

AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA LLC

WINTER 2017





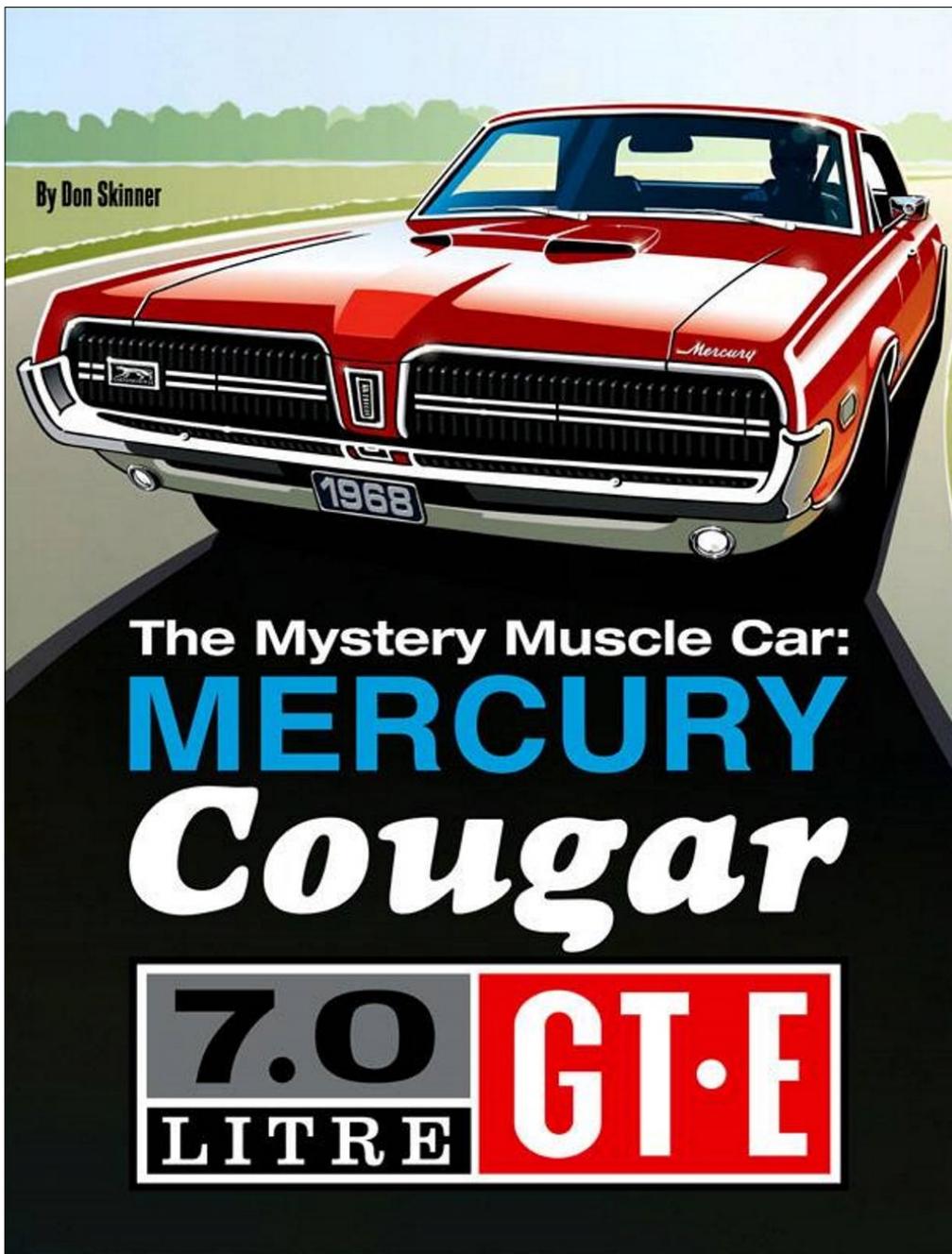
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AT THE SIGN OF THE CAT

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ATSOTC welcomes publishable material for future editions. Send your submissions to the above address or to the Assistant Editor at assistanteditor@cougarclub.org

Our next issue is planned for the spring. **Please send your submissions no later than February 28th, 2018.**

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

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

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- \$25 for members who receive the newsletter by email.
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To join or renew, point your internet browser to: <http://www.cougarclub.org/join.htm> or contact the Membership Services Director listed in the Club Contacts section of this newsletter.

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

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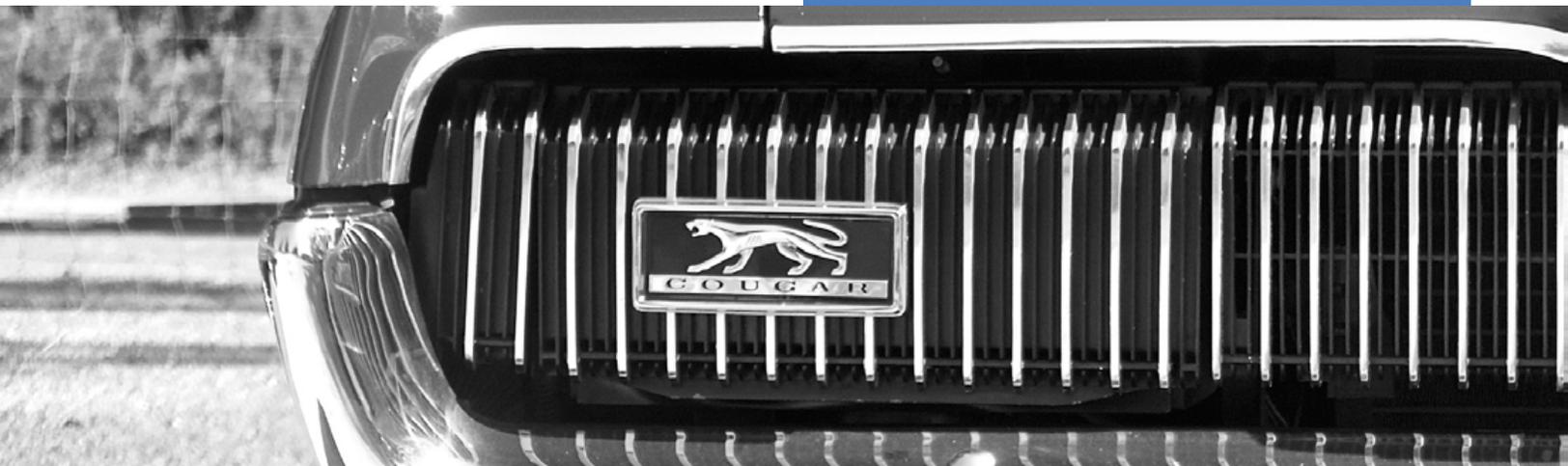
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VIEW FROM THE CHAIR



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

2018 brings the 50th Anniversary for the 1968 model year GT-E, XR7-G, 428 Cobra Jet, Calypso Coupe, Cougar 500



The 50th celebration for 2017 was an amazing time to be a Cougar Enthusiast, especially if you were able to take part in one of the many 50th Anniversary events held across the globe! With 2018, everyone knows that there will never be a way to top all of the energy surrounding the Anniversary for the launch of the Mercury Cougar, for years to come we have celebrations to commemorate the model years and specific models of iconic interest, we all can appreciate whether we own the particular model or just appreciate it for what it is and was. Phillip Payne, the official Brand Manager for the CCOA, has outdone himself once again, designing an amazing series of graphics that will be available on shirts sold directly from the web store of www.CougarClub.org. I am optimistic that everyone will embrace and enjoy all of the design specific artwork Phillip has created.



As events are planned in your area that you would like to share with our members and enthusiasts, please email ClubServices@CougarClub.org. The event flyers, web links and any information about events you can share and they will be shared on www.CougarClub.org and our Facebook page. The more you can share about events, the more of our fellow CCOA members can plan to also attend events they may not have been aware of. Send all of your favorite cat photos from events attended, or cruising around town to editor@CougarClub.org and one of your photos may just be selected to appear in an issue of ATSOC or on our club Facebook page.

I am personally very excited in anticipation of all of the 2018 events, there are a few event flyers in this issue of ATSOC, and more will follow in future issues and also be added to www.CougarClub.org as more events are announced. I personally hope to attend a few of the events planned, the various event committees need your support and if possible to register now so they can plan more effectively for all of the cars and people who are attending. I want to thank all of our membership new & renewing, and all of our volunteers for your support for the Cougar Club of America and our hobby.

For me, I find it more and more important to take a few minutes out of each day, to reach out and speak with someone who I have not due to everyone's busy schedule. I am so grateful for all of my friends new and old, near and far, and those I have yet to meet. I urge everyone to pick up the phone to call those who make a difference in their lives, make time to share a meal, a cup of coffee, or just lend an ear. If I can help in any way, please do not hesitate to reach out to me as well.

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>

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



Through membership renewals and merchandise sales, the CCOA is able to sponsor and invest in events for our membership which in turn helps to promote our hobby. Visit www.CougarClub.org to see our latest merchandise deals. **John and Phil have done an amazing job updating our website preparing to link to all of the amazing events and Dwight has updated and maintains the store making the merchandise available to commemorate the milestone in history!**

Top 10 Reasons to Join and Contribute to the CCOA

1. Share your passion with people "Dedicated to the appreciation and preservation of the Mercury Cougar."
2. Expert Technical Advice on how to fix your Cougar, or ideas and advice for your latest project
3. Receive the Club Newsletter
4. Website access to Preferred Parts and Services lists, as well as the Registry Groups
5. Free Classified Advertising on www.cougarclub.org
6. Cougar Gear access to Official CCOA Merchandise
7. A network of people to help locate hard to find NOS and used parts
8. Access to the National Database information, when was my car reported and what was its condition?
9. Event Sponsorship funds for your club or organization to host Regional or National CCOA Events.
10. Be a part of fostering and keeping our automotive hobby and passion for the Mercury Cougar Alive

Mercury Stray Cats Central CA Chapter



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



Mercury Stray Cats Central CA grew to 30 members as of this chapter report submittal! At the Santa Maria, CA Muscle Mutts and Meows Cougar show, we met three new classic Cats! Doug Pool's 1967 Cougar from Nipomo, CA, Tim Baal from Santa Maria, CA, and Phil Glessner joined us from Los Osos, CA with his 1968 XR7 Cougar. Tim's 1967 Cougar has over 325,000 miles on it! A pair of 1969 Cougars were referred to us by Jeremy Daniel (CCOA #9665), including CC and Mark Coats with their 1969 XR-7 in San Miguel, CA, as well as adding Randy Barnabei from Atascadero with his 1969 Standard.



Craig Rayburn's 1st place Eliminator, MSC, Central CA

Thanks to Jeremy Daniel (CCOA# 9665), the Cuesta College (San Luis Obispo) story continues. San Luis Obispo is the home to a developing Cougar story. The college is interested in restoring a classic Mercury Cougar (1967 or 1968). John Stokes of their automotive department will become a member of our chapter upon car acquisition. John states that the color will be green and white to match school colors. A resto-mod is planned. Barbara Wendt (CCOA #3465) donated a 1968 Cougar parts car. Thanks to Jeremy Daniel (CCOA #9665) for supporting this project.



Craig Rayburn's Eliminator

We were honored to have two caravans drive to our chapter's first show. Rob Crowder's Mercury Stray Cats up north traveled along Hwy 101 and Hwy 1 to gather for lunch at Morro Bay. The "Rock" was a great basis for a photo opportunity. Mike Brown (CCOA #6669) and the Southern California Cougar Club SCCC earned the "Bad Ass" award, which is one of the special Melissa Shereda's (CCOA #9696) trophies, and I personally thank him for the North meets South idea. Muscle Mutts and Meows is detailed more in its own article. We are looking forward to everyone returning to Santa Maria on Saturday October 6th, 2018 at the Radisson Airport for an all Mercury show (Mercury Cougars, Comets, and Cyclones), highlighting our classic Mercury Cougars.



Dave Walsworth 1970 RestoMod

Our Chapter Spotlight this issue is focused on Doug Pool of Nipomo, CA. His 1967 Cougar was first seen with the group at Happy Dayz Diner Friday night in Santa Maria, CA,



Dave Walsworth, MSC, Central CA



Larry Quay (thanks to Eric Braverman for the photo)



Derek Brooks's 1968, MSC, Central CA



Phil Glessner, MSC, Central CA with his 68!



Doug Pool's 1967, MSC, Central CA



Doug Pool starts the 67 lineup

prior to the car show. "My wife Nikki and I have a 24-year-old daughter, Shelby, and an 18-year-old son, Spencer. We recently had our enthusiasm for classic cars rejuvenated with the passing of my father in 2016 and the subsequent inheritance of his car collection. We inherited a 1965 Mercury Comet drag race / show car that my dad purchased in 1966, a 1965 Ford Falcon 2 door wagon project car that has been converted to a Comet wagon, as well as the 1967 Mercury Cougar that was a recent addition to dad's collection.

The Cougar was an original California car that was first sold in San Francisco in December in 1966. Somewhere along the line, it wound up in Blooming Prairie, Minnesota and my dad won it in an Ebay auction in July of 2015. It was a base model car with a 289 V-8, 2-barrel carburetor and a C-4 automatic transmission. It is a low mileage car with only 47,249 miles. It had recently had a dual exhaust installed but other than that it appeared to be very stock. It had a couple of very minor rust spots and was mechanically sound with all of the electrical, and even the vacuum headlights, in working order.

Dad had originally purchased this car to be a grocery getter and cruise night cruiser. However, being the long-time hot rodder that he was, he couldn't leave well enough alone.



Rick Miller and Todd Gregory of MSC Central CA



Rick Miller's best project car, MSC, Central CA



Tim Baal's 1967 with nearly 300K miles!



Todd Gregory's 1st Place 69-70, MSC, Central CA

The motor was pulled to “freshen it up” and to clean up the engine compartment. Well, one thing led to another and now the car sports a slightly built 302 with a 4 speed toploader transmission. The motor was built by dad himself with a Comp Cams Xtreme Energy Hydraulic Roller Camshaft, Comp Cams Hydraulic Roller Lifters, Edlebrock Performer RPM Intake Manifold, Holley Street Avenger 670cfm Carburetor, Airflow Research Renegade 20 Degree Street/Strip Aluminum Heads, Comp Cams Ultra Gold Aluminum Rocker Arms, Trick Flow Specialties Chromoly Pushrods and Jegs Performance Ceramic Coated Headers. To stop all of the forward momentum created by the new power plant, dad installed a front disc brake conversion kit.

Unfortunately, dad had just moved out of state a couple of months before his passing, and he never got the car running. He was in the process of having a new garage/shop built on his property. We found the car in an indoor storage facility on his trailer under a car cover in his hometown of Overton, Nevada. Having not seen the car since my dad originally purchased it, I was not aware of all of the modifications.

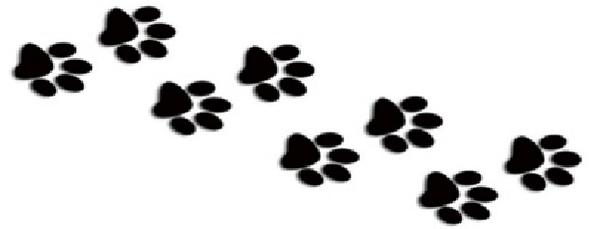
I am currently in the process of completing the car and have gotten about 95% of the mechanicals back in working order so far. Cosmetically, I really just need to finish off the hole in the transmission tunnel that was made for the new shifter and then install the new black carpet kit, kick panels and sill plates that dad had already purchased. After that, it will be up to Shelby to decide what personalization she wants to do. My daughter is a big classic car fan so we decided to give it to her as her inheritance. She plans on cruising it and taking it to local car shows with me and the other cars.

Personally, I think that it looks pretty cool with the steel wheels, dog dish hubcaps, and black hood scoop! In fact, I’ve fallen in love with the car and am glad that Shelby doesn’t have a place to store it... and I just happen to have an extra stall in my garage.”

Special thanks to Georgina Garcia May (CCOA #9623), Larry Quay (CCOA #9460), and Todd Gregory (CCOA #6330), our chapter photographers.

We are working actively with local car shows to add a Mercury Cougar class in 2018. Shows having Cougar classes include St Patrick’s Day Santa Maria, Warbirds Paso Robles, Cabrillo High School Show in Lompoc, Orcutt All Ford Show, and the continuation of North Meets South in Santa Maria, CA!

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



Mercury Cougars, Comets & Cyclones!

Mercury Stray Cats Central CA 2nd Annual Car Show!

Location: Radisson Santa Maria

3455 Airpark Dr 93455

(next to the airport)

805-928-8000

Fri and Sat Rooms are \$124 plus tax -
ask for the "Mercury" rate

Date: Saturday, October 6, 2018

Registration: 8:00am

Show: 10:00am-3:00pm

Entry for show: \$30.00 per vehicle

(includes one Sat BBQ lunch by BBQland and
one Happy Dayz Diner burger combo)

**50th Anniversary
of all 1968 Cougars!**

Fri Oct 5 Dinner meeting at Pepper Garcia's at the airport 6pm (\$20)

Sat Oct 6 Cruise to Happy Dayz Diner 5:45pm (one free burger combo per car registration)

Classes

A1 Cougar (1967-1968)

A2 Cougar GT (67-68)

A3 Cougar GTE / XR7-G

B1 Cougar (1969-1970)

B2 Cougar Conv (69-70)

B3 Eliminator (69-70)

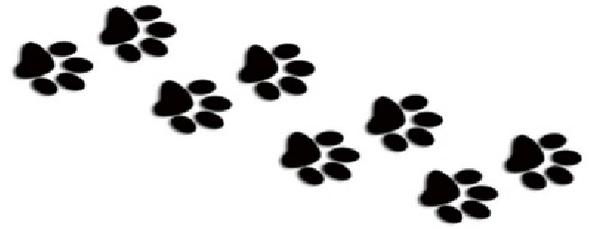
C1 Cougar (1971-1973)

C2 Cougar Conv (71-73)

D Cougar (1975-1997)

E Mercury Comets & Cyclones

F Mercury



Contact info: Rob May 805-757-3262 / email Cougar_man@msn.com

Chapter Director of Mercury Stray Cats Central CA

Registration Form

Name: _____

Email address*: _____

City: _____ Phone: _____

Vehicle Year: _____ Make/Model: _____

Club Affiliation: _____ Class: _____

Mailing Address*: _____

Show Entry: \$30 _____

**Fri Oct 5 Dinner at Pepper Garcia's at the airport 6pm \$20 QTY: _____

**Extra Sat Oct 6 BBQ Lunches (one is included) \$10 QTY: _____

Total: \$ _____

Make payment via check made payable to Rob May, 1113 Arnold Ave, Lompoc, CA 93436.

Paypal is also accepted

Signature: _____

*For confirmation purposes – please provide a mailing and email address

Liability "Claws": By your agreement to participate, you agree to release and discharge the event planners, host of this event, the venue, event sponsors and anyone else connected with the 2018 show from any and all damages, injuries, losses and/or claims from any cause that may be suffered by any entrant to his/her person or property. All participants agree to indemnify all of the foregoing entities, firms, persons and/or bodies from any and all liability occasioned or resulting from the conduct of entrants or participants.

Fri Oct 5 Dinner meeting at Pepper Garcia's at the airport 6pm (\$20)

Sat Oct 6 Cruise to Happy Dayz Diner 5:45pm (one free burger combo per car registration)

Mercury Stray Cats

By Bryan Friend (#9401)



Stray Cats Holiday Brunch
At Lazy Dog Restaurant in Concord, California



A Message From Cascade Cougar Club, Pacific Northwest

By Heather Whitaker (#7477)



PONIES IN THE SUN, YAKIMA, WA, SEPTEMBER 16-17, 2017

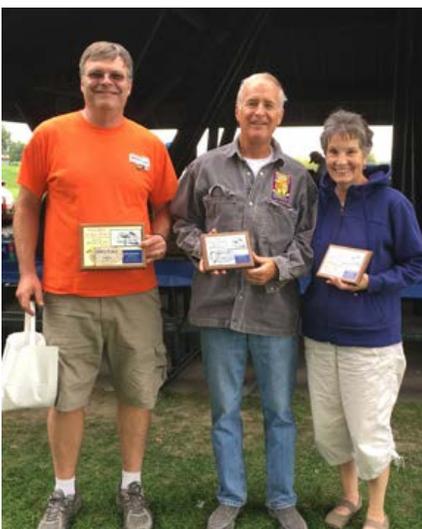
Cascade had a decent representation at this year's show, including a couple of additions to the usual suspects... and most were rewarded for their attendance. Cruising from the coast were Scott Ferguson and me, Jeff and Carol Bingaman, Neal Jacobson, Steve and Sharon Citrone, and Nadine Meyers. In addition, Steve and Zana Goulding, Jim Compton and Mike Warner made the trip from eastern Washington.

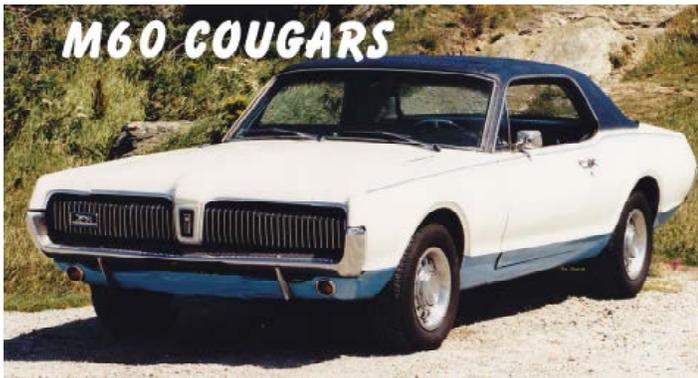
The Saturday Cat-a-van was uneventful except for the forest fire smoke we encountered along the way. As mentioned in my Fordnutz report, we all got together for lunch at Miner's Restaurant in Union Gap before heading to the hotel for check-in. We then headed off to the host club's cruise-in at Major's Drive-in, a short distance away. Sun Country Mustangs has always greeted our Cougar-owners warmly and always has a generous number of raffle prizes, but when all of us began winning, we could feel the hostility starting to mount. The only ones from our group who came away empty-handed were the two Steves (what's in a name?), but the damage was done. I'm not sure we'll be welcome again next year but one can only hope the Mustang guys have short memories. Loaded down with our booty, it was time to head back to El Mirador for our traditional Mexican dinner, then it was off to bed.

The Sunday show appeared to be better attended than in recent years and the temperature was a little cooler. We enjoyed swapping stories under our tents throughout the day but after lunch the wind whipped up and we had to secure things lest the tents attacked the Cats. By the end of the day, the clouds had rolled in and it really got windy but before the rain began, the trophies got awarded and once again, our group cleaned up. Here are your show winners:

- | | |
|-----------------------------|---|
| Ranchero/Bronco: | 1st place Mike Warner |
| Cougar Stock: | 3rd Nadine Meyers 2nd Jim Compton 1st Steve and Zana Goulding |
| Cougar Modified: | 3rd Neal Jacobson 1st Jeff and Carol Bingaman |
| Best of Show Cougar: | Scott Ferguson |
| Long Distance: | Scott Ferguson |

Condolences to Steve and Sharon Citrone who did not win an award, but I'm certain there will be plenty to come as Steve begins work in earnest on his high school pride and joy (the car, of course). And if you look at the pictures and notice some winners holding a bag, well, all class winners get a bag of Washington apples in addition to their trophies. Bonus!





By Barrie Dixon (#0156)

So, what's happening in the land of the Brexiteers? Well, we haven't left the European Union yet. That's not scheduled to happen for another couple of years, but we do have laws that are coming in that have been ratified by the EU. One of those laws does affect us with older Cougars. Beginning in the spring of 2018, any car that was first registered for road use before January 1978 will be exempt from annual road worthiness testing (MOT), except for a few instances. Those cars that have been modified or heavily modified will still need to be taken to the testing station on an annual basis.

How the department responsible defines "modified" is still a bit of a mystery, but from what I can gather from the information I've read is this: if you've changed anything on your car that wasn't a factory option, then your car might be considered as "modified." Personally, I consider the rack and pinion steering and four link suspension on my Cougar as "modernized" as well as the rear disc brakes on my 2018 "bucket list." Let's face it, the motor is stock, the transmission is stock and the frame is just as it left the factory with the exception of rust repair, so my car is fundamentally stock. At least, I believe that to be so. We shall see what happens when my ticket comes due in July!

There has been concern over the rights and wrongs of this new law, but there's nothing stopping anyone who's vehicle becomes exempt from taking their car into the shop and having it checked out with an MOT, if that's what it takes. Like I just said, let's just see what happens.

Another concern is the use of LED lighting. There are so many conflicting rules and regulations regarding lighting that it's a mine field working through it all. From my point of view, there was always a maximum wattage applied to automotive lighting, so it stands to reason that any LED replacement light will never exceed that maximum. I guess what needs to happen is regulations need to be amended to reflect the advantages of LEDs. Am I right? Although I would have to draw the line at LED headlights; give me halogen anytime, despite the ozone killing gases they contain!

You're thinking, what does all that have to do with driving a Cougar in the UK? Well, not a thing, really, except that since my last report I have put quite a few more miles on the clock. I haven't driven my Cat that far, just many short trips into the neighboring towns to visit with friends and relatives, but enough miles to know that the repairs I did to the power steering seem to be holding up and that the new 12" electric fans are working just great. I had a 20" fan in there for more than 20+years, but the much fatter four row radiator I fitted a couple of years back gave me just a quarter-inch between the fan and the pulley. Not the best option to work with! Now I have a good working distance if I ever need to hand turn the motor or whatever. Also, the cooling effect is much greater with two 12" fans than that one 20". For my friends in Europe and Canada, that 1/4" works out at 6mm, 12" is 305mm and 20" close enough to 400mm. To totally confuse everybody, we buy our fuel in liters, but use MPG!

Like most years of late, I haven't driven near the mileage I would have liked, but I have managed to cover much more asphalt than M60 Cougars VP, Steve. His '68 has been parked for the last year or so, mostly for logistical reasons and that's leading to some serious work he needs to do pretty quick to get his Cat ready for the 2018 season. He tells me that he'll do it. Hm! Well! What do you think? Oh, I'm just kidding. I know he'll get his car back up and running again by the spring. Just as I know we'll both have our Cats at Stars and Stripes in July. For those of you unfamiliar with this show, it takes place in the grounds of one of our large Country Houses in Tatton Park on the closest weekend to July 4th. The 4th falls on a Wednesday in 2018, so the show will be June 30th and July 1st. I'll be there on the 1st and when I say "Country Houses" and "Tatton Park," just think "Downton Abbey." No, not the same house, but the same principle. Big house with a lot of land around it.

Oh, no! I just realized that now I promised to be at Tatton. I've got a bunch of cosmetic work I need to get done! Maybe I better get started on my work list and prioritize jobs. Will Steve beat me to the finish line? What do you think?

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

By Heather Whitaker (#7477)



With all the 50th Cougar anniversary events behind us, it was time to check out the local scene and see what other FoMoCo clubs were up to... and there were still plenty of events to keep us entertained until the weather turned against us.

GVMA ROUNDUP, LANGLEY, BC, AUGUST 20TH

It was disappointing that not many of our members came out to support the GVMA at their recent Roundup in Langley. I was hoping that we would reciprocate the support shown by our Mustang brethren at July's Claw-In but, although the numbers weren't there, a Cougar class was created for us and those Fordnutz who came out enjoyed their day and even went home with awards.

Despite Scott working right up to the eleventh hour on my Cougar's myriad problems, we were unable to finish everything in time for me to participate, but I rode shotgun with Scott in his G and enjoyed the day along with everyone else. Joining us in the designated Cougar section were Gordon Carter with his modified '67 and Randi Thomson and son, Dawson, with his stock '68 GT. Elsewhere on the show field were Malcolm McMillan with his all-original orange '65 Mustang convertible as well as Jason Wiseman with his modified '67 Mustang Shelby replica. Awards ran a little long, not helped by having the generator run out of gas part way through, and there were a few hiccups (my Cougar was announced as a second-place winner even though it still sat in pieces at home; dash card mix-up), but in the end, we had four proud winners:

'64½ - '65 Mustang Stock Convertible
1st place Malcolm McMillan

Non-Mustang Ford
2nd place Scott Ferguson
3rd place Gordon Carter

Best of Show, Modified Mustang
Jason Wiseman



HARRISON HOT SPRINGS LAKESIDE CAR SHOW, HARRISON HOT SPRINGS, BC, AUGUST 26TH

It was Scott's and my first time attending this show and what a spectacular venue it is. Over a hundred classic cars of every possible stripe were parked on prime, grassy real estate immediately adjacent to the inviting waters of Harrison Lake. There were hot rods, hundred-year-old vintage Fords, '40s models from the Big Three, easily recognizable classics from the '50s and, of course, plenty of '60s muscle cars. The weather was perfect for a car show and, being a popular tourist destination, there was no shortage of pubs and eateries literally within a stone's throw of the cars. We saw many familiar faces as we walked around, including fellow Fordnutz members Dean and Liane Henschke, who brought their '65 Mustang. We even picked up one new "old" member along the way, Ted Eymundson. Ted was one of the core members of the old West Coast Cougar Club from the '80s and now lives in the Kelowna area. He just happened to be vacationing at the Lake when he discovered Scott's G in the hotel parking garage and decided to search us out. Once the boys got together and began talking cars, Ted opened his wallet and signed up.

Voting was done by the organizing committee so we were free to simply sit, chat and enjoy the scenery. Speaking of "free"... registration for this show was free, but it ended up costing us over \$400 for the experience. Let me explain. First, anyone who knows Scott knows that he's definitely not a morning person, so rather than having him drive the 70-odd miles with his eyes

closed, we decided to make the trip on Friday (\$200 for the overnight hotel stay). Approaching the Cougar on Saturday morning, we could smell the distinct odour of gas and discovered a fuel leak coming from the G's engine compartment. Further investigation proved the leak wasn't hitting anything that would get too hot, so we drove over to the show site to enjoy the day. However, at day's end, we chose to take the safest route home - flat deck by Mission Towing. It proved to be a good choice, too, as not far from the show site, traffic came to a screeching halt due to a fatal accident and there we sat for around two hours until it was cleared. By the time we arrived home it was after 8:30 p.m. and we were another \$150 poorer. Toss in a few extra bucks for food and incidentals and voila, free equalled \$400 on this particular day. (It was a great show, though!) Incidentally, the G's problem turned out to be an easy fix so there was little down time and minor expense.



**CF FCC PICNIC IN THE PARK, LANGLEY, BC,
SEPTEMBER 4, 2017**

Thank goodness for tall trees and the generosity of an unknown someone who put up two canopies near our cars, because Labour Day was a real scorcher. But the heat didn't deter show participants as 168 classic vehicles of every description were on hand to enjoy the day. Fordnutz was represented by a small contingent: Tom Wood with his '64 Comet Cyclone, Terry Robertson with his '40 Ford Pickup, Scott Ferguson with his '68 XR7-G and even me with my '69 XR-7 convertible. (This was Coug's first outing after being "in hospital" since July 3rd.) Due to the weather, most of us spent the day out of the sun just relaxing and swapping stories... and kudos to show organizers who had awards ready to go at 2pm so everyone could get out of the heat. The number of classes was few so there was plenty of competition in each but at the end of the day, Scott took 3rd place in his class and Terry took 2nd in his. In addition, when tickets were drawn for raffle prizes, Scott really cleaned up with several of his numbers drawn. Among his prizes were two t-shirts, four hats, four beer glasses, six coffee mugs, two \$100 auto-related gift certificates and a 40-ounce bottle of Chivas Regal. Scott doesn't drink, but I know we'll have friends coming out of the woodwork to take care of it for him. Tom was the big winner, though. He walked away with two big boxes containing a Bosch router combo kit PLUS he won the 50/50 draw, pocketing \$257. Quite a successful day, I'd say.

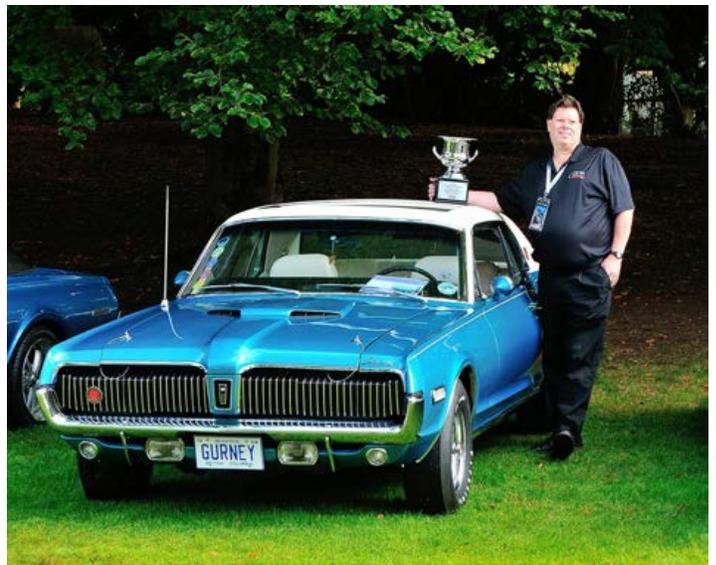
**LUXURY & SUPERCAR WEEKEND, CANADIAN CONCOURS
D'ELEGANCE, VANDUSEN BOTANICAL GARDEN, VANCOUVER,
BC, SEPTEMBER 8-10, 2017**

Quite a mouthful, eh? Seven Fordnutz rubbed elbows with the "upper crust" on this particular weekend, keeping company with such vehicles as Rolls-Royce, Aston Martin, Porsche, Lamborghini, Ferrari and others (but truth be told, I prefer our old '60s muscle cars). Representing our club were Bill Smith's white '68 XR-7, Scott Ferguson's blue '68 XR7-G, Fil Spasojevic's blue '67 standard, Terry Robertson's red '67 standard, Robert Nowland's purple '69 RML XR-7, and my yellow '69 XR-7 convertible. A short distance from the Cougars was the Camaro/Firebird section where Joan Ronalds' beautiful green classic Camaro sat in fine company adjacent to Cadillacs and one beautiful Studebaker Avante. Although our status was perhaps not as elevated as some of the participants, we had a good time and enjoyed such perks as free lunch, wine, beer and other beverages, but the real fun was people-watching.

The venue was absolutely gorgeous (even though it poured rain all day Saturday), with cars parked on perfectly manicured lawns among plenty of giant trees. There were dozens of large tents set up for representatives of the luxury auto makers, each with a ground cover, white leather couches and a bar. There was also a special V.I.P. section that featured several food vendors and again, free booze; everything from imported beers to Remy Martin cognac and champagne – quite a departure from our usual car show fare.



We all opted to have our cars judged and I was quite surprised that the process was painless. Our pair of judges was very polite and seemed quite knowledgeable and genuinely interested in each of our vehicles. After wandering through the show field we returned to our cars to find that Bill Smith, Joan Ronalds and I were all recipients



of Shaughnessy Awards and Scott had a big rosette on his windshield indicating that he had won Best of Class. As the show drew to a close on Sunday afternoon, we moved to the covered seating in the fashion show area to await the actual awards ceremony, where each of the class winners was awarded a big trophy. Scott said it looked like a smaller version of the Stanley Cup so you know he was pretty excited about that.

In retrospect, I think I can safely say we all enjoyed the Concours experience despite the fact there was a dress code and we had to abandon our comfortable jeans and t-shirts. Would we participate again? I don't know, but it was a rare experience and one to reflect on for some time to come.

PONIES IN THE SUN, YAKIMA, WA, SEPTEMBER 16-17, 2017

Fordnutz had few attendees at this year's show, albeit mostly from Washington. Making the trip in enclosed trailer comfort on Saturday were Scott Ferguson's '68 XR7-G, Jeff Bingaman's '70 standard and Steve Goulding's '69 XR-7 convertible. Then there were the drivers: Neal Jacobson's '70 XR-7 and Jim Compton's '69 XR-7 convertible. On Sunday, Mike Warner drove his '74 Bronco over from Spokane, arriving at our hotel just in time to join us for a free breakfast.

The Saturday west coast Cat-a-van arrived for lunch at Miner's in Union Gap, and most of us remembered the portion sizes, wisely sharing our meals. After lunch, some of the gang hit Cabela's nearby while Scott and I cruised through the adjacent mall.

After checking into our hotel rooms, we were off to the host club's cruise-in at Major's Drive-in a short distance away. As always, this was a very casual affair, where our Cougars could mingle with plenty of Mustangs and everyone could simply relax and schmooze for an hour or two. Our hosts, Sun Country Mustangs, also gave a free raffle ticket to each person on site and I have to say, our group made out like bandits. The big winners were Jeff Bingaman who won a set of Mustang-logo glasses and Zana Goulding a membership to AAA. Other winners who scored an assortment of goodies were Neal Jacobson, Scott Ferguson, Jim Compton and me. As dusk approached, it was time to head back to El Mirador for our traditional Mexican dinner, where once again, with portions large enough to choke a horse, most of us either shared or ordered appetizers. Then it was off to bed in preparation for an early Sunday start.

It was good to see that the show at Sarg Hubbard Park appeared to be better attended than in years past and for once, it was not blistering hot. The raffle draw (Zana won a rolling shop stool) and trophy presentation began around 2:30 and wound up just as the rain began to fall.

Here are your show winners:

- Ranchero/Bronco:** 1st place Mike Warner
- Cougar Stock:** 3rd Nadine Meyers
2nd Jim Compton
1st Steve and Zana Goulding
- Cougar Modified:** 3rd Neal Jacobson
1st Jeff and Carol Bingaman
- Best of Show Cougar:** Scott Ferguson
- Long Distance:** Scott Ferguson





Muscle Mutts and Meows, Santa Maria, CA Car Show

By Rob May (#9623)

Mercury Stray Cats Central CA Chapter Director

Photos by Larry Quay (#9460), Todd Gregory (#6330),
Ted Taylor, and Georgina Garcia May (#9623).



Mercury Stray Cats Central California hosted their first car show called Muscle Mutts and Meows in Santa Maria, CA on Saturday, October 7th. This 50th Anniversary of the Mercury Cougar event set a Central CA record with 25 Mercury Cougars (1967-1997) in attendance plus three classic Mercurys. (Often our local shows only have the typical one or two Cats). Nine classes of Cougars were available plus a Mercury class.

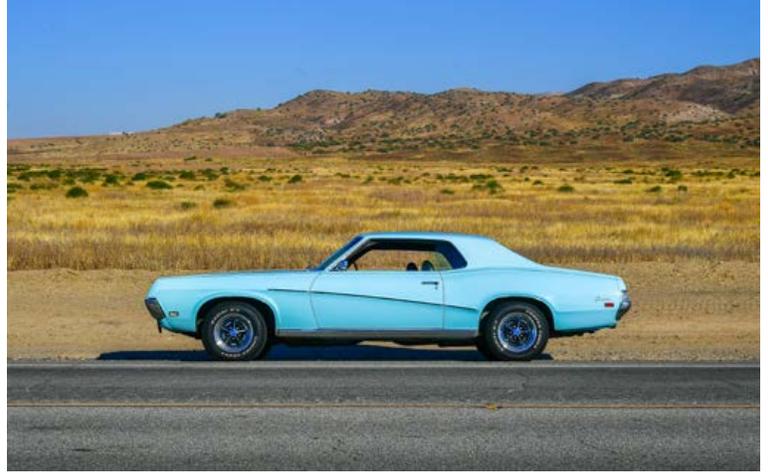
Two sets of caravans made their way to Santa Maria on Friday. Rob and Steve Crowder's Mercury Stray Cats and Mike Brown's Southern California Cougar Club SCCC helped make this show a true North meets South California Cougar special event! Thanks to Mike Brown (CCOA# 6669), Rob and Georgina May joined the Mercury Stray Cats in Morro Bay, CA for a seafood lunch, then they led the parade to Santa Maria.

Friday night the Cats roared with a quick mini cruise to the Happy Dayz Diner on Main Street, Santa Maria. The classic drive-in provided the perfect setting for vintage style photos. Every parking space was filled by a Cougar!

The weather was pleasant and perfect for Cats to get out and stretch in the sun on Saturday. There was no excuse for not bringing out your favorite Cat! California Cougar owners from across the state arrived to share their Mercury stories. Cats rode on radial, bias-ply, thin white wall, raised white letters, black wall, and racing tires to make the trek. Long distance award went to Michael Christiansen (350 miles)!

Project cars: Rob May asked for project cars and we all welcomed them as family. Mike Sanders trailered his 1968 GT-E rolling shell 315 miles and earned 1st place in his GT-E/





XR7-G class! Rick Miller trailered his Cat project, picking up 1st place best Mercury Stray Cats Central CA project car (as well as a 2nd in the Eliminator class)! Speaking of trailering, Craig Rayburn trailered his Eliminator to a 1st place award to go see the races at Santa Maria Speedway afterwards.

Eight Southern California Cougar Club cars drove up for the MMM show.

Six Cougars caravanned from Mercury Stray Cats up north.

11 local Cats from Mercury Stray Cats Central CA participated.

Also on display were three Mercurys, including a 1956 Canadian made Lucerne, a 1957 Convertible, and a 1966 Cyclone.

This show had a full range of classic Cougar models. Standard hardtops, XR7, GT, GT-E, convertibles, and more, were all among the full complement of cars displaying their factory best. Every range of original color options were on-hand along with custom hues. From Ted Taylor's white 1968 to Phil Glessner's black 1968 a full spectrum was in view. Eric Braverman brought his 1970 convertible to show off his parking skills. Dennis Baltimore and Rob May caused double vision with their pair of 1969 Standard hardtop Light Aqua Cougars. Todd Gregory (#6330) from Goleta drove early Saturday to make the show with his awesome Burnt Orange with white interior 1969 XR-7.

Projects, daily drivers, restored, original preservations, and modified from minor personal touches to full resto-mods added an additional variety. The day was an enjoyable trip back in time as everyone in attendance had a good look at what was



available for Mercury Cougar enthusiasts. Several cars had their Marti reports on display listing all the rare options. The majority of the Cougars at the show were built between 1967 and 1973. Rob May's 1997 30th Anniversary and Jeremy Daniel's 1996 capped the three decades of the Mercury Cougars at this outstanding show.

Trophies were Light Agua in reference to the Chapter Director's Cat. Trophy and show sponsors included the Southern California Cougar Club (SCCC) and Mercury Stray Cats (both the main branch up North and Central CA chapters). Extra special thanks to Melissa Shereda for the four unique trophies from her car show.

Photos by Larry Quay (#9460), Todd Gregory (#6330), Ted Taylor, and Georgina Garcia May (#9623).

All 1967-1997 Mercury Cougars are invited to join us Saturday, October 6th, 2018 at the Radisson Santa Maria, CA airport for Mercury Cougars, Comets, and Cyclones! While hundreds of hours are required to put on this show, we look forward to hosting each year.





WINNERS

| Class | 1 | 2 | 2 | 2 | 3 | 3 | 3 |
|-----------------------|-----------------------------------|--|----------------|----------|---------------------------|------------|--------------|
| E1 67/68 | Ted Taylor | Jim Glessner | Derek Brooks | Tim Baal | Doug Pool | Stan Owens | James Curtis |
| E2 67/68 GT | Rob Mathes | | | | | | |
| E3 68 GT-E | Mike Sanders | Gary Woodward | | | | | |
| F1 69/70 | Todd Gregory | Dennis Baltimore | | | Rob May (display only) | | |
| F2 69/70 Conv | Mike Christiansen | Steve Crowder | Eric Braverman | | Dave Walsworth | Mike Brown | |
| F3 Eliminator | Craig Rayburn | Rick Miller | | | | | |
| G2 71-73 Conv | Michael Jackson | Emmett Ember | | | | | |
| H 74-97 | Jeremy Daniel | Rob May | | | | | |
| Chapter Award | Mercury Stray Cats, Central CA | 1st Car Show hosted by our chapter! 25 Mercury Cougars! | | | | | |
| Bad Ass | Mike Brown | Special Thanks for the North meets South idea in Santa Maria, CA | | | | | |
| Long Distance | Mike Christiansen | 350 miles! | | | | | |
| Central CA Project | Rick Miller | 1969 Eliminator | | | | | |



Mid America Classic Cougars

By Charlie Brown



We have all recovered from the summer heat and now we are getting back into the swing of fall car shows. We have had cool temperatures in the mornings and our Cougars just love that nice cool air. The club attended the Mounds Car Show with members bringing five beautiful Cougars out for the show and then we spent the day talking to anyone and everyone that had or has a Cougar. Juston Woods took Top 3 in class at the Mounds Car Show. Juston just completed his stunning paint job and it looked great on a bright sunny day in October. Bill Evanoff took home the Best Restoration in Progress trophy. The club also attended the Claremore Lake Car Show in late September with three Cougars making the trip on this beautiful crisp sunny day at the lake.



MACC has added a few more members in the last few months, but we also lost a great friend and Cougar owner Keith Vermillion. Keith loved his family and he loved his Cougar. He always had a grin on his face and was a great part of our family. Keith fought valiantly for 3+ years to beat his cancer. Keith will be missed. Several Cougar owners made the trip from across the state to give a last tribute to Keith at his funeral. We have a great MACC family and they will support you any way they can.



Now, on to 2018. We are working on coordinating a 2018 MACC Classic Car Show in Tulsa for September 2018. The first couple of options did not work out, but we are not out of options. The best option on the table is to hold it at the Admiral Twin Drive-In with plenty of space for cars and concessions. It will be an outside show and typically late September does not have crazy rain like we saw in April. More to come on that. In January, MACC will be attending The Cars for Charities Rod & Customer Car Show in Wichita, KS, with at least seven Cougars and then in February, MACC will have their own section at the Darryl Starbird Rod & Custom Car Show right here in Tulsa and our goal is to win the club award. Both of these shows bring in several hundred participants. We have some great cars and we want to show them off and meet other Cougar owners around the area.

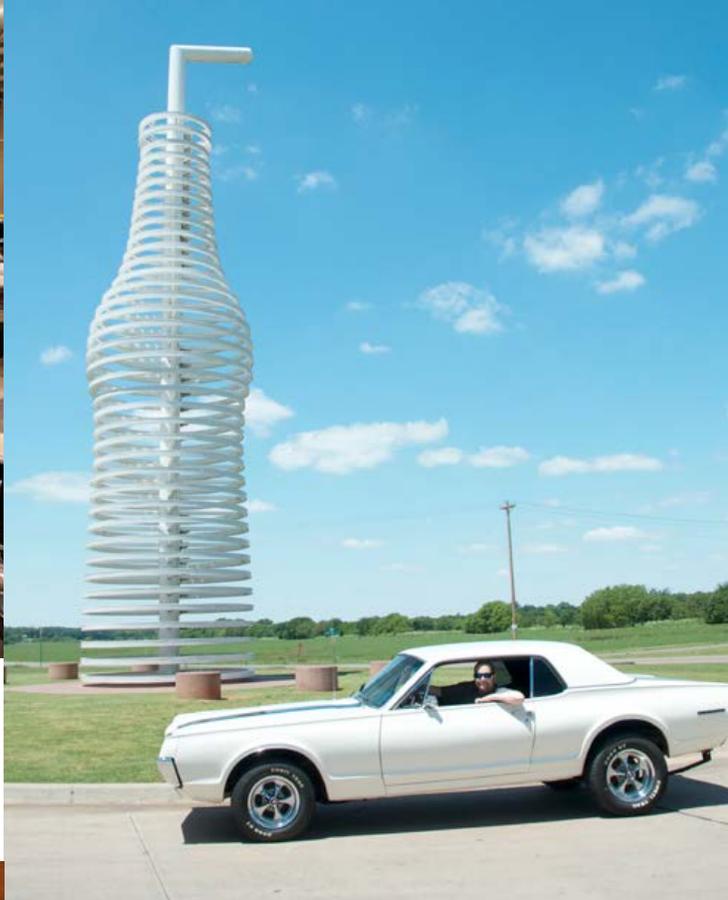


Don't forget to check out www.midamericaclassiccougars.com for that great MACC gear.





Keith at the MACC Car Show celebrating the 50th Anniversary of the Mercury Cougar



At Pop's in Arcadia, OK for a MACC event last summer. Yes, that's Keith in his Cougar

KEITH VERMILLION



Vermillion family "Cruisin' for a Cure" taken at his parents' home (Amanda, Emily, and Keith)



Keith, Amanda and Emily



Vermillion family in Cordell (left to right: Keith, Amanda, Lynda, Emily, Dennis and Aaron
Amanda is Keith's wife. Lynda is his mother. Dennis is his dad. Aaron is his brother.
Emily is Amanda and Keith's daughter.



Barry Lee Margolis

By Nancy and Phil Elder (#7151)

Barry Lee Margolis was the oldest of three brothers originally from Washington, D.C. The family then moved to Silver Springs, Maryland. Following his attendance at the University of Maryland, his work career consisted of service in the Army - he'd told my husband Phil and I of the opportunity to be among the first to use satellite phones when they'd first been invented. He worked as a firefighter in Maryland, but decided to escape the winter cold so he moved to Ft. Lauderdale, Florida. It was there that he entered the Ft. Lauderdale Police Academy and ultimately joined the FLPD. After several years as a motorcycle cop, he joined the Vice Squad and specialized in undercover street narcotics and prostitution. Barry was also a Federal Marshal.



It was in the late '90s that Barry found the love of his life. Actually, his mother Penny did. Penny was friends with Carol Tulgan's mother. The two ladies had chatted about their

"available" adult children and decided they needed to meet. And they did, at a Christmas party in 1998. The rest was history. Barry moved into Carol's home in Boca Raton where they spent 18 years together.

Barry discovered the joys of Cougar ownership in the late '90s. "Blue Thunder", as she was called, was the first of three Cougars he would own. The 1970 Comp Blue convertible was "dressed as" a convertible Eliminator, and the first of two "never existed" Cougars that he would own over the decades. He was one of the founding members of the Sunshine State Cougar Club, our statewide local club. He was very active, going to as many shows and events as his job would allow. He missed one big show - I think it was one of our Daytona Spring Shows - to study for an exam for his final promotion at the FLPD.

In 2002, after twenty-two years at the FLPD, Barry retired. The word got around our Cougar club, and the SSCC threw him a retirement party. The biggest coup was managing to surprise a professional detective!

Barry was then free to concentrate fully on enjoying his retirement... and his Cougar. One thing about our Cougar club, it has been the source of many lifelong friendships and



it was where Barry met Cecil Weippert and Sonny Dolezel. The three retirees, having time, health and finances, decided to head out on their own as The Florida Old Guys on adventurous road trips. It was on the 2003 Hot Rod Power Tour that they met "Packard Bill" Strall of Englewood, sporting his patinaed 1949 Packard. When the boys would arrive at a hotel at the end of a day of driving and carefully clean up their rides, Packard Bill would enjoy watching, allowing the lovebugs and road rash to deepen the patina of his classic.

In 2005 Barry decided to come up with a website exclusively covering Florida shows, creating FlaCarShows.com. I ended up working on numerous show logos and artwork for him when he would come up with a promotion to propel the website. When it came to compensating me for my design work, I told Barry his money was no good with me, but I that I would take payment in margaritas. I loved the opportunity to have free reign with fonts, colors and designs. He began with local



advertising but as the site gained in popularity and viewership, national advertising was added to the venue. Eventually he sold the website to a fellow Florida car person, Tara Bush.

It was around 2007 that Barry purchased another unique Cougar - a huge, black 1977 Cougar Brougham Wagon. Or "bro-ham" as he and Sonny called them. Sonny purchased a white 1977 Cougar Brougham. The wagons were driven on the 2008 Hot Rod Power Tour. And until researching this article, I had no idea that Barry had won the 2008 "Best Cougar, 1974-1982 (ALL)" with his wagon, as well as "Celebrity Pick," chosen by Jim Karamanis of the Delmarva Cougar Club. Sonny won second place with his white wagon.

I've been told there was an audio recording from a racetrack where Barry and Sonny decided to "race" their wagons. The announcer suggested people go out for lunch, maybe even hit the restroom, while the boys were racing, as it would take that long for the behemoths to reach the far end of the track.

At one point Barry maintained a website devoted to the Cougar wagon, produced only in 1977 and 1982. I cannot now locate that web address. Barry ended up donating his black wagon to a group that taught young people how to restore and work on vehicles.

October 2008 brought two things: The Redhead, Barry's 1968 (or was it a '67, it had no marker lights?) Cougar convertible. No, there WERE no '68 convertibles, so it was his second not-real Cougar. Barry bought it like that from the previous owner, who had a standard that he'd had the top removed from, and a Mustang convertible top welded onto the bottom half of the Cougar body. He got a laugh out of every person at a show who came up to him saying "I had one of those back in the day."

The second thing was the first of his major health issues. Barry felt like he was having digestive problems, so Carol took him to get checked out. It resulted in a quadruple bypass. He had a "widow-maker." It was frightening to think of our friend having been so close to death. One day a couple weeks later the phone rang and the caller ID said "Carol." I picked it up, expecting Carol to give us an update, only to hear a very familiar voice repeating the Mark Twain quote, "The reports of my death have been greatly exaggerated." I burst into tears and handed the phone to Phil so he could talk. Barry was told by his cardiologist to talk no more than five minutes to keep the strain on his heart down.

Barry recovered, well enough that he was in attendance along with Sonny and Cecil at the Silver Springs All-Ford show that next January. Life returned to normal. The Old Guys were on the road again...the biggest trip of all: Route 66; Cecil with his 1964 1/2 Mustang convertible, Sonny in his 1966 Mercury truck, Packard Bill with his 1949 Packard, and Barry in The Redhead. As a retired cop, Barry pulled some strings in Chicago. When the boys got there for the start of the trip, the Chicago cops, ON Monday AT rush hour, completely stopped traffic to allow the Florida Old Guys to begin their trip west on Route 66 with NO local traffic! Over the years The Florida Old Guys traveled over 130,000 miles together in their classics.

Over the next several years we got to spend time with Barry at various events, shows and trips. It wasn't until his 2014 FlaCarShows.com Cruise Across Florida event that the next health issue cropped up. He was announcing over the hotel intercom to the parking lot jammed with cars and people, when I realized something didn't sound right with his voice. I asked Carol if he had a cold. She said he had an appointment to see an oncologist. Two days later we found out it was Stage III lung cancer. Between radiation and chemo, he worked on the website and some design work for upcoming shows. We drove to Ocala for a drive-in car show the Old Guys were attending so that I could take photos of the four of them for Barry's absolutely insane concept of a Christmas gift for the boys... putting their heads on Mount Rushmore and turning that into a canvas art piece that Barry asked me to Photoshop for him. It wasn't easy, but I managed. Barry was totally bald from chemo, but I Photoshopped on some hair and the project was a hit.



Barry recovered from the chemo and radiation and was Okay for a couple years, until the cancer returned in October 2016. It was discovered when Barry, who'd met the other guys at Cecil's in central Florida, left to pick up some oil for their road trip. He didn't return to Cecil's, so they called Carol to give her a heads up in case he showed up there. He did. Barry drove all the way back to Boca. Upon examination it was determined that the cancer had

metastasized to his brain. Surgery and treatment managed to restore Barry's health to a point, and he resumed attending car shows and events, albeit at a slower pace. His final Cougar journey was to Florida's Panhandle, to the Emerald Coast Cruise in November of 2017. But upon arrival his driving became erratic, so much so that Sonny and Cecil maneuvered their cars to "bookend" Barry's Cougar so that he had to come to a stop. His sense of direction was now gone. Sonny and Cecil drove Barry home to Boca Raton. On November 11th Barry was admitted to the ICU Neuro Center. He passed away on November 28th.

On Sunday, December 3, the love of Barry's life, Carol, held a 'shiva' at her home. Parked up and down the street was a combination of modern cars with classics. Their home was filled with cops, car people and friends who loved both of them and wanted to celebrate Barry's life and memory. Stories were shared, laughs were as common as hugs and tears. A table was set up in



the den with equal emphasis on Barry's beloved Washington Redskins, his former profession as a policeman and his car life. At one point, an honor guard of FLPD officers entered and presented Carol with a folded American flag in a short ceremony. Charlee, their King Charles Cavalier, came out from under the dining room table (where she had spent the previous four hours) to sit at Carol's feet when Carol accepted the flag.

Carol would like me to thank everyone for the unending support shown by all Barry's friends. "Barry's was a life well-lived! He was a gift to all his different communities, his friends, family and those who loved him. Barry loved without clutching, he was honorable, truthful, patient and giving. I was blessed to have him in my life and I am blessed to call his friends 'my friends.'"





Maurice Stratton Passed Away at 94 Years Old

I wish to take this opportunity to report that Stray Cats member Maurice Stratton, owner of a 1973 goldenrod Cougar, passed away early November 2017 at the age of 94. He hailed from Tacoma, WA, where he worked in the shipyards before joining the Marines to spend the last year of WWII as plane captain on an island in the Pacific. After the war, he worked as maintenance carpenter at an explosives plant and then for a school district in Tacoma. After retiring, he bought the Cougar from the original owner, a Tacoma resident who bought it from a Tacoma dealer. He and the Cougar moved to Port Angeles for a time, then came here to San Leandro. Earlier this year, after it was accepted into their permanent collection, Maurice donated his Cougar to America's Car Museum in Tacoma, WA.

Thanks to all the friendly and inclusive Stray Cats members who shared their cars and stories - and even a couple of trophies - with my dad and me.

Pat Stratton
206 Lorraine Blvd.
San Leandro, CA 94577



Looking Back on Time Spent with Alan Easley in 2017, CCOA #9509

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

The holiday season is a joyous and festive time for many people, but for some, it is a tough time. This holiday season was rougher than anticipated with the passing of Alan Easley. It hit a little too close to home, not physically as Alan resided in Texas and my home is in California, but I certainly felt a significant loss. Alan was the current President of the Lone Star Cougar Club, Webmaster, and Head Hand Raiser, and was an amazing friend to have. There was never a time that Alan was not willing to jump in and lend an ear or a hand whenever needed.

January 21st, 2017



Earlier in 2017 we kicked off the 50th Anniversary Celebration Arizona at an annual party hosted by the Arizona Cougar Club, and most recently at the home of Scott and Tammy Taylor (CCOA #4282). Scott and Tammy have hosted a party for the past several years on the Saturday night of the Phoenix Barrett Jackson week. Alan was one of the crazy people, like me, who flew into Scottsdale for the day. There was a group of us that did that based on the wild idea of Gary Woodward (CCOA #8813). We all had a great day and it seemed so trivial that so many friends had dropped everything to spend the day together enjoying each other's company and our hobby.

April 20th - April 22nd, 2017

The Tulsa Event was the first official CCOA 50th Anniversary Event. Randy Christian (CCOA #9216), President of the Mid America Cougar Club and his event committee did an absolutely fantastic job scheduling the events, venue selection, and providing one of the most unique and memorable events I have attended. Everyone was instantly welcomed like a family member brought together for a reunion. Seeing Alan and the caravan from Texas all roll in was amazing. It was such a wonderful event, mixing with old friends and making new ones. Alan was instrumental in coordinating the Tulsa event, from assisting with the CCOA judging seminar hosted in Texas months before, to personally making calls and sending out emails gathering excitement. Alan, with his event volunteers from Texas, attended several meetings and calls to help co-sponsor the event with his neighboring club to the north. When working the CCOA table, Alan came over to check on us a few times and had invited Joe and me to join the Lone Star club members for lunch. Not being able to slip away, Alan had offered to bring back lunch for Joe and me. Bringing back the lunches for us was great, but the

selfless part was that he would not accept any payment from either Joe nor myself. That was just the kind of guy Alan was, thinking of others before himself and being such a caring and giving person. There are countless people that Alan had helped in that event, from giving his friendship and time, to also his expertise physically pitching in and working on many of the cars of the people he knew to get them ready to attend the event.

June 9th – June 12th, 2017

The Dearborn Event officially started on June 9th. There were several of us that arrived a day or two prior to that date. Hundreds of Cougar enthusiasts from around the world had plans to travel to this event of a lifetime. With the success of the Tulsa event, several organizers had decided to pay it forward and to help volunteer at the Dearborn event. In fact, they did so out of the kindness of their hearts and love for the hobby. Randy Christian (CCOA #9216), Charlie Brown (CCOA #9486) and Dwight Griffis (CCOA #9430) all decided to road trip it from Tulsa, Oklahoma, and Dwain Barker (CCOA #8981) and Alan traveled together via airplane from Dallas Texas to Dear-born.



The event was incredible, with a record number of Cougars and enthusiasts. After the event was over, we moved into cleanup mode. Alan and Dwain were kind enough not only to volunteer at the event, but also assist with cleanup, loading their rental truck with all of the trash and remaining merchandise to bring back to the hotel. When we met back at the hotel to unload the merchandise, we were surprised to find that we were missing a



box of presold t-shirts. Tired, hot and sweaty, I hopped into the truck with Alan and Dwain to go back to Ford World Head-quarters and dumpster dive, looking for the lost box of merchandise. This is one of the behind the scenes actions at events that people never hear about. Luckily, the box we were seeking was found near the top and no one had to physically get into the dumpster. Alan, Dwain and all of the other volunteers attending the event at Ford World Headquarters made the event as memorable as it was for so many people.

In the time I knew Alan, I can tell you I learned he was crazy in love with his wife, Gail, valued friendship and family relationships, and was a very kind and giving person. Alan was a friend so many people were lucky to have. I miss him, as do so many of us that were touched by Alan Easley.



C.O.U.G.A.R. in the USA

By Rob May (#9623) and Dan and Paula Sugg (#9891)

John Cougar Mellencamp's "R.O.C.K. in the USA" originated in 1985. That is also the year Dan and Paula Sugg bought their initial 1985 Mercury Cougar right off the dealer lot; their first new car purchase. Both are originally from Evansville, IN and they have two grown sons, Daniel, Jr. (DJ) and Caleb. Now they are on their second 1985 Cougar.

Dan caught Cougar fever in 1984 with the recently introduced aero body style. Newly married to a frugal spouse and having access to reliable transportation, he hesitated to bring up the topic but found ways to make mention of the sleek body style and road handling capability of the aerodynamic sedan. Secretly, Paula was fighting off her own case of Cougar fever and her resistance dropped noticeably that fall after a test drive. Encouraged by her younger sister to at least drive a new Cougar, Paula quickly developed a full-blown case of 'gotta have a Cougar' but managed to keep the symptoms under control until the winter weather broke.

By spring of 1985, it was clear the only cure was to purchase a Cougar. When a friend working at a nearby Ford dealership

called to offer another test drive, Dan and Paula were hopelessly under the spell of the body design. It was an exciting test drive followed by prolonged negotiations but that day a Monte Carlo stayed in Princeton, IN and the Midnight Regatta Blue Cougar LS came home to Evansville.

That Cougar served Dan and Paula well, but as the children arrived, it was clear the coupe was not a family car. Therefore, their first Cat was traded in for a sedan. Sadly, within weeks, it was featured on the local news after encountering a tree that seemed to have jumped into the middle of a rural road one night. Other cars came and went from the Sugg household, however, the 1985 Cougar was never completely forgotten.

One day at work in 2006, a colleague asked Paula, "If you could buy one thing just for fun, what would it be?" The immediate answer was another 1985 Mercury Cougar! After almost two decades, it was a sudden relapse of Cougar fever and they knew the cure! That night, Paula searched the internet and found a 1985 Cougar LS with a 3.8-litre V-6 engine, electronic fuel injection (EFI), and fourth-generation Electronic Engine Controls (EEC-IV) Transmission (three-speed Select-Shift automatic

transmission with locking torque converter). This Cat was built in Atlanta, GA. Dan was excited too. After a quick test drive, money exchange hands, and this 1985 Cat with only 21,000 miles showing on the odometer was on her way to Indiana! Dan and Paula were reliving newlywed car ownership. Purchased to be a daily driver, Dan soon began taking this Cougar to local car shows (weekend grocery store trips quickly became a thing of the past).

Paula is a big fan of stock vehicles for ease of maintenance as well as honoring original automotive design; Dan is on-board with keeping the Cougar stock as well. Local car enthusiast and automotive technology teacher Carl Hall of Newburgh, IN completes regular maintenance and repair tasks. The first order of business was to upgrade the air conditioning system to use modern coolant and replace worn belts and hoses. Regular upkeep and maintenance tasks follow Ford recommendations.

Some couples take a cruise to celebrate their 25th anniversary. In 2008, Dan and Paula arranged a full body restoration for the Mercury in celebration of their silver anniversary! Previous repaint efforts were of less than stellar quality, so keeping the car in show condition was challenging. After interviewing several local body shops about repainting, it was a conversation with Ted Brown (Ted Brown's Quality Paint & Body, Newburgh, IN) that convinced Paula he was the man for the job. Ted moved the conversation from repainting to body restoration and she was hooked. Paula wanted showroom level restoration.

Ted's team stripped the Cougar to bare metal, reporting no sign of Bondo or other body repairs; very unusual for a car of that age. Window trim cleaned and restored, bumpers painted as originally designed, and red pin striping placed based on original factory specifications all accompanied the painting.

Over time, the interior headliner loosened and drooped, so in 2010 it was replaced by Vessel Trim of Evansville, IN. The shop had in stock the last bit of Canyon Red yardage which matched the interior. Scraps later provided just enough to recover the visors - work completed by Ace Fabricators (Fairfield, IL) in 2012. The leather steering wheel was recovered in 2010 and the door armrests replaced by donor car pieces tracked down by various on-line forum members.

Dan located Gonzo Productions in Westland, MI which offered replacement insulation liners manufactured from heat proof

material used in the airline industry. The team had a readymade template for the Cougar's hood. Dan custom ordered the Cougar head with the car's model and year details. Strategically placed small spotlights showcase the emblem at night during car shows. Sadly, Gonzo Productions ceased business following the proprietor's death.

Although originally intended as a spare daily driver, following the paint restoration, their 1985 Cougar became a show car. No more trips to Wal-Mart or the grocery store, and the occasional drive to Paula's office leaves Dan as nervous as a cat on a hot tin roof!

The 1985 Cougar is made for the highway and handles curves well. With standard passenger suspension/shocks and good tires, steering is quick and easy, offering a fine level of control. Despite her long nose, their Cougar can cut short and sneak into today's parking spaces with grace. She gives her sibling car, a 2011 Ford Fusion, a run for the money in managing tight spaces and parking ease.

Smooth acceleration provides pleasing fuel performance while utilizing cruise control for long distance driving enables even better gas mileage (generally about 17 mpg in the city and up to 22 mpg on the highway). The retrofitted air conditioning system keeps passengers happy in a climate controlled environment and electric seats provide adjustment ranges that allow both driver and passenger to settle in with custom settings for each front seat.

Electric seat and window control switches are located in the console between the bucket seats. Pop-up slots for the cassette tapes, although now empty, fill the back half of the console and a generous armrest folds down to offer shared driver and passenger comfort. Factory equipped with a cassette and AM/FM radio, one of Cougar's few nods to the current age is that she sports a CD player (although her original equipment is safely tucked away). The 1985 speakers are fully functional and blast current digital tunes with the same clarity and resonance originally engineered into her sound system. Of course, nothing is sweeter than the soundtrack of the mid-80s and 'volume required' favorites include Eye of The Tiger as well as the theme from Miami Vice.

In 1985, Cougar represented the latest auto technology and one of the highest interior comfort levels among the luxury



vehicle lines of that era, and none of the competition offered Cougar's striking style. She also provides a sporty handling and with any engine this type of Cougar does not disappoint in the power department. Her smooth aerodynamic lines were beautiful and eye-catching then. Today, she stands out in the crowd even more; when cruising in the city, pedestrians stop for her! Highway drivers will pass her and then fall back for another look. Traffic light high-fives and thumbs up are only outnumbered by those sharing their own Cougar experiences. Inquiries about selling Cougar are met with "Nope, not gonna sell this memory."

For Dan and Paula, owning a Cougar means the ability to relive the early years of marriage and experience the freedom and excitement of that time of just starting out. The car is beautiful and handles well, evoking memories of a past time; her ability to allow time travel for this couple is her most unique attribute. She's quick, she's agile, and she's a time machine. Who could ask more?

Sugg's Cougar curls up in the driveway at home during show season so she is ready to prowl at a moment's notice. From December through March, however, she is parked in a rented storage facility. This kitty doesn't play in the snow! Neighbors clock the seasons by the Cougar's habits. Once the Cat is in the driveway, full blown spring can't be far behind, and winter is around the corner right after the start of her annual hibernation.

Dan is active in several online forums and the Cougar was featured on specialty calendars: August 2008 (Thunder Cats) and August 2013 (Four Eyed Pride). Ford Motor Company provided a personalized calendar commemorating the July 2016 Lincoln-Mercury invitational show held in Dearborn, MI. That calendar sports their Cougar's photo from the show and hangs in Dan's man cave.

Now with just over 78,000 original miles, this Cougar goes to car shows in the tri-state area of Indiana, Illinois, and Kentucky. Twice winning a top 100 trophy at the annual Arthritis Show in Dublin, Ohio, first in 2010 and then again in 2012, is a great feat. Competing against over 1200 cars of all years/makes/models each time, winning those six foot trophies, which are taller than Paula by the way, are the high points of Dan's car show experiences. Well over 100 trophies and plaques line shelves and walls in Dan and Paula's home, all awarded at a variety of cruise-in and car show events local to Evansville, IN or within a few hours' drive.

For the 2017 50th Cougar Anniversary, Dan and Paula attended the Ford Nationals Show in Carlisle, PA as well as the June anniversary show held at Ford World Headquarters in Dearborn, MI (hosted by Cougar Club of America). In July 2018, they will return to the Arthritis show again. All Mercury Cougars are encouraged to join them.



Bigger Cats in Texas

By Rob May (#9623) and Robert Eden (#8108)
Photos by Kellie McNeir



Van Alstyne, Texas, a town of 3,500 residents approximately 45 miles north of Dallas, is home to this Light Gold 1978 Mercury XR-7 owned by Robert Eden. His significant other is Kellie McNeir, who is a great supporter of Robert's car hobby. They have two kids, son Remy Eden, 21, who is a college senior and a fellow car nut, and daughter Amy, 14.

Robert's first car was a 1975 Mercury Cougar that he bought at age 15 in 1982. It was all he drove for eight years, tallying over 150,000 miles. Sadly, the salty Nebraska winters took a toll. It still runs as well as it ever did, but has way too much rust to fix. Therefore, he found a lookalike 1974 Cougar with only 23,000 miles to stand-in for it at car shows.

Over the years, he has accumulated quite a few Mercury products, and currently has seven Fox-era Capris, a '67 Monterey convertible, a '68 Colony Park wagon, a '69 Cougar base model, two '74 Cougars, his original '75 Cougar, the '78 Cougar and an '82 Cougar wagon, in addition to a few Mustangs. With a long standing love of Cougars, he had a desire to own one from as many generations as possible.

This '78 showed up on Ebay in October 2016. It was the right color, and the car had only 43,000 miles. The car was located

in Ohio, which made him nervous due to the distance, but was represented to have been previously owned by a collector who never let it see rust or inclement weather. The photos bore that out, so Robert was interested, despite a buy-it-now price of \$10,900, which was clearly far in excess of the car's value. The photos showed very nice paint, a like-new interior and a clean engine bay featuring a 351. He contacted the seller, and they eventually agreed on \$7500 (which was definitely all the money for a Cougar from this generally unloved generation). It was shipped to Texas without incident.

So far, not a single change has been made to the '78. The belts, hoses, and tires have passed muster. This Cat starts, runs and drives like . . . well, like a well-maintained late '70s Cougar. It is smooth and easy on the highways and around town. There are no plans to modify it in any way, and will instead replace parts as they break, while maintaining everything in as stock a manner as possible. His able mechanic is Charles Mason of Horseplay Performance in nearby Whitewright, Texas. It is so important to have someone who is not intimidated by these old cars, and who is also willing to work on them.

This Cat has styling cues that were unique to this generation, such as the gigantic hood ornament, decklid COUGAR script, and the big heavy bumpers that were nicely integrated into the overall design.



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No restorations nor modifications are apparent. The 351 was the middle engine in these Cougars (above the 302 and beneath the 400), featuring a whole advertised 149-hp. There was no manual transmission available . . . that apparently would have been unseemly in a personal luxury vehicle of the time, so it has the Select Shift 3-speed automatic.

Robert tries to take out the '78 every couple of months. While enjoying fast, sporty cars as much as the next guy, he also has a sincere appreciation for the luxury of the big boats. The seats are wide, soft and comfy, and there is plenty of room for even bigger owners to spread out. The vinyl seats have stood the test of time well; just be careful before sitting down in them on a hot day. Ouch! The ride was inspired by the Lincolns of the time. The suspension is cushy and absorbs bumps with ease, and the over-assisted steering lets the driver spin the wheel with only a pinky finger. Cornering requires a bit of planning, and do not dare lean into one too quickly. Body roll is great. The ergonomics were perfect for Robert, with the climate control and radio controls within easy reach on either side of the steering wheel. The disco-era Cougars are for driving long distances in a straight line, in comfort and ease.

It is hard to say that this Cougar has anything truly unique about it. After all, 1978 represented the all-time high mark in Cougar sales, with 213,270 moving out the doors of Mercury dealerships, of which 166,508 were XR-7 models. What makes this Cat truly unique is that it is still on the road at all, and in superb stock condition. Other than Cougar events, how often do you see a Cougar from this generation in any context? Very seldom. CCOA hopes to see more of these fine Cats at local and regional shows.



MN12

By Eric Dess (#6366)

Keeping a popular and successful car model going has always been quite difficult for every automaker because it has to change with the times. Sometimes, doing so will often compromise a little of what make the car so successful in the first place. And almost no other car model has seen a roller coaster ride quite like the Mercury Cougar..

We all know about Mercury's out-of-the-box success with the original Mustang-based Cougar, and its subsequent shift to higher markets. We know about the upsizing. And the downsizing. And the wagons. And we know that the last car to bear the Cougar nameplate was a complete shift in direction to a front-wheel-drive layout.

But what of the in-between Cougars, those cars that had led up to the end of the run? How were they worthy of the Cougar name?

At some point in the future we'll delve into the wildly popular Fox-based Cougars (1980-88), with their rebirth of the Cougar as a performance model. For now, we're skipping ahead to the second-to-last (seventh) generation Cougar.



Fans of these cars refer to them as the MN12 cars, which was the code name Ford gave the all-new chassis during development (M for midsize, N for North America, 12 for the chassis code). From 1989 through 1997, the Cougar name soldiered on with this dynamic coupe that featured a host of modern upgrades and the most powerful Cougar since the original iteration.

The beginning of the MN12's development, not surprisingly, had its roots in the previous Fox chassis. Around 1984, soon after the new aero Fox cars were an instant success, Ford gave the green light to develop a more modern chassis but partially based upon the general design of Fox chassis. In keeping with the overall theme of the 1980s, Ford wanted "more" from the new Cougar; power, width, wheelbase, interior room, refinement, etc. and this was the chance to do just that. However, it was clear that Ford was serious about producing a world-class chassis with the MN12 right from the start. The biggest feature was to be the full independent rear suspension, a first for the Cougar (and its corporate cousin, the Ford Thunderbird). When the cars debuted in 1989, there were only a handful of rear-drive IRS cars being sold in all the world markets (the Corvette and Toyota Supra among them), so Ford seemingly made the correct call early on.

Another improvement was the new SLA (short-long arm) front suspension with true Macpherson struts. Unlike the modified Macphersons used on the Fox cars, these factory coil-overs made great leaps with handling and ride quality in a relatively compact package.

The main platform itself was now flatter for better underside air handling. A full spare tire well graced the trunk, allowing the fuel tank to move toward the middle of the chassis for better weight balance. This did not allow for a true full-length dual exhaust in the traditional sense, but Ford did move the mufflers out to the rear edge of the car for easier service.

The overall wheelbase, now at 113", was a full 9" longer than the Fox cars, which again aided in ride quality and stability, plus the greatly added interior leg room. The MN12s were also a bit wider too.

All of these properties sound fantastic on paper. And they were well executed with the production cars, but there were some issues with the MN12 Cougars. And it probably wouldn't be fair to just skip over these issues because they were part of the

cars' history. But we're also not going to dwell on them much because they really don't detract much from the cars after time has healed those deficiencies.

The MN12 program, for all its fulfilled promises and quality final product, ended up being overweight, underpowered, and over budget. It also added a level of complexity that Cougars had never known before. It caused Ford to rethink its commitment to rear-drive coupes in the age of soaring SUV sales. And ultimately, it contributed to its own downward sales spiral.

But it was also one of the smoothest factory Cougars in its 30+ year history. It had handling like never before, a fantastic ride, a class-leading foray into modern electronic controls, a strong penchant for safety, and very handsome styling.

For the introduction to this series, we'll take a look at the first MN12 cars and why they were so important to the marque. Whether you're thinking about buying one or just want to brush up on their history, we've got some great information for you below.

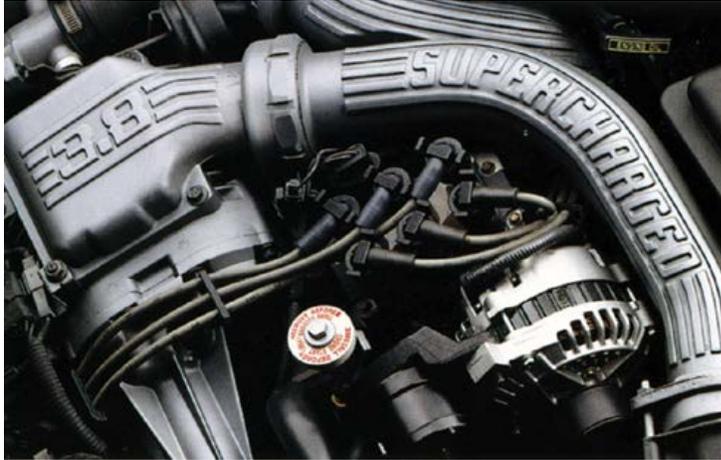
1989-90

The late 1980s saw a monumental shift in the auto industry; mostly that shift was toward a more compact, front-wheel-drive layout, but RWD cars still survived. The period also harbored in advanced electronics and safety features such as antilock braking and airbags. It's hard to believe that in 1980, most cars still ran carburetors (or very crude fuel injection) and had almost no computerization; just one short decade later, that was all relegated to history books. Fortunately, Ford was truly a world leader with vehicle electronics so they continued to put their faith in their fourth-generation electronic engine control system, or EEC-IV. Introduced for the 1984 model year on all car lines (with some 1983 turbo-4 cars getting an early debut), EEC-IV was capable of processing 250,000 calculations per second. The MN12 cars would continue the use of EEC-IV (and later, EEC-V) because of its outstanding dependability and processing power.

It's also important to consider Ford's main competitors at the time, the GM G-bodies (Cutlass, Grand Prix, Regal, Monte Carlo) and the Chrysler LeBaron coupe. By 1989, all of those vehicles had switched over to front-drive and had also gained 4-door variants in the process. Technically, their coupes still competed

with the Cougar/T-Bird but the long-time rivalry was now largely gone. Ford had the RWD luxury coupe market pretty much to itself, and it pulled out all the stops to make the new MN12 cars something to consider in that ever-changing market.

Out of the bag in late 1988, the 1989 Cougar debuted with two distinct models: the luxury-oriented LS and the venerable performance-oriented XR7. The two models were night and day from each other, but it was clear that the LS was going to be the bread-and-butter model for Ford. The somewhat-rarer XR7 was made for performance and it truly looked, and acted, the part. In fact, it was this close to winning the Motor Trend Car of the Year for 1989 (with the nod actually going to its corporate cousin, the Thunderbird Super Coupe).



It's at this point that you must know: these were the first Cougars to not offer any V8 engine. This situation was only for the 1989-90 model years, but as we look back on that decision, it's pretty clear that it wasn't the best one. The main issue for the V8 was that Ford engineers couldn't get the SEFI 5.0L (302cid) V8, Ford's staple 8-cylinder motor for years, to physically fit under the MN12's low hood and cowl. It required a rethinking and retooling of the entire engine, in fact, and since the project was already late and over budget, that wouldn't be completed until 1991. In today's market, taking two years to fix something like that would be market suicide, and even back in the day it seemed like an eternity. The fact that over half of the previous (1988) Cougar sales were based on V8-equipped models also didn't help get things off to a flying start. But Ford played the hand that they were dealt, and long-time customers loved the new Cougar even though its sales weren't as robust as had been hoped.

The lone engine selection for either model was the 3.8L (232cid) Essex V6, an engine whose roots went back to 1982 and had previously seen carburetion, central fuel injection (CFI), and now multiport injection (MPI). For the LS, it was naturally aspirated and produced a maximum of 140hp, which was nowhere approaching high performance, and in fact, was barely enough to get the rather stout 3600-lb. base model going. It did make for a nice highway cruiser and daily-driver duty, however. There are no 1989-90 LS models that command above-average value because of their commonality.

The true gem lay beneath the hood of the XR7. This Roots-style supercharged 3.8L variant featured beefed-up internals to handle the extra pressure, and its final output was 210hp and 315 lb-ft of torque. This was easily the most potent

Cougar model since the early 1970s. Even better: the XR7 was offered with both the AOD 4-speed automatic transmission, and a Mazda-sourced M5R2 5-speed manual transmission. Published 0-60 times put the manual XR7 around the 7-second mark and quarter mile around 15 seconds, which was fairly fast for the time and not bad for a 3800-lb. car. The 5-speed version is considered to be much rarer and therefore more collectible, although the supercharged XR7 models in general are rather desirable. The 1989-90 model years were the only two where this engine was available in a Cougar in the U.S. and Canada (although south of the border, the supercharged 3.8L was offered in Mexican-built Cougars for an additional three model years). There were fewer than 1,000 manual-equipped XR7s produced in 1990, making it one of the rarest Cougars of the modern age.

Both Cougar models featured speed-sensitive steering. The XR7 also had adjustable suspension and standard ABS (optional on the LS). Wheels were now a standard 15" on the LS, and 16" 7-spoke wheels were the only choice for the XR7. The LS had limited chrome around the bumper and side moldings, as well as a chromed grille; everything was body color on the XR7 for a monochrome look (available only in bright red, black, or white).

Inside, the styling was rather conservative and the dash resembled the last version used in the Fox cars, although with slightly better ergonomics. One advantage of a wider chassis was having larger seats, which gave a lot more comfort than



previous cars. A full console with floor shifter was standard on both models—no more column shifters! Materials were still very good and they continue to hold up quite well even today. One of the more annoying features was the infamous "mouse belts", which were active motorized seat belts that had become federally mandated in the U.S. for passenger cars. The shoulder belt rode on an upper track that would slide the belt over you

as you got seated in the car, and vice-versa when you exited. The lap belt, however, was still connected manually. Yes, it's strange, but at the time it was either use the mouse belts or airbags, and Ford wasn't ready for the latter just yet. (For those in the know, the seat belt module in the trunk could be, ahem, deactivated.)

Styling, as always, was subjective but Ford took great strides to further differentiate the Cougar from the Thunderbird. For the first time on a Cougar, Ford embraced the "cab-forward" ethos of the industry, where the overhangs are shorter and the wheels are pushed to the front and back as much as possible, allowing more cabin room but less room under the hood. The long roofline reminiscent of the



previous model carried over, and the notchback-style vertical rear glass remained, giving a more formal appearance and allowing the side quarter windows to be squared off and enlarged for better side visibility. The traditional Mercury waterfall grille featured the snarling cat head in the center, and it was bolted to the hood just like the 1970 Cougars. For the first time, a Cougar had no visible header panel; the sider markers, headlamps, and grille all flowed into the bumpers and hood without the need for a separate exterior panel. Also, this was the first Cougar to feature full wraparound front and rear bumpers, a trick learned from the Taurus/Sable program. This greatly smoothed out the outward

appearance of the Cougar, and a groove around the lower side panels helped to emphasize the long, horizontal feel of the car. The lowered cowl allowed a very long and low front end, really emphasized from a side profile. Finally, large, full-width style tail lamps curved around the rear of the car, with only the end lamps being active, and the laser-stripped reflector panel attached to the low-liftover trunk lid. The long hood/short deck styling remained, keeping in step with all previous Cougar versions. Aerodynamics also improved, now down to a .35 coefficient. The overall look was handsome and graceful, but some car magazines at the time used words like "bloated" and "portly", probably because of the slab sides that de-emphasized the roundness of the previous Fox cars. Still, it was a great looking road car and its silhouette still holds up quite nicely today.

Pricing was, for the time, still approaching the upper end but surprisingly on par with the outgoing Fox Cougar, with base prices in the \$15-16K range for the LS and low-to-mid \$20K range for the XR7. For this particular buyer, it was priced correctly and not considered a barrier. Cougar owners knew a good value and gladly paid for it.

The aftermarket woke up to the MN12 Cougars almost immediately, with chrome dress-up kits for the exterior, the ubiquitous carriage roof, larger wheels, and ground effects kits available in plentitude. Beginning in the mid-1990s, there was a whole new market available exclusively for the supercharged 3.8L V6, and it remains vibrant today. Sites such as the Super Coupe Club of America (www.sccoa.com) and the Thunderbird/Cougar Club of America (www.tcco.com) give plenty of performance and technical information for these forced-induction cars, and they provide links to a great number of performance parts dealers and services.

It's not a stretch to say that these new MN12 cars, despite their shortcomings, are still Cougars at heart. Remember that "Cougars" means a lot of different things to different owners, depending upon the time of introduction. For this particular era, it meant a personal luxury sport coupe that gave a great ride, had lots of creature comforts, and made you feel like you spent way more money than you did. It meant the first IRS-equipped Cougar, the first powerful-but-not-a-V8 Cougar, the first performance Cougar that could go paw-to-paw with a lot of the original Cats. For their time, they not only were fine cars, but they further cemented the Cougar marque as something special and truly American. You really can't ask for better than that.

We'll continue our in-depth look into the MN12 cars in the next issue with the last of the pushrod V8 cars, the 1991-93 Cougars.

TECH SPECS

ENGINES

LS - 3.8 (232 cid) V6; 140 hp @ 3800 rpm; 215 lb-ft torque @ 4000 rpm

XR7 - 3.8 supercharged V6; 210 hp @ 2400 rpm; 315 lb-ft torque @ 2600 rpm

TRANSMISSIONS

LS - AOD 4-speed automatic with overdrive

XR7 (standard) - M5R2 Mazda 5-speed manual

XR7 (optional automatic) - AOD 4-speed automatic with overdrive

BRAKES

LS - Front 10.8" disc, rear 9.8" drum

Optional - Front 10.8" disc, rear 10.0" disc with antilock brakes

XR7 - Front 10.8" disc, rear 10.0" disc with antilock brakes

SPECIFICATIONS

Wheelbase - 113"

Overall Length - 198.7"

Overall Width - 72.7"

Overall Height - 52.7"

Cargo Capacity - 14.7 cubic feet

Fuel Capacity - 19.0 gallons

CURB WEIGHT

LS - 3570-3608 lb.

XR7 (w/5 speed) - 3776-3805 lb.

XR7 (w/auto) - 3794-3834 lb.

1989 Production Numbers

TOTAL - 97,246

Cougar LS - 92,466 (94.9%)

Cougar XR7 (auto) - 2,679 (2.8%)

Cougar XR7 (manual) - 2,101 (2.3%)

1990 Production Numbers

TOTAL - 81,240

Cougar LS - 77,084 (94.8%)

Cougar XR7 (auto) - 3,333 (4.1%)

Cougar XR7 (manual) - 823 (1.1%)





Scott's Fourth Generation Model Cat 1976 Mercury Cougar XR7

By Rob May (#9623) and Scott Darnall (#9453)

Scott A. Darnall from Gretna, Louisiana owns this 1976 Mercury Cougar XR7. Having lived in Louisiana most of his life, Scott has been married to wife Shaun for over 25 years. They have one son, Colton, who is currently enrolled in college at the University of Louisiana Lafayette. His wife and son share their love of these fine Cats. The 1974-1976 Cougar years are called the fourth-generation models.

Having always been a fan of the big mid-1970s Mercury Cougars, he searched for a prime example to own. Three years ago, this nice, clean, original 1976 Cougar was listed for sale. Missing out on winning a previous Cougar, this one was not going to escape him. Having only 58,000 original miles on it, nothing was needed due to its condition, which made this Cat a great driver to take to local cruise nights and shows, as nobody else would likely have one.

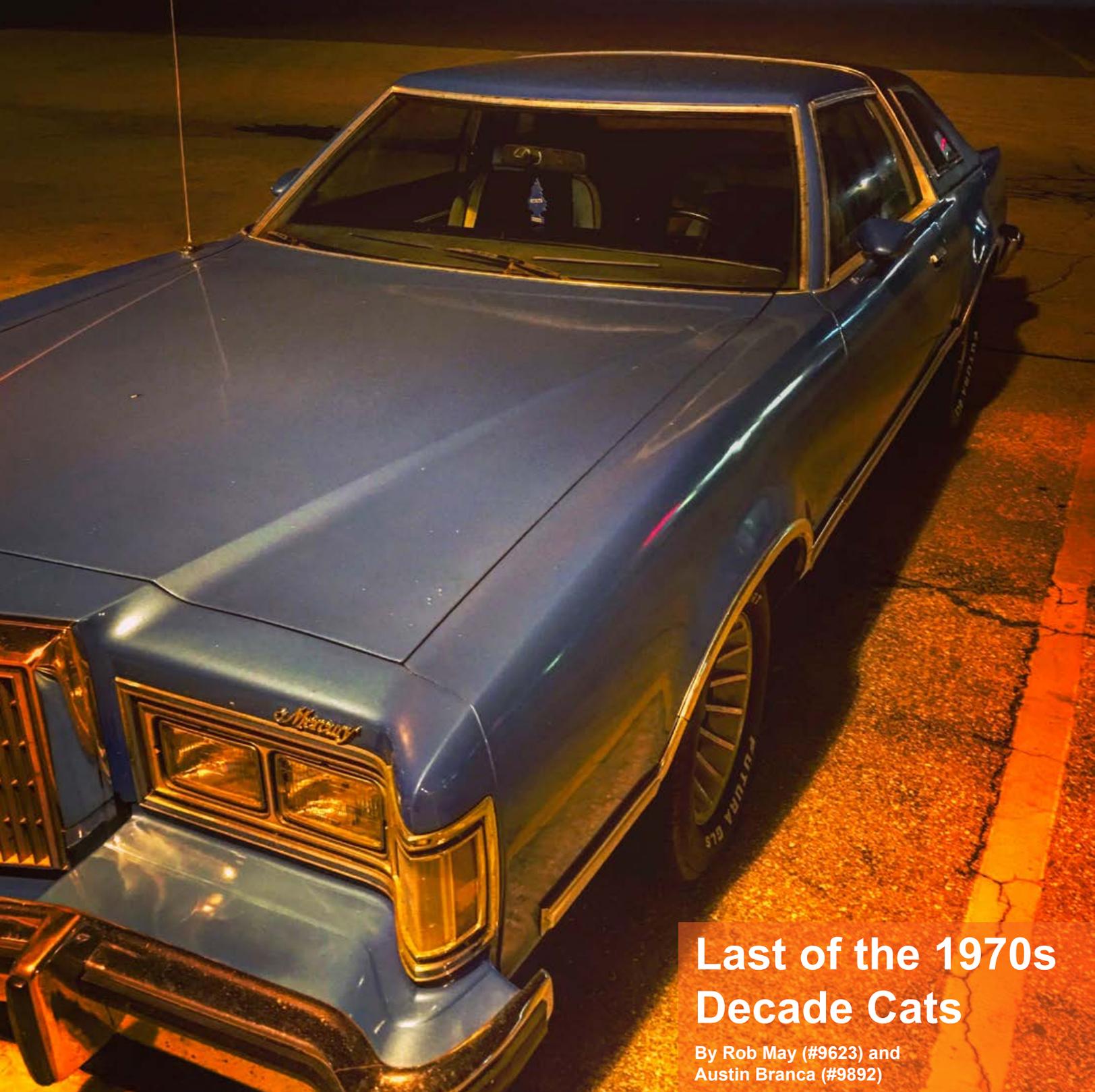
Scott states, "This is a great driving car. I try to drive my Cougar two to three times a month on average. Sitting behind the wheel with a long hood and cruising on the highway is a real joy with a very smooth and comfortable ride. The car won the longest distance driven award by a vehicle in attendance at the Tulsa,

Oklahoma Mid America 50th Anniversary Cougar show, along with a 2nd place in class for 1974 and up Cats."

The car's most unique attribute is the color combination and styled steel wheels. According to the Marti report, the Cougar is one of 3,442 with the Light Gold Paint code and one of 773 with these paint/trim codes. According to the Marti report, here is an all gold Cat... Light Gold Paint, gold vinyl roof, and gold interior! One unique feature about this Cat is that it has remained completely stock all of these years. This car is equipped with the 351 Windsor 2bbl engine, has a C-4 automatic transmission and a conventional 2.75 rear axle. The complete drivetrain is original and currently has 63,000 miles on it.

The more Scott shows this vehicle, the more he finds out how people really do like and miss seeing this generation of the Mercury Cougar. It defines the mid-1970s for so many people. Farrah Fawcett did a lot of advertising for the Mercury Cougar. David Pearson raced a Cougar for the Wood Brothers in NASCAR. We tend to overlook the mid 1970s and the Cats of that generation. What's there not to like about Farrah Fawcett and David Pearson behind the wheel of a Mercury Cougar XR7?!?!"





Last of the 1970s Decade Cats

By Rob May (#9623) and
Austin Branca (#9892)

D

isco met its fateful end with July 1979 marking the demise for the genre. That year also saw the end of the 5th generation Mercury Cougar body style (1977-1979). Twenty-three-year-old Austin Branca from Dunnellon, FL owns a fine example of the last of the 1970s-decade Mercury Cougar cars. Working for Nick Nicholas Ford as a service writer, he has been a gear head

and muscle car guy since he was 12, after seeing his first 1967 Ford Galaxie 500.

As a big fan of all pre-1980 models, with 1967 a personal favorite, this 1979 (last of the big body Cats) was found for sale in November 2015. While there was a lot of work to be done, this Cat still had plenty of its nine lives left. Upon his purchase, the power windows did not work and the interior needed some attention. The seven-year-old tires still held air (sort of), however, it was a solid car overall. Parts are scarce and finding

replacement interior items was difficult. For example, the door panel plastic pieces were not found until after a couple years of searching. An 8-track radio was also found. Austin added 1977 taillights because he likes the look.

Upon initially buying this Cougar, there were only 62,000 miles on the 351W/FMX drivetrain. For 1979, the 302 V8 was standard with the 351W optional as the 400 was no longer available. Modifications he made include porting and polishing the factory heads adding Comp springs, Comp xtreme energy cam, Weiand stealth high-rise intake with Holley 650 double pumper, Flowmaster series 10 mufflers, and a 9in rear with 3.55 trac lok. For a smog era car, this Cat moves pretty well! The color seems to change shades in varying light. That is one of Austin's favorite things about his Cougar. It reflects almost turquoise to a bright ocean blue. Originally with a white top, the black top was on the car when Austin found it.

Based upon the Torino chassis, starting in 1977, the Cougar became twin to the Ford Thunderbird. Montego was dropped. 1979 was the finale of this popular chassis before moving on to the Fox-based Cats. Few examples of these luxurious Mercury Cougar remain, however, they are always treasured at car shows.





Last of the 3rd Gen Cats

By Rob May (CCOA #9623) and Bill Farrington (#5316)

While the public may not embrace the 3rd generation Cats (1971-1973) as much as these Cougars deserve, this one family-owned Mercury is highly cherished by Bill Farrington in Greensboro, Georgia. Bill, a retired businessman, married to Jan Farrington, RN, with two children, Billy and Michael, certainly enjoy this last of the 3rd gen Cats. This Cougar has been in the same family since it was new. A winter-related story of note is that they would hide the Christmas presents in the trunk of the Cougar, and Bill and his wife would keep the keys on us when they were young.

Bill's father was a lifelong Ford convertible guy, who in 1973 wanted to trade his 1966 Fairlane convertible for a new one, only to find out that Ford had stopped making Fairlane convertibles in 1972. Bill states, "He came home, mentioned it to me, and I told him that I was recently in a Mercury dealership that had a 1973 Cougar convertible on the showroom floor." Within a couple of days, Pop had this convertible standard, medium brown metallic, 351 Cleveland 2V, in his garage. Pop was always good about lending me his car when I was in college. I drove the Mercury quite a bit and fell in love with the Cat. Pop was a Yonkers, NY Police Officer, and in 1974 he was given an unmarked black Ford to drive, so my Mom started driving the

Cougar a short distance to work daily. In 1980, I called the folks one night only to find out that Mom had purchased a new car and wanted \$1,000 for the Cougar. I told her I would send her a check and pick up the Cougar next time I came to visit. In June of 1980, I arrived to pick up the Cougar that I had not seen in a while. At that time, it had 88,000 miles and looked good, except for the rotted out rear quarters with large holes on both sides. I was in the middle of a corporate move to Olney, IL, so I wrapped our luggage in the trunk in garbage bags to keep the rain and mud off that the tires were throwing through the holes.

Quickly after acquiring the Cougar, Bill drove it to the body shop to have the rear quarters fixed. For the next four years this Cat was his daily driver. He relocated to Beckley, WV in 1984, and Bill started driving a new company car. The Cougar sat in the garage for years. During that time, regular leaded gas disappeared. In 1990, after relocating to Martinsville, NJ, it was time to address the Cougar. Bill pushed the Cougar, with his 8-year-old son at the wheel, out into the driveway. They pumped up the tires, put in a new battery, changed the oil and filter, poured in some fresh gas to mix with the 6-year-old gas in the tank, and cranked it up. Eventually it started. Smoke was coming out of the exhaust and the valves were tapping, but as it warmed up, the smoke stopped and the valves quieted down. A few days later, Bill drove the Cougar from WV to NJ in the rain. He had to put a piece of duct tape across where the windshield meets the convertible top, because the rain was leaking inside.

Bill initially joined the Cougar Club of America CCOA in the mid 80s. He attended the 1993 Cougar Nationals in Matamoras, PA, which helped him learn more about Cougars. Bill commented, "I arrived at the show with snow tires on the back wheels and mismatched tires in the front. Belts and battery were all aftermarket replacements. In spite of this, I won a 2nd place trophy. This experience made me want to fix up the Cat that was now 20 years old. For the next 10 years or so, I kept making the Cougar better and better, while still keeping it original and unrestored."

In 2003-2004, Bill decided it was time to restore the 30-year-old Cougar. He selected Nostalgia Motors in Boonton, NJ, owned by Bobby Nickel, to perform the needed work. On their website, click on '73 Cougar. There are pictures of the restoration of this great car. New quarter panels were installed on both sides, rust was repaired, body stripped to bare metal, paint and body work completed, new top, windshield, interior work, bumpers re-chromed and NOS chrome installed on the front end. A compression test told them to leave the 351C alone. Everything under the hood except the engine was taken out, restored, painted and replaced. All wires and hoses were replaced with products from Marti.

The Marti report shows that the black convertible top was an option. Many 1973s have the white top. It was also ordered with radial tires. Because this car is a Cougar convertible standard, it is the lack of options that makes it interesting. Non-fancy items include crank windows and an AM radio.

This 1973 Cougar is at home on the highway. Bill doesn't put a lot of miles on it anymore, but does start it a couple of times a month, and drives the Cat on nice days. I enjoy driving to car shows. In addition to his CCOA membership, Bill is a member of the Cougar Club of NJ & PA. In 2011, he attended the Cougar Nationals and won 1st place in Class and Best of Show!

Photos by Bill and Michael Farrington



The Cougar Club of Germany

By Mike Hofer (#9580)



What a great year 2017! After our 50th anniversary celebration in Geiselwind, we met again on August 6th at Michi Schaller's car shop in Graben near Augsburg in the south of Germany for our traditional "Schraubertag" weekend. 23 club members participated with 13 Cougars. We fixed minor issues, installed new parts and replaced a C4 transmission on Luky's 69 convertible. This year's highlight was dry ice blasting. Our club member "Matze" provided a professional dry ice blaster along with a massive air-compressor on a trailer as well as ice for everyone. This service was free of charge for all club members, as anything is at Schraubertag, including all tools and the whole car shop with four car lifts, pool, BBQ grill, etc. The weather was great so many spent the night in a tent, others in the garage. One more time, my special thanks to Michi and Sabine Schaller for this fantastic event and to Matthias Dirlewanger for this fantastic ice blaster.





On November 18th, we had our “end of season” event. We expected so many participants that we decided to rent a saloon instead of going to an American diner as we did the last years. The Yellow Root Saloon is near the Munich airport on a former farm and is a great place to party. We started early on Saturday at 12am, hoisted our Cougar Club Flag and at 5pm, we opened a fantastic buffet with all kinds of tasty food. At 8pm everyone gathered around a large TV to see the season review presented by Mike Hofer. It was great to see all the information, facts, pictures and videos of our Fotobook production, our Geiselwind celebration and the Schraubertag event. Everyone was amazed how active our club had gotten in 2017. The absolute highlight was the first presentation of the fantastic Cougar night-shot by Dejan in Geiselwind. Everyone was thrilled to see those fantastic pictures. The party ended Sunday morning at 3:30. We all had a fantastic time and it was great to see so many club members wives and girlfriends at that event, too. Thank you for your support.



Matthias and Mike were the only ones who knew about another fantastic news during this “end of season” event but they had to keep it secret as they were asked by Ford not to go public before 24th of November. On this day Ford officially rewarded the Cougar Club of Germany with a Ford Fan Award for the fantastic Fotobook we produced to celebrate the 50th anniversary of the Mercury Cougar. Matthias and Mike went to the Ford Research plant in Aachen, Germany to pick up this award and we want to thank all members who contributed pictures for this fantastic project.



Important: We decided to share the spectacular Cougar night-shot pictures with all Cougar Clubs around the world and started the production of a very special 2018 Cougar calendar. We will post further information on the CCOA Facebook site for you.

CAROLINE

By Bryan Friend (#9401)



It was 1989 and I was looking for a project car, preferably a 64-1/2 Mustang. But my budget wasn't large enough for what everyone was asking for one. Then one day, as I was driving the backroads home, I saw this car sitting with grass up past the bottom of the doors. "Hmm, what was that?," I said to myself. It looked interesting indeed. So, I kept driving that way daily for about a month. Then one day I decided to pull in and get a closer look to see what it was and if it might be for sale, since it looked familiar. As I got closer, I remembered my older brother had one back in the early '70s. Oh man, it was a 1967 Mercury Cougar XR-7. I pulled into the property. An older gentleman came out and asked if he could help me. I said, he sure could, and that I was interested in the Mercury Cougar. I asked if it might be for sale and told him I was in the market for a project car. Well, you know how that conversation went. After listening to how he had bought it to restore for his daughter as a birthday present, he told me she decided she wanted a Charger instead, and now it's just sitting there. I again asked if it was for sale. He proceeded to tell me yes, he would sell it for what he had paid for it. I held my breath thinking it would be pricey. But when he told me \$350.00, it was everything I could do to keep from jumping up and down, and not get too excited. It did need some work and I didn't know that much about Cougars then. I

asked him if it ran. He said it just needs a battery and said he had one for it. I said I could be back the next day with the cash. He would charge the battery and put it in. I came back the next day and drove the car home.

The car drove okay, although it was all over the road. The front suspension was shot. The driver rear quarter had been side swiped and it had at least five different colors on it. The vinyl top was shot, it had minor body rust and the interior was toast. But it she was all mine, to do the way I wanted. The project car I was looking for. And she had cost me much less than I had expected to pay. The photo with little girl is my youngest daughter at 7-years-old, when I brought the car home.

And so, the fun began. The engine was pulled in my garage, stripped to a short block and sent to be rebuilt. Turned out to be a HIPO 289 Block 4V engine, but had been converted to a 2V carb and intake engine somewhere over the years. It still had the original HIPO block. The rest of the car was stripped down to the shell and sent to a shop for body work and a cheap paint job. Lol, it was a low budget project. She was originally color coded a Dark Inverness Green. But since I had recently spent time in the Army, I had enough green and had her painted



Brick Red. I ordered a new vinyl interior, since original leather was out of my price range and a new vinyl top and the bumpers and other parts were re-chromed. Once the body was back, everything was put back together. The suspension was rebuilt, and with new wheels and tires, she drove like a dream for a few years. Then someone told me that the wheel well lip from the good passenger side to the repaired driver side did not match. I said, "What?" So, after taking measurements, it was discovered that there was a 3/8" difference that I had never noticed in the size of the lip. Well, that was not a good thing!!

So, in 2009, here we go again. Redo number 2. The last job turned out to be done not so well. They did not do what they said they would do. They didn't pull the wheel well out all the way. Instead, they tried to fill it and shape it with Bondo to a thickness of almost 3/8". Since I had learned some welding back in my high school days, I decided to tackle the project myself in my garage. I was also in need of a new vinyl top over the years. I pulled off the old top and found they also did not fix it correctly either. There are holes the size of your finger going through the roof. I had to re-skin the roof and replace the quarter panel. The front floor boards also needed to be replaced. It is a lot of work if you have never done it before. I also decided after some time that I really did not like the color I had chosen back then. I now know what they mean when they say you get what you pay for. LOL.

After swapping the quarter panel, re-skinning the roof, replacing the floor boards, repainting to Cardinal Red, and a new vinyl roof, I also did some additional modifications to her. I installed a stereo navigation system, upgraded the interior to a vinyl and cloth style with the original XR-7 stitching pattern, and installed new Vintage Air System to replace the old failing AC system.

In 2017, while on my trip to Tulsa, OK for the 50th Cougar Anniversary Show, I had major engine issues. She broke down in Bakersfield, CA for three days and we never made it to Tulsa, OK. She now sports a full roller motor (original block still), bored 60 over, with high flow aluminum heads, Lunati lifters, larger cam, dual exhaust, MSD all electric distributor and 4V holly carb. She is what you see today.

She was always known as the "Bitch", a name given to her by my late wife. She claimed I spent more time with the car than I did with her, hence the nickname. I never gave her a name until last year, two years after my mom passed away. I named her after my mom. She is now named "CAROLINE."



1969 Eliminator Project for Nephew

By Keith Litteken (#3890)

While I was reading one of my latest issues of ATSOTC, I saw a '69 Eliminator project in Eliminators on the Market section. It was a 4-speed car owned by Robert Anderson. I thought to myself, "That would be a cool Cat to own and restore and I need to have it." I emailed Robert right away, hoping it was still available. He emailed back and said it was, but was surprised to know that it was in ATSOTC.

As we emailed back and forth, I got more information and pictures on this rare Cat. It sounded like it would be a neat project to work on. A year earlier I had bought a '70 Boss 429 project (no, it wasn't one of the two Boss 429 Cougars), and my wife said I had enough projects, so I told my nephew, Steven, about the car. He had been looking for a muscle car and is a Ford/Mercury enthusiast. Since Steven was 16 years old (now turning 30), he has owned only one automobile, a '99 Ford Ranger pickup. We worked together on a custom motorcycle build of his and now he was ready for a muscle car project. I thought if Steven loved this Eliminator as much as I did that he would be one lucky guy if he bought it.

Steven made the arrangements for us to fly to Spokane, WA. He reserved a Penske 18' box truck and car trailer for us to pick up this rare Cat and take it back to St. Louis. Robert picked us up from the airport and took us to his Mom's house where he had the car stored. His Mom made some yummy cookies!! The



Eliminator was exactly as Robert described. After we test drove the Cat, Robert took us to pick up the Penske rental truck and trailer. We got a brand-new Ford 18' box truck and rode home in style! After picking up the rental truck and trailer, we went back to Mom's house to load all the parts and put the car on the trailer. Robert had so many extra parts to go with the Eliminator that we filled up the 18' box truck! Steven and I shared the driving duties and got home safely.

Now I get to guide Steven on restoring his first muscle car. He loves the rarity and color of the car. Steven is looking forward to completing this rare Cat and taking it to shows and cruises since Cougar Eliminators are not something you see very often at those events.



An Eliminator Story: The Aruba Eliminator

By Michael Banks (#9553)

Many of us have seen pictures of it, heard of it, or read about it on the internet, and had thoughts like, “I would save it!” or “How could they let it get that bad?” Many of the details are lost to history but the gist of the story still remains, much like the car itself, full of gaps and holes, with little hope of ever being filled.

The Aruba Eliminator is 0F91M509594, a 1970 model factory fitted with a 351C-4V and wide-ratio 4-speed manual transmission, painted Competition Orange with a black décor interior, and was one of only 13 Eliminators built in this configuration. Additionally, this baby was well-optioned when it left the factory headed for the New York area (DSO 15). Power steering, power brakes, a center console, AM/8-Track and Whisperaire air conditioning would allow anyone to ride in comfort and look sporty while doing it! Shortly after purchase, the original owner went to work at the Lago Refinery on Aruba, bringing the Eliminator to the island with him.

The Lago Refinery on Aruba was once a subsidiary of Standard Oil and refined heavy crude oil from Venezuela. During World War II, it was the largest refinery in the world, supplying 100

octane fuel for the U.S. and Britain war effort. Over much of its history, the facility employed foreign staff members in supervisory roles, with the majority of the laborers being natives of Aruba and other islands. The foreign staff was housed in the company town called Lago Colony. From 1968 through 1975, many foreign workers were also employed in the construction of hydro desulfurization facilities, to remove sulfur from the Venezuelan crude in order to meet the new environmental standards of the U.S. and other countries.

After finishing his work in Aruba, the Eliminator’s owner returned to the U.S., leaving the now several-years-old car behind. Purchased by a local, the orange cat continued to prowl until it



was finally parked for good in a carport on the south end of the island, where ocean breezes blow right in off the water.

Decades passed, during which the refinery was shut down, and then

reopened, and shut down again. The Eliminator accumulated a lifetime of debris and boxes stored on and around the car until it could no longer be easily seen. Then, around 2009 or so, the Eliminator was sold and turned over to a new owner, Gerald Luidens. On the heels of that came an announcement that the refinery was to be reopened once more. Would the Eliminator again sip high-octane right from the tap?

Gerald's brother-in-law, Jay Daryanani, first introduced us to what would become known as the Aruba Eliminator when he posted some pictures on the Mercury Cougar.net forum shortly after Gerald brought the car home. They knew at the time that it was likely too far gone for a simple restoration, but it was such a rare car that they wanted to rebuild or transplant whatever they could from this car in order to make a proper clone or Eliminator Tribute. They wanted the spirit of the car to be saved and live on in a new, but similar, form. Unfortunately, changes in financial status put the Eliminator on the back burner. Then, in June 2017, Gerald passed away unexpectedly, and with that the future of the Cat became uncertain.

Over the summer Jay sent out feelers regarding caretakers for the Eliminator...

The only reason it was not scrapped is because we wanted whatever is left of it to be used to build another Eliminator, clone, or whatever it may be, in honor of my brother-in-law who would have loved to see it come back from its current state. We did not have any luck with prospective buyers in the U.S. since it is in such poor shape, and because of the logistics of shipping back to the U.S. However, a local person who has the means has purchased it, and it will live once again, maybe not what you see now, but at least in spirit. All usable items will be used and it will most likely be part of this person's collection of cars, and I can assure you that it will have a good rest of its life!

- Jay Daryanani

Most of what we know about this Eliminator has come from Jay's research into the history of the car, out of enthusiasm for such a rare vehicle. In fact, Jay has told us that this may not be the only Eliminator that was imported to Aruba, but the details on that one are still under investigation. Jay was kind enough to provide photos and video of the Aruba Eliminator in all its rusty glory, and allow me to upload them to YouTube. They can be found at the link below.

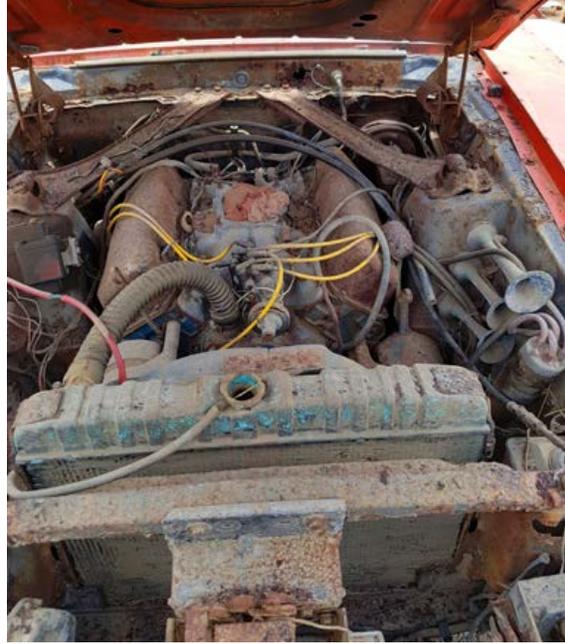
<https://www.youtube.com/watch?v=d89JaV8p0hI>

Thanks Jay!

Mike B.

Eliminator Owner and Enthusiast

EliminatorSearch@CougarClub.org





KTL

Center of the Cougar Restoration Universe

by Rob May (CCOA #9623) and Crystal Lawrance (CCOA #7112)

Where is the center of the universe? We are not here to answer that. Instead, it can be safely stated that KTL Restorations Inc., out of Danville, VA, one of the top Cougar auto restoration shops in the world, is the center of constant activity for reviving some of the most important classic Mercury Cougars left on planet Earth. They specialize in bringing new life to our treasured cats. Crystal and Kurtis Thomas Lawrance (KTL) are known for rebuilding concours Mercury Cougars. Their standards for excellence continued in 2017 as seen in the two cats prepared for Mecum Auctions Florida Jan 2018. KTL Restorations was well represented at Carlisle and Dearborn CCOA shows.

One of the two cars, make that Cats, to be on the Mecum auction blocks in January 2018 courtesy of KTL Restorations includes this 1967 big block, automatic C6 Select-Shift Merc-O-Matic, with non-vinyl top. Of note is that fact that this is a standard non GT and non XR-7 version. The 6.5 Litre fender emblem proudly announces the original S code 390 4V under

the hood. Adding to the rarity is the M Polar White paint exterior matted to Parchment knitted bucket seats with black trim interior. The history of this classic Mercury Cougar is well known. Last sold by a seller who acquired this Cougar from an AZ dealer (Parker Motor Co) where the car was recently taken in trade, the AZ dealership was also the original dealer from 1967! Don Rush, West Coast Classic Cougar (WCCC), referred the current owner to KTL. After being put up on jack stands, the dry, clean body was realized. Initially the rebuild's intent was to get the car mechanically to a daily driver with good visuals. KTL knew the significance and the rarity of this Cougar (including the 1 of 1 Marti report). The original AM/8 Track stereo radio has been updated to FM with iPod connect cable. Typical to many restoration efforts, more and more things were returned to original status and the project ended up as a concours effort (over 1,000 hours) in 2010 and 2011. Now meticulously restored and detailed by KTL, this Cat awaits your consideration to stretch its renewed nine lives.





KTL Restorations presents an opportunity to catch a not-so-standard 1969 Mercury Cougar 428 Convertible. Cats of this magnitude and pedigree are not often seen in the wild nor road. While 1969 Cougar Convertibles are already uncommon, it is truly lucky to find this 1 of 13 with the Q code 428-4V Cobra Jet Non-Ram Air Engine! Two of those had the hard to find close ratio 4-speed manual transmission, and one of those two was delivered with this brilliant C paint code Dark Ivy Green Metallic to King Ford Sales of Milford, MA as a retail sale. The 3.25 traction-Lok rear axle ensure the power will be put to the road. A saddle vinyl décor bucket seat welcomes the driver and passengers. The black top is ready when wanted. Options included power steering, power brakes, and an AM-FM radio. Even more unusual, this is a non-XR-7 cat, although there is nothing “standard” about this Cougar.



Nothing was overlooked on the restoration of this 1 of 1 per Marti report Cougar. All body panels were removed from this car, repaired, painted, and painstakingly realigned upon assembly. Along with the Marti report, this car is well documented, including copies of the invoice and the original Eminger shipper. A 428 powered 1969 Convertible is not a Cat to ignore. Fitted with period correct Firestone Wide O Oval tires on styled steel wheels, this car is ready to roar.



Some tall tales (or should that be “tails” in honor of our beloved Cats?) are folklore, while others turn into reality. Ever hear of the legend of the “Aruba Eliminator?” Social media, such as Facebook and YouTube, have had previews of this Cougar. Michael Banks (CCOA #9953) provides details in his “An Eliminator Story: The Aruba Eliminator.” Thanks, Mike for sharing information on this developing story as this 1970 Eliminator is expected to return to the USA mid-January to KTL Restorations for evaluation!

Next up for revival is “The Lethal Cat”. This Competition Yellow 1970 Eliminator with Black Houndstooth interior also has a very unique connection to M. Banks. This is the Cat that started Mike’s passion for Eliminators! Mike first saw this Eliminator in a magazine article (MuscleCar Classics Oct 1989). Initially the Oct ’89 issued included the Cougar alongside other cars. While in the Navy, Mike carried around photo copies of the article while stationed on a submarine. He had hand-colored the pages to reflect the yellow Cat. This copy ended up on a garage wall alongside Mike’s Eliminator. In April 1991, MuscleCar Classics gave the Eliminator its well-deserved exclusive feature treatment in an article titled “Lethal Cat.” Years later, he was contacted by the Lethal Cat’s current owner. Through emails it was determined the car was the same one Mike had seen and photocopied much earlier in his life. In 2015, an under-hood fire caused significant damage. Now this Cat has been entrusted to KTL Restoration. This Eliminator features a 428-4V CJ paired to a 4-speed manual transmission!

Thanks to KTL, many rare Cats get their nine lives back for all to enjoy! Photos courtesy of Mike Banks, Jay Daryanani, and KTL Restorations

Stay tuned for more KTL Restorations Inc. adventures on Facebook. Their website www.ktlrestorations.com is undergoing full renovation. (434) 685-7353 kurt@ktlrestorations.com





BRISBANE

COUGAR 50TH ANNIVERSARY, BRISBANE, AUSTRALIA, OCTOBER 7, 2017

By Leon Bray (#7477)

On an overcast Saturday on 7 October 2017, we held a small celebration in Brisbane, Australia, to mark the Cougar's 50th Anniversary. The event, sponsored by Thunderbirds of Queensland, commenced with photos at Mercury Drive, followed by a short cruise to a local park for picnic lunch.

There were eight Cougars and a Tiffany at the event, which is a far cry from 1996, when two Cougars in the same place in Brisbane was a convention. Unfortunately, the rain caused an early end to the day and kept a few Cougars in the shed.



Gordon Bruback's - 1986 Tiffany



Ray Ball's 1970 XR7



Leon Bray's 1968 XR7



Bill Flanagan's 1969 XR7 Convertible



Ray Ball's 1978 XR7



Barry Ralf's 1969 XR7



Bill Flanagan's 1970 XR7 Convertible



Leon Bray's - 1970 Eliminator



Steve Wearne's 1968 390 XR7

John's Classic Cougars

Cougar Owners, Collectors, and Restorers...

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

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

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

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

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

John & Dee Ann Baumann
11522 East Lakewood Blvd.
Holland, Michigan 49424

Phone: 616-396-0390

Email: jc-cougars@egl.net

Website: JohnsClassicCougars.com

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



3053

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



Our 1967 Dan Gurney Special



Our 1970 XR-7 Convertible



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

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

Cat Scratch Fever

25th Anniversary So Cal Cougar Club

50th Anniversary for 1968 Cougar////50th for Cobra Jet Cars

Hosted by:



*Southern California Cougar Club
& Mercurys*



Featuring: Cougars, Comets, Cobra Jets and a Little Bit More

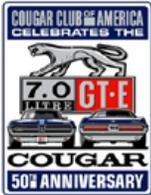
THE DATE May 19th 2018

Location: Fullerton Airport

4011 Commonwealth Fullerton 92833

RAFFLE, 50/50 RAFFLE AND CONCESSIONS THROUGHOUT THE DAY

Limited to 110 cars



1969 Hertz Eliminator Raffle Check Facebook/Website for Details

NO ALCOHOL PERMITTED

| | | | |
|---------|------------------------------|----------|--------------------------------------|
| Class 1 | 1967 - 1968 Cougar Std | Class 9 | 1969 - 1970 Convertibles XR7 |
| Class 2 | 1967 - 1968 Cougar XR7 | Class 10 | 1969 - 1970 Eliminator |
| Class 3 | 1967 - 1968 GT | Class 11 | 1971 - 1973 Coupes Std /XR7 |
| Class 4 | 1968 - XR7-G | Class 12 | 1971 - 1973 Convertibles Std /XR7 |
| Class 5 | 1968 - GTE | Class 13 | All Year Comets |
| Class 6 | 1969 - 1970 Cougar Coupe Std | Class 14 | 1968-1970 Mustangs Cobra Jets |
| Class 7 | 1969 - 1970 Cougar Coupe XR7 | Class 15 | 1968-1969 Torino/Fairlane Cobra Jets |
| Class 8 | 1969 - 1970 Convertibles Std | Class 16 | 1968-1969 Cyclone/Montego Cobra Jets |

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

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

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

// Rob May 805-757-3262

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

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

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

Registration Fees \$25.00 for entries postmarked on or before May 12,2018 second car \$15.00

\$30.00 for entries postmarked on or May 13, 2018 / \$30.00 day of show

Fill out and Mail to

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

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

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

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

Signature of Entrant _____

EBAY CATS



Year/Model: 1968 XR-7G
VIN: 8F93X56XXXX
Miles: 115,620
Condition: 1
Winning bid: \$29,100
Total # of Bids: 8

Comments: One of only 619 XR-7Gs and the only fawn colored (paint code 6) with a power sunroof known to exist of all the XR-7Gs in the world. Bought new by Elliot B. Gant, owner of the second largest shirt company in the world. This Cat has all the special XR7-G equipment, including the rare optional Shelby Traction Master Bars, and has all G badges including the wheel center caps. It was professionally repainted in its original color of Fawn Beige; the whole car was painted and then a professionally installed black oxford vinyl roof was installed. The saddle interior was professionally reupholstered in the original color, including new headliner and carpet. The 390 has the factory dress up kit. Many new parts plus the original Ford parts come with the car to make it even better. Also comes with the original refinished blue air cleaner and snorkel, as well as the original running distributor with correct dated numbers. The G has been kept as original and correct as possible, and has the original owner's manual. This Cat is ready to be enjoyed and shown.



Year/Model: 1977 Brougham
VIN: 7H95H5XXXXX
Miles: 74,481
Condition: 2
Winning bid: \$3,175
Total # of Bids: 25

Comments: This Cat has been in the same family since new and only traveled 74k miles. The paint and interior are original and look great. The car has never been restored and there is NO rust. The AC is all there, but does not blow cold. Runs and drives good, but has been sitting for a while. Tires are good and could be driven home. A great car to take to any cruise night!!



Year/Model: 1996 XR7
VIN: 1MELM6XXXXXX
Miles: 59,589
Condition: 3
Winning bid: \$1,377
Total # of Bids: 31

Comments: Only 59k original miles on this XR7, V6/auto. This Cat runs and drives great, has 4 new "paws". Never been in an accident. Interior is in fair shape, the cigarette lighter cover is broken and taped, but can be opened to access it. Has leather/cloth seats, power windows, locks and mirrors and cruise control. The AC blows cold. The paint on the rear bumper and the roof is fading. Overall, a good Cat to drive and enjoy.



Year/Model: 1999 Coupe
VIN: 1ZWFT6033XXXX
Miles: 59,534
Condition: 2
Winning bid: \$1,150
Total # of Bids: 6

Comments: Only 59k original miles on this 4 cylinder/5 speed Cat! It has AC and optional sunroof and the body and interior are in good shape. Runs and drives great!!



Year/Model: 1973 XR-7 convert
VIN: 3F94H5XXXX
Miles: 113,989
Condition: 2
Winning bid: \$11,000
Total # of Bids: 1

Comments: A great example of the last year for the convertible Cat. 113k original miles on its number matching 351c 2v/FMX with headers and dual exhaust. This XR-7 convert runs and drives good. Arizona Cat with no rust. New carpet, interior, top and sound system. New paint in the original color (metallic orange).



Year/Model: 1988 LS
VIN: 1MEBM6XXXXXX
Miles: 116,042
Condition: 3
Winning bid: \$754
Total # of Bids: 38

Comments: All original LS Cat with 116k original miles on its V6/auto. Bought from an estate sale of the original owner after their passing. This Cat starts right up and purrs like a kitten. Interior is near mint and never smoked in, heating and AC work great. There's no leaks of any kind and the V6 doesn't smoke. Only two bad things on this Cat; 1) the original paint has been touched up in some places and/or are faded, and 2) the original radio does not work. This LS Cat is really nice for its age. Have two sets of the original keys and have all of the original paperwork and owner's manual.

PERSONAL ADS

PARTS FOR SALE

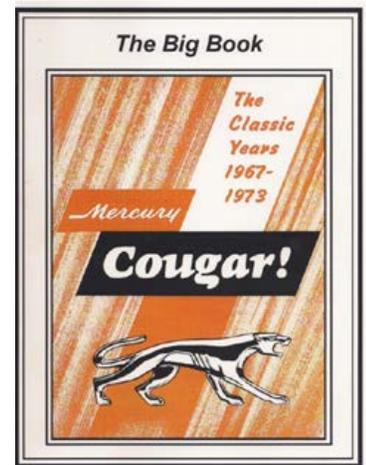
1973 C6 460 Police Interceptor cast iron tailshaft transmission : Tag # PJC H5 FA 013051 \$1,000. 429 PI / 460 PI Intake cast # D3VE-A something, date 3E8; also includes extra fittings etc. \$75.00 460 PI short block: block cast # D1VE-A2B , date 3E4; crank cast # 2YAB ; water pump cast # D2VE B-A ; Dist cast # D3ME-12127-CA , date 3D25; alt. cast # D3VF 10300 AB 15V 90A NEG; flex plate; Harmonic balancer; brackets; pulley, etc. \$2000.00 429 Police Interceptor heads: cast # D2OE-AB, dates 2E5 & 2E18, \$1,200.00 429 CJ carb: cast # 7040288 , date 1182; AUTOLITE tag # D0OF B , date D227, \$750.00 429 CJ / SCJ valve covers, \$400.00 pr 429CJ/ SCJ long block: 4 bolt main block cast # D1VE-6015-A, date 1A19; heads cast # D0OE R, dates 0L18 & 0M4 \$6,250. 1967 Cougar or Mustang: stainless steel power front disc brake 6 piece line set. \$75. 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. 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; **FE blower/supercharger set up complete : BDS, \$5,200.00** 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 1969 428 CJ motor: block date 9F24, heads dated 9C24, intake 9E17, etc. \$6,500. 428 CJ exhaust manifolds, \$900.00 pr 428 Super Cobra Jet: flywheel; cast # C9ZE-A \$1,200.00 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. 351W heads, cast #E7TE, date codes 5B15 & 5B17, \$150 for the pair. **1970 Boss 302 heads: cast # D0ZE 6090 A ; dates 0B19 on both heads; push rod guide plates cast # C9ZE-6A564-C ; original valve sizes 2.19 / 1.71 58.0 CC \$1,600.00 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

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

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

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



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pam@davcoadvertising.com www.DavCoAdvertising.com

The logo for Greg Taylor Enterprises (GTE) features a stylized blue and white cougar in a pouncing pose. Below the cougar is a red rectangular box with the letters "GT·E" in white, bold, sans-serif font. To the left of the box, the text "Greg Taylor Enterprises" is written in blue, followed by "PERFORMANCE and RESTORATION SPECIALIST" in black, "850-728-3953" in black, and "GregTenterprises@yahoo.com" in black.

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

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

MESSAGE FROM THE CHAIR



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



NOMINATIONS ARE OPEN FOR THE CCOA BOARD OF DIRECTORS

Nominations are open for the Director positions that will expire at the end of the year (2018):
(1) Chairperson, (2) Special Services Director, and (3) Membership Services Director.

Nominations will be accepted if received by **May 15, 2018**. Nominations may be made by any CCOA member, and you can nominate yourself or any other CCOA member. Nominations must be submitted in writing (including electronic forms) to the Chairperson, whose contact information is listed on the inside front cover of this newsletter, and the bottom of this article.

Nominations must be made for a specific Director position. Nominees must be qualified to meet the specific responsibilities of the Director position for which he/she is nominated, which are described as follows:

All Directors are responsible for acting in compliance with the CCOA Articles of Organization, the CCOA Operating Agreement, and in the best interests of the CCOA. All Directors are required to sign a Conflict of Interest form.

The **Chairperson of the Board of Directors** is responsible for:

1. Ensuring that all CCOA activities are conducted in compliance with the operating agreement, the non-profit corporation laws of the state of Wisconsin and the regulations of any other governmental agencies that may be applicable.
2. Overseeing and directing all aspects of CCOA administration.
3. Polling directors on matters requiring a vote of the BOD.
4. Conducting membership polls.
5. Establishing and filling staff management positions in accordance with the operating agreement.
6. Maintaining and distributing, as required, the Official Record of the Board of Directors.
7. Updating the operating agreement in a timely manner to reflect all BOD-approved changes or additions to the operating agreement.
8. Overseeing and/or conducting any other administrative activities as required by circumstances.
9. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).



The **Special Services Director** is responsible for:

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

The **Member Services Director** is responsible for:

1. Maintaining an accurate and current roster of CCOA members.
2. Providing accurate and current membership information to the BOD as requested by the Chairperson.
3. Receiving and recording new and renewing member applications.
4. Developing and overseeing CCOA member services as requested by the BOD and/or the Chairperson.
5. Conducting other duties as assigned by the Chairperson or Vice-Chairperson.
6. Maintaining the ability to personally conduct CCOA business by telephone and the Internet (E-mail).
7. Developing new projects and assisting with CCOA merchandise development to further market the club.

Upon nomination, the nominee will be contacted by the Chairperson and asked to submit a written application statement which includes the following:

- An expression of the nominee's desire to serve as a CCOA Director.
- A summary of the nominee's qualifications to meet the responsibilities of the Director position for which he/she has been nominated.
- Any additional comments the nominee believes have bearing on his/her selection as a Director.
- A signed CCOA Conflict of interest form.

In the summer newsletter, the names of the candidates and an unbiased summary of their qualification applications will be published. Candidates will be invited to submit a campaign statement of up to one page for publication in the fall newsletter. The fall newsletter will also include instructions for members to vote for the candidates. Results of the election will be announced in the winter newsletter. If all goes as planned, the election winners will take office January 1, 2019.

Send nominations by **May 15, 2018** to:

- cougarvote@gmail.com or
- Gavin Schlesinger chair@cougarclub.org

Mailing Address: 416 Avenue E - Redondo Beach CA 90277

MEMBERSHIP REPORT

By Rob Merritt (#8323)
Member Services Director

The Cougar Club continues to grow – building on the excitement of the 50th Anniversary celebrations. Keep the momentum going as we turn to the 50th Anniversary of specialty models like the XR7-G, GT-E for 1968, and the all new convertible and Eliminator models for '69.

NEW MEMBERS

Joining the club since the last ATSOTC (through December 1) are the following new members:

| | |
|---------------------|-------------------|
| JAMIE VEENSTRA | BUSBY AB CANADA |
| CLIFFORD DAVIS | LA QUINTA CA |
| ANDREW SWIFT | NORTHRIDGE CA |
| FRANK MARTINS | SAN LORENZO CA |
| FRANK PURKHISER | SANTA ROSA CA |
| MARCELO BERMUDEZ | THOUSAND OAKS CA |
| AUSTIN BRANCA | DUNNELLON FL |
| MICHAEL RIVERA | OCALA FL |
| STEVEN KOVACH | PARRISH FL |
| ARTHUR OSTRY | CHICAGO IL |
| DAN & PAULA SUGG | EVANSVILLE IN |
| MATT SCHUFFERT | HOBART IN |
| PETER PARSONS | BILLERICA MA |
| WILLIAM BRUCE | HARPSWELL ME |
| TERRY DORITY | SACO ME |
| RUSS FOWLIE | MILLINGTON NJ |
| JON WEISSMAN | MALVERNE NY |
| RAYMOND MIROWSKI | NORTH TONAWADA NY |
| KEN KNELLY | PLATTSBURGH NY |
| BARRY GUILD | SCHENECTADY NY |
| ROBERT BRUCE | CLYDE OH |
| PHILIP CHILDERS | TULSA OK |
| CONAN TIGARD | REDMOND OR |
| CHUCK LOMAGRO | MEDIA PA |
| WILLIAM KIRK PENDER | MANCHESTER TN |
| JAMES READ | DALLAS TX |
| ROY MILLS | ASHLAND VA |
| R AXEL HANSEN | WOODBIDGE VA |
| KEITH MACK | SPOKANE VALLEY WA |
| LUCAS STANTON | STONE LAKE WI |

Welcome to the new members!

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

If your renewal is due, use the handy on-line form at www.cougarclub.org/join.htm. If you prefer, you can send a check using the membership form found elsewhere in this newsletter. Check the mailing label for your due date if you subscribe to the printed version of the newsletter. If you are an e-member, the email with the download link will let you know if it's time to renew. And be sure to let me know if you change your postal or email address. It pains me when mail is returned undeliverable. If you just need to update your information, or have a question about your status, feel free to email me at membership@cougarclub.org.





COUGAR CLUB OF AMERICA

WESTERN REGIONAL CAR SHOW CELEBRATING THE 25TH ANNIVERSARY OF THE MERCURY STRAY CATS & THE 50TH ANNIVERSARY FOR THE 1968 MERCURY COUGAR



Hosted by the Mercury Stray Cats Cougar Club
Show Location: 4790 Knarlwood Road, Oakley, CA
**** SATURDAY, JUNE 30, 2018 ** 8 AM to 5 PM ****
JOIN THE FUN IN THE WARM CALIFORNIA SUN!!!

PARTICIPANT'S CHOICE AWARDS!

Dash Plaque for all cars entered. **(1) Lunch included with PRE-Registration ONLY.**
1st - 3RD place Trophies for each class; Best-in-Show; ATOTC; Top Cat Wounded Cat; & Long Distance Driven
*** Registration Check-In from 8 am to 9:30 am (Cars must be in place by 9:30AM).**

Car Entry Class: (Classes may be combined, expanded or dropped pending entries received)

- | | |
|--|---|
| Class 1 1967 (A) STD; (B) XR7 | Class 7 Specialty (GT, Big Block) |
| Class 2 1968 (A) STD; (B) XR7 | Class 8 Specialty 1968 (XR7G) |
| Class 3 1969-70 Coupe (A) STD; (B) XR7 | Class 9 Specialty 1968 (GTE) |
| Class 4 1969 Convertible (A) STD; (B) XR7 | Class 10 Specialty (Eliminator) |
| Class 5 1970 Convertible (A) STD; (B) XR7 | Class 11 Modified Cougar / Resto-Mod (all years) |
| Class 6 1971-73 Coupe / Convertible | Class 12 .Other Ford Powered (all years) |

Additional Information: Contact: Rob Crowder (415) 850-0295 or e-mail: robcrowder@comcast.net
Contact: Gavin Schlesinger (925) 596-0870 or e-mail: GavinSchlesinger@gmail.com

>>>>>>>> Cut here and send lower portion of form with payment. Keep upper portion for your information. <<<<<<<<<

REGISTRATION FORM (Registration # _____ | Cash or | Check # _____ Total \$ _____)

Name: _____

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

Phone: _____ E-Mail: _____

Car Year: _____ Make/Body Style: _____ License Plate#: _____ Entry Class # (see above): _____

Club Affiliation: CCOA _____ Stray Cats _____ other (specify) _____

REGISTRATION FEE: Pre-Registration \$35 per car; (1) lunches are included by May 30th **After June 1st \$45 per car
(Additional lunches or Lunch only is \$15 per person**One is included with Pre-registration Only)
Additional Cars, as some members will bring more than one are only \$15 per additional car

FILL IN NUMBER FOR LUNCH: Chicken Beef Pulled Pork

<http://www.shawstexasstylebbq.com/> **Potato Salad, Baked Beans and (1) beverage is included

NOTE: PRE-REGISTERED to have lunch included. * Registrations post marked after 5/30/18 do not include lunch*****

All Registration must be postmarked on or before June 01, 2018, this is private property Gates are not open to the general public

Make your NON-REFUNDABLE registration fee check or money order payable to: "Stray Cats".

Mail Registration Form to: John Swanson, P.O. Box 41, Fairfield, CA 94533

Waiver of Liability

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

Signature: _____

Date: _____



COUGAR OWNERS UNITE!



Join with hundreds of **Cougar Club of America** members to celebrate the Mercury Cougar. As a member, you will receive the CCOA's publication, *At the Sign of the Cat*, an official membership card, and an eye-catching antenna flag for your car that identifies you to fellow Cougar enthusiasts wherever you go.

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

New Member _____ Renewal _____ (make any changes below)

Name: _____

Address: _____

City: _____ State/Province: _____ ZIP: _____

Country: _____

E-mail: _____

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