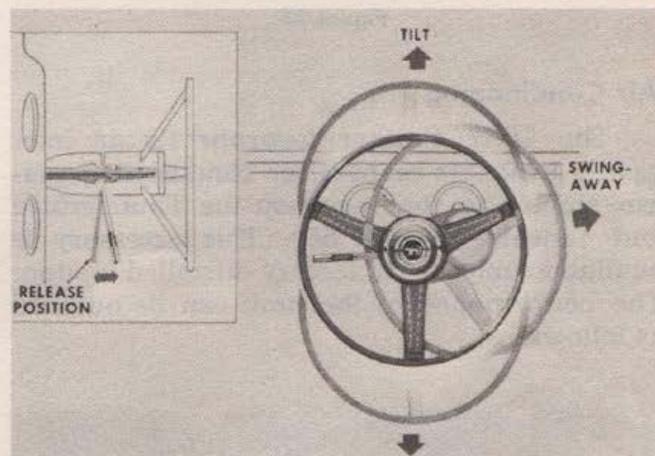


Figure 56

### Speed Control

Another 1967 Cougar option is a simplified speed control (Figure 57) with operational control centered in the turn signal lever, within reach of the fingers of the driver's left hand. The speed control system is turned on by a switch on the dash. To set any desired cruise speed, from 25 mph to 80 mph, the vehicle is first brought to the desired speed, then the bush button in the end of the turn signal lever is pushed in and released. This locks in the speed indicated on the speedometer. If a speed increase is wanted, the push button is held in to the first detent position; the vehicle speed will increase without the use of the accelerator. When the new speed is reached, it is locked in by releasing the

button. For a lower speed setting, the push button is held all the way in until the car is decelerated to the desired speed. Of course, a touch of the brake pedal or manual turn-off of the dash control (or ignition) disengages the unit.



Figure 57

### Air Conditioning

The 1967 Cougar incorporates an integrated fresh air re-heat air conditioning system similar to that used on the Thunderbird and Lincoln (Figure 58). This accessory is available only as a factory-installed option. The performance of this unit can be outlined as follows:

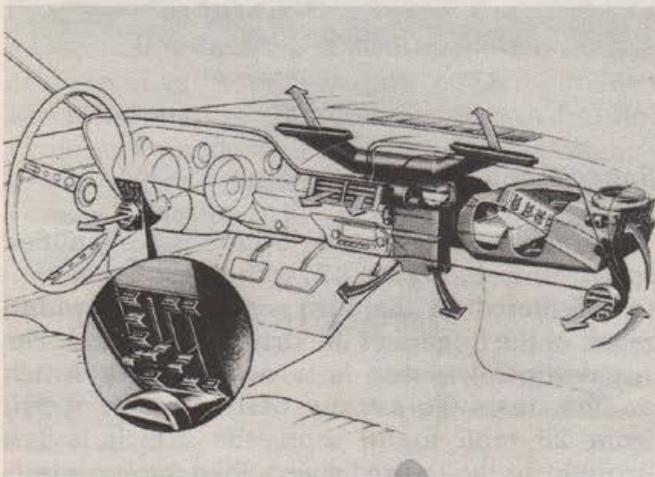


Figure 58

Cooling — Delivers approximately 200 cu. ft. of dry cold air per minute.

Heating — Delivers approximately 165 cu. ft. of heated air per minute.

De-Icing — Delivers approximately 140 cu. ft. of hot air per minute to the windshield.

The excellent performance is a result of the advanced design utilizing air-mixing valves to obtain cooled air or heated air at the desired temperature, and re-heat function to obtain drier air that isn't too cool for comfort. The evaporator (cooling) core and the heater core are contained in a common housing which is mounted against the dash beneath the instrument panel. Four registers are provided in the instrument panel for discharging cold air. The air is cooled in the evaporator to about 34°F. This dehumidifies the air, removing as much moisture as possible. The cold air is then mixed with heated air to raise it to the desired temperature. Because the evaporator coils are wet, air is cleaned of dust, pollen and other foreign matter as it passes over the coils. For heating, refrigeration is shut off. The flow of hot water through the heater core is controlled by a vacuum-powered OFF-ON valve in the incoming heater hose. The combination heater-air conditioner unit saves space and reduces weight, because the heater and air conditioner use common housing, controls and other parts. The combination system offers a choice of either recirculated or outside air. The three-speed blower fan is mounted far outboard to the right, with the blower motor protruding through the dash panel. Operation of the blower at low speed is inaudible — with no sound from either the motor or air movement. In addition to hot weather operation, the air conditioner can contribute to improved comfort in a wide variety of weather. In moderately cool weather (40°F. to 60°F.), the air conditioner can be used to get dry warm air. In cold rains (40°F. to 50°F.), the air conditioner can be used for de-fogging. Dehumidification will reduce in-car relative humidity to the comfortable, below 35% level. In warm summer showers, the air conditioner can bring in-car relative humidity down to the below 35% level (vs. the 100% relative humidity outside).

The compressor drive is a magnetic clutch which is engaged and disengaged by a temperature-controlled switch in the evaporator. The compressor operates only when needed for cooling.

The condenser is installed in front of the car radiator. Controls are conveniently located at left of steering column.

## SUMMARY

We have reviewed the phenomenon that brought forth the Cougar — a market segment

that has been greatly underestimated to date. We are very confident that the Cougar reflects the correct choice in planning a vehicle for this particular market.



This paper is subject to revision. Statements and opinions advanced in papers or discussion are the author's and are his responsibility, not the Society's. Discussion will be printed with the paper if it is published in SAE Transactions.

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24 page booklet

Printed in U.S.A.

# Second Owner for Life

Glenn Budnick (#5150)

It was December of 1970 and I was 20 year old wanting my first new car. My sister told me to go to Mike McCarthy Mercury in Chicago because I was looking for a new Mercury Capri and her boss knew the dealer. My dad and I went to the dealer on a Sunday afternoon to look at the new cars. The Capri was marketed as the sexy European car and I was surprised at the sticker price of \$2,612. There was no way I was going to spend that much for a foreign car. The salesman then told me about a '70 Cougar XR-7 convertible that was just traded in with low miles that I could have for around the same price, \$2,575. The salesman told us that the original owner traded it in because it didn't have AC. I somewhat reluctantly went to look at it although I still wanted a new Capri.

When I saw the black '70 XR-7 convertible with a white leather interior and a 4-speed, all I could think of was, "I have got to have it." It was late, the dealership was closing and I wouldn't be able to test drive it until Monday. My dad and I agreed that I would go back on Monday and test drive this beauty. I put \$5 down to hold both the Cougar and Capri. Later that night I just had to show my buddy what I thinking about buying, so we drove by the dealer after hours to look at the Cougar. However, my mind was already made up and Monday couldn't come fast enough.

Monday finally came and my buddy and I were at the dealer when it opened. I got to drive "my" Cougar for the first time and it was great. Although my heart was already set on this Cat, in '70 you had to be 21 years old to own a car unless you could prove hardship.

Monday was agonizing, talking with my parents about the car I wanted and them voicing their opinion that I should buy the new Capri and not the used Cougar. My mom kept telling me to get the new car but my dad was pretty much neutral on both vehicles. I had to wait until Wednesday at 9am to tell the dealer which car I wanted.

I made the call on Wednesday morning and told the dealer I wanted the Cougar, a life decision I would never regret. My parents told me I would have to wait until Saturday to bring the Cougar home, which made me feel like I was dying. My parents surprised me Friday night when I came home from work. When I went to park my car in the garage, there sat the Cougar. The Cougar was in my dad's name until I turned 21. I had to borrow \$600 from my parents to pay for my Cat. I proved to them how

badly I wanted this car by paying them back in full in three months. I was only making \$3.50/hr working part-time while going to school full-time.

A fellow student bought a '70 Eliminator with a 428CJ/auto; mine only had a 351w 2v/4spd. Sometimes I wonder what ever happened to his Eliminator.

After graduation my XR-7 convertible was my daily driver. I considered trading my Cougar in on a new '72 Corvette, but quickly changed my mind after finding out the insurance rates on a Corvette. Two years later I got a job as a service tech. The auto industry was talking no more convertibles and a car with a white interior wasn't your ideal for a daily driver, so I decided to put the Cougar in storage for safe keeping and get another car for daily use. The Cougar was only used for special occasions, such as dates.

1977 comes around, and I'm about to propose. I have a decision to make again. I asked my girlfriend to marry me under one condition; that we don't ever sell my Cougar. Fortunately she agreed. I have been fortunate enough to keep both of my loves for over 47 years.

Usually the CCOA Nationals are held either on the East or West Coast, but in 2000 the Nationals were in Lincolnshire, IL, and my mind was made up that I was going to be there with my Cat. My '70 XR-7 convertible won 3rd place in its class and made me even prouder and I loved my Cougar even more. I still have a smile on my face after all the years from being at the Nationals and getting an award.

I try to keep up with the maintenance of my XR-7 by replacing parts here and there over the years and doing my best to keep it original. After owning my Cat for this long, I still enjoy learning as much as I can about it. I wanted to know more about it and had a few questions. Was it ordered by the original owner or did the dealer order it and it was bought off the lot? Several years ago my wife bought me the Marti report for Christmas and found out when it was built and when it was purchased. This excited me and I started looking into who bought it new. When I purchased the car, the owner's manual was in the glove box and had the girl's name on the warranty card. That gave me a good starting point. I searched the internet and found the woman's name; she was living 1,100 miles away in Florida. I wondered if she would even reply if I contacted her. Most people

don't even care about the cars they have owned in the past, but I decided to take a chance and contact her anyway. I wrote a letter and included all the info I had about where I bought the car and included several pictures of it. I didn't have anything to lose and had a lot to gain. About a week and a half later I got a letter in the mail from Florida which was a nice surprise. She was blown away when she saw the pictures of her old car and said that she recognized it right away; she said it was her first car. She also said that she believed the reason she traded it in was because it didn't have AC. I recall the salesman telling me that 46 years ago. And story isn't over yet. At the time we lived less than two miles away from each other and I carpooled to college with a guy who lived a block away from her. For 25 years she worked at the hospital which was 2.5 miles from where I had lived the last 28 years. In her letter she mentioned that she and her husband were coming to Chicago in October and would like to see her old car again and meet me and my wife. Wow, I couldn't believe it and was excited, but it was July and had to wait once again until October to meet her. I could hardly contain my jubilation and would tell all my gearhead friends that would listen about finding the original owner of my Cougar.

The day finally came for the original owner and her husband to come and see the car. We went out to the garage and after many years she saw her first car and was in total AWE. Her husband jokingly offered to buy the car for \$5, saying there was a lot depreciation. I told them a secret that I kept from them about the car, the secret being she had great taste in cars and that the Marti report stated it was one of one. She said that she ordered the car equipped with a 4 speed because she wanted to be better than the guys. I wanted to take her for a ride, but the streets were too damp to do that. However, she did get to sit in her old car and start it up. After that we went back inside the house and talked for a while before her and her husband had to leave. I think we could have talked for hours. We realized how close our lives passed each other without ever meeting.

We exchanged email addresses and will be in touch for a long time. I just learned that her and her husband have sold their place in Florida and have moved back to Tinley Park, IL, which is less than a mile away from my garage where I store the car during the winter. I look forward to taking her for a ride in her first car real soon.



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# Vintage Cat Finds the Vintage Route 66

by Rob May (CCOA #9623)

photos by Georgina Garcia May

What do you do when you have a precious car(go) that needs to be moved with special care a long way in a short amount of time? Hire an expert, Smokey and the Bandit style! Matt Slay (CCOA #5002), of the Lone Star Cougar Club, needed one of his Cats (a '68 Cougar standard hardtop) transported to the huge CCOA / Mid America Tulsa, OK show. With over 30 years of classic Cougar driving experience, Mercury Stray Cats Central CA Chapter Director Rob May and photographer Georgina Garcia May flew into Dallas, TX to pick up the Green Hornet, fondly named due to its dark green hue.

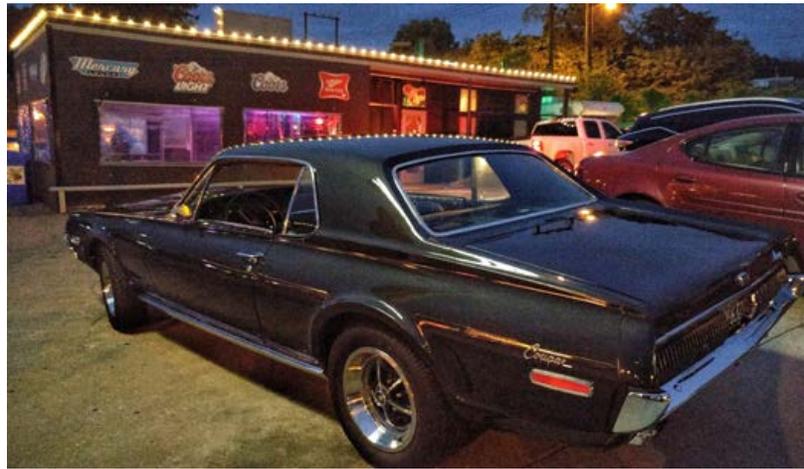
Thursday's trip north to Tulsa on open highways allowed for Rob to re-familiarize himself with a '68 Cougar. His dad, Gary May (CCOA #9664), is on his second 1968 as highlighted in *Legendary Cougar Magazine*, volume 3, issue 1. The volume of dead armadillos provided enough warning that all driving should be done during the day. The light rain set a preview of the impending downpour, but fortunately, the car was riding on new tires.

Sadly, the rains persisted and increased in strength all day on Friday. The planned Route 66 cruise, which would have featured over 50 Mercury Cougars, was cancelled. However, don't tell Matt, but since the Cat's paws were already wet, Rob and GG went out West on their own Route 66 tour. Next Generation's Antique Mall provided the perfect background for a stop at great place full of collectibles. This shop was only a block away from Thursday night's dinner at the famous Tally's Good Food Café!

Tulsa Expo protected nearly 100 Mercury Cougars from the rain on Saturday during CCOA's main kick-off event celebrating the 50th anniversary of the Mercury Cougar. Outside, the Golden Driller is a 75-foot-tall statue of an oil worker at the Expo Center in Tulsa, Oklahoma. It is the fifth-tallest statue in the United States. Continuing down Route 66 Saturday night, some of the cruise's intended checkpoints were traced, including the Corner Café, which provided a view of the nearby neon Meadow Gold sign. The sign is over 10' high, illuminated at night and at a former restaurant site, built in 1939. At its closure, the sign was removed in 2005. It was restored and installed near its original site in 2009. Mercury Lounge in downtown Tulsa offered an interesting final night stop.

Before heading south on Sunday, the Green Hornet headed east to Catoosa, OK to meet up with Goldilocks, Alicia Slay's (CCOA #9536) '68 Cougar XR7, at the Blue Whale. Completed in 1972, the Blue Whale is 20' high and 80' long. It was nice seeing Melissa Shereda's '68 Mercury Cougar (CCOA #9696) there as well. With all of the rain, it was not surprising to see Noah's Ark anchored near the Blue Whale.

Thanks to Sydney Slay (CCOA #9343), Sonic was a suggested lunch stop. From here it was onto to Dallas followed by a flight back to CA. All photos courtesy of Georgina Garcia May. Driving by Rob May. Green Hornet courtesy of Matt Slay.



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