

The Official Magazine of the Cougar Club of America



VOLUME 39 | ISSUE 1
SPRING 2020



1980 - 2020



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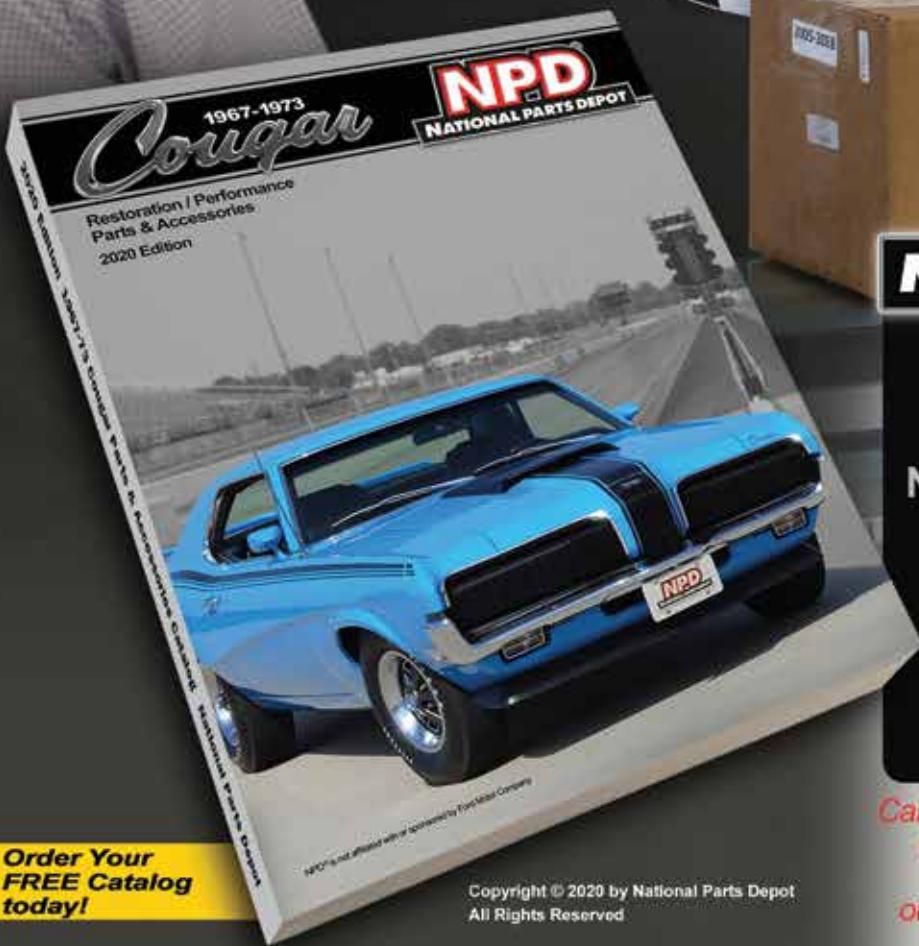
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submissions@cougarclub.org

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- \$30 for members who receive the magazine by email.
- \$45 for members who receive the magazine by postal mail to a U.S. address.
- \$50 for members who receive the magazine by postal mail to a non-U.S. address.

To join or renew, point your internet browser to: <http://www.cougarclub.org> or contact the Membership Services Director listed in the Club Contacts section of this magazine.

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A View from the Chair



GAVIN SCHLESINGER
CCOA Chairperson
CCOA #5780

LIFETIME MEMBERS

When we started this issue of **ATSOTC Magazine**, the world was a different place. Like many other events as we emerge from our "**Shelter in Place**", there will be changes with "**Social Distancing**" and simple things such as a "**Hand Shake**" will change forever. First and foremost I hope that you and your families are doing what they can to stay safe and healthy. We are all in this together as a community and family. "**Friends are Family that you Choose**".

All of our lives we have heard that Hindsight is 20/20. Well, 2020 as a year that will be one we all reflect on as long as we live as one that the world stopped. With the worldwide **COVID-19** Pandemic, we certainly can use all of the distractions possible, and spending a little time focusing on our hobby will certainly help as a positive distraction. I am confident as we slowly start to return to our normal lives we will continue to cherish and hold dear the relationships with our friends, families and loved ones.

I certainly appreciate everyone in my life, past, present and future and to let everyone know a little more often. For 2020, I want to start the year off by thanking the more than 30 volunteers that donate their time, energy and in some cases funds to help make the **Cougar Club of America** such an amazing organization. Listed in the Contact section of **ATSOTC Magazine** and on **www.Cougar-Club.org** we have so many amazing people to help make the CCOA the organization it is today.

"Founded by Mercury Cougar Enthusiasts, made strong by our membership and volunteers"

On behalf of the Board of Directors, we want to kick off 2020 with the announcement of three individuals being awarded "**Lifetime Membership**". **CCOA Lifetime Membership** is one way we can recognize individuals for their contributions to our club and hobby. A little about the recipients for 2020:

Barrie Dixon in 1984, became the **Overseas Director** serving for 16 years, helping to promote the CCOA and our hobby many years later, his position transformed to **International Manager** until 2005. Barrie is still a strong advocate for our club and hobby. It is hard to believe that **CCOA #156** could have received a much lower membership number if it was not so slow for "**Snail Mail**". Before the internet was a mainstream vehicle to communicate and share data, Barrie was sending correspondence old school with Tom Jacobellis as the CCOA was in its infancy stages 40 years ago.

Rob Merritt was the **CCOA Membership Director** for 11 years (2008 – 2018), **Temporary ATSOTC Editor** for the magazine for 6 years (2009 – 2014) where we had 2 years without an editor. Rob's efforts as **Membership Director** and **Temporary ATSOTC Editor** are greatly appreciated. The Board of Directors all agree that Rob's efforts were a large contributing factor why the CCOA survived "**The Dark Days**". Without the strong pillars standing, the club would have crumpled (ATSOTC Magazine, CCOA Members and Volunteers, The CCOA Website **www.Cougar-Club.org**, The CCOA Facebook Page, and the Amazing Graphics/Merchandise). As **Membership Director** and **ATSOTC Editor**, Rob's efforts as an unpaid volunteer played a large part in not only the club surviving but also helped to grow and evolve into the amazing organization we all enjoy today.

Jim Pinkerton in 1989, purchased registry data for the 1968 XR7-G, 1968 428 Cobra Jet Equipped Cars and the 1968 GT-E's from Kevin Marti. The 1968 Registry data Jim purchased was out of his own pocket and used as a foundation for the three Registries as well as to help build details for the models into the "**National Database**". Jim had to sign a nondisclosure with Kevin Marti and Ford to not circulate or publish any of the data relating to cars not identified which then set him on a journey to locate and fill in the various registries. A few years into the task Jim enlisted Royce Peterson and Bill Quay as the number of records and task of gathering, organizing and analyzing data while working a day job is a lot for one person. 30 plus years later, Jim is still working on filling in the blanks to the GT-E registry and maintaining the "**Master Record**" for all of the cars and "**Owners of Record**" identified. Jim

also helps the Board of Director Roles within the CCOA, he was the 1996 – 1997 **Membership Director** and 1998 – 2001 **CCOA Financial Director**. Jim has been a contributing member of the Cougar Community for many years as a resource who has spent thousands of hours compiling data, and memorabilia at his own expense and has freely shared with all that inquire.

Please join me in congratulating the recent recipients being awarded "**CCOA Lifetime Membership**" for their contributions to our club and our hobby!

As the **CCOA Chairman**, I reflect a lot about the Club, the cars and our hobby. It is often stated that we as the **Cougar Club of America** support and are a resource for all year Mercury Cougars 1967 – 2002. The club consists of a network of people that gravitate to one year or another and people that specialize in the year or models that the individuals enjoy. Ultimately it is the car that brings us together and the model and year not as important, we like them all.

Being seen and interacting with others is more important than bringing home an award. The memories we create by shared experiences are truly invaluable.

Keeping all Cougar enthusiasts informed for upcoming events and activities, we try to maintain information provided 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 submissions@CougarClub.org and one of your photos may just be selected to appear in an issue of **ATSOTC** or on our club Facebook page.



Cougar Club of America

LIFETIME MEMBERS

Barrie Dixon

Rob Merritt

Jim Pinkerton

If you are interested in more information, please email me directly at: chair@cougarclub.org



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CCOA BOARD OF DIRECTORS

2020

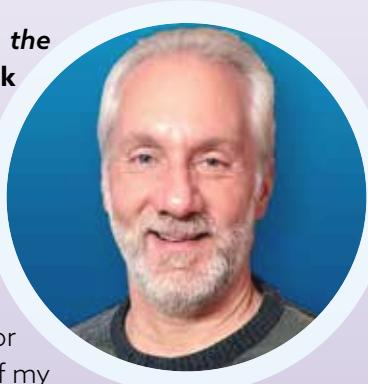
Editors note: This article contains links also at
atsotcmagazine.com/spring2020

The results are in:

I am excited to announce the election results and introduce our updated to the Cougar Club of America Board of Directors

The **Vice-Chairperson of the Board of Directors** is **Mark**

Kulwik, it was by chance that Mark had sold a 1968 Shelby GT-350 and began looking for another classic FOMOCO Powered Cougar. I was first introduced via email as Mark was looking for a 1968 XR7-G, which is one of my personal favorite package groups for 1968. Mark was instrumental in the production of the 2017 event in Dearborn MI as a Member of the CATS Club and a Host for the "Shelby Show & Go" also held at Ford World Headquarters. I was fortunate to be able to spend time with Mark and his family in MI and as most people in our hobby found we had a lot of things in common. It is exciting that Mark has been elected to the BOD support the CCOA Membership and be a contributing member on the BOD for the 2020 - 2023 term in office. Mark can be reached via email vicechair@cougarclub.org



Note from Mark "Hello to all CCOA members and their families. Allow me to introduce myself, my name is Mark Kulwik and I am your newly elected National Vice-Chair. I am honored and excited to represent you in this wonderful club and am looking forward to getting to work and to meet as many of you as I can.

First, just a little bit about myself: I have been married for 30+ years to a wonderful woman, and my best friend Judy. I have three great kids and I am presently employed by Ford Motor Co. in SE Michigan as a Program Management Engineer on the Product Development team responsible for our new line-up of hybrid, automatic transmissions.

I've been actively involved as a Board member with numerous classic and performance Ford (Mustang, Saleen, Shelby) local and regional car clubs over the last 30 years.

I have been a classic Cougar owner for less than four years however you may recognize some of my work as a key contributor to the Mercury Cougar 50th Anniversary celebration at Dearborn in 2017. Make no mistake, Cougars are cool, yet I feel that they are also a bit underappreciated. We as the custodians of "cool" need to get our cars out in the public and gain further exposure in the media.

I don't know if this is true for all areas of the country, but in SE Michigan folks seem to hesitate when it comes to getting their cars out of the garage. Hey, news flash – our cars are meant to be driven!!

As your National Vice-Chair, my aim is to fully support the Mercury Cougar name, the CCOA and to motivate our members to get your cars out of the garage! A car club cannot flourish without cars nor enthusiasts. You can help me by letting me know what we can do better and I can help you by assisting in the creation of interesting databases, fun wearables, and exciting venues. It's 2020 folks. Drive 'em while gas is still plentiful and cheap! Here's to a great and exciting future for us all."

The **Financial Director of the Board of Directors** is **Mark**

Smith. Mark has held the position of Finance Director since 2017, and over the previous three years has managed the CCOA finances keeping the club accounts balanced and ensured all invoices have been paid. It is greatly appreciated that Mark is willing to continue in his current role and his new term is 2020 – 2023. I was privileged to meet Mark in person as Mark is also a member of the Mercury Stray Cats club in the San Francisco Bay area. We have traveled to events in a caravan and via airplane as Mark for the past three years has helped to plan the CCOA Supported dinners coordinated each year surrounding the Barrett Jackson Auction events in Arizona. I want to thank Mark for his dedication to the club and his calm well thought out guidance is greatly appreciated. Mark can be reached via email finance@cougarclub.org



The **Club Services Director of the Board of Directors** is **Conan Tigard**. This is the first year that Conan has been elected as a board member of CCOA, for which he is very excited, and he looks forward to serving as the Club Services Director. Conan bought his first Cougar in 1982 in Santa Barbara, CA the summer before his senior

year in high school. He has had three Cougars in his life and currently owns a 99% original 1970 Houndstooth Cougar named Victoria after the original owner of 39 years. He is also the President of the High Desert Cougar Club of Oregon and founded the club in November of 2017. During

the weekdays, Conan works as the

Desktop Support Specialist and Webmaster for Sisters School District in the quaint town of Sisters. He maintains over 1700 student Chromebooks and the computers and other technology in three schools in this small, western tourist town near Bend, Oregon. I was privileged to meet Conan in person at the 2018 CCOA Western Regional Event in Oakley California, where Conan spent a very warm day in the sun photographing cars and meeting their owners. In speaking with Conan, he looks forward to contacting all the Regional & International Mercury Cougar Clubs and collaborating on how CCOA can help them thrive and grow. Working together we can help foster our hobby for years to come! Conan can be reached via email clubservices@cougarclub.org



Cougars and most other muscle cars, regardless of the car's condition, in fact at the annual Darryl Starbird event in Tulsa Randy and the MACC club invite other makes and models to join in the event. Just be Nice and Have Fun are two mottos that Randy conducts himself by. I am excited to see Randy grow in his new role on the BOD and make the position his own. Randy can be reached via email communityrelations@cougarclub.org



The **Community Relations Director of the Board of Directors** is **Randy Christopher**.

Randy previously held the position of Club Services Director of the Board of Directors for the past two years (2018 & 2019) stepping up to take over the role with the passing of Matt Slay <https://www.legacy.com/obituaries/dallasmorningnews/obituary.aspx?n=mattthew-slay&pid=188729445&fhid=5721>



As a club, we were lucky that Randy volunteered to help the BOD and our membership in such a tough time with the untimely loss that hit so close to home. In 2014 I was lucky to have spent time with Randy at the CCOA Western Regional event held in Oakley California. Randy had been in contact months early as he was instrumental in the forming of the Mid America Classic Cougar Club (www.midamericaclassiccougars.com). Ever since our initial calls, Randy and I have been fast friends, as it seems to be with everyone he meets. We are lucky to have Randy on the BOD and a part of our hobby, a very passionate and enthusiastic person who is a fan of all year Mercury



© 1970 Mercury

Optional vinyl or leather upholstery. Cloth seats and vinyl shown in medium brown. Also, available in black.



Optional Vinyl interior. Available in black vinyl or black vinyl with optional cloth. Also, available in black, red, brown, white and beige. Interior fabric suspended.

Optional Vinyl interior standard in Cougar also
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CLUB REPORT

Jason Keeline
Atlanta, GA



CLUB LEADER
CHRIS JONES
SHARPSBURG, GA
CCOA #02069

OUR FIRST CLUB event was to be on Saturday, March 21st, 2020 and we were all geared up to do a big layout for the "inaugural" Southeast Cougar Club event. At that event, I was going to be talking about the CCOA and ATSOC - sharing the last issue where we had our "own" page.

Well - we know how that went - show and the first inaugural meeting had to be postponed...so now in its absence, I encouraged people (via our FB page) to still go out on that Saturday-March 21st, in small groups or alone practicing social distancing and get their cars out. At that point, we did not have any stay at home orders for Georgia.

I decided to do the same and we had 4 cars that were in close proximity to me (near Atlanta) that also wanted to venture out. So we did. We did a short 90+ mile cruise through some small quaint Georgia towns. The weather was perfect, traffic was light and we saw some beautiful scenery - including a stop in downtown Warm Springs, Georgia. I had the banners in the trunk of my car so we pulled them out for a quick photoshoot. We even had the proverbial breakdown and roadside fix along with some great take out food in Pine Mountain, Georgia.

The participants were my family that followed in a chase vehicle, my oldest son Mitchell from Asheville NC driving my new roadworthy 1969 Standard convertible 428CJ R/A 4 speed, Michael Richards in his factory 1969 XR-7 convertible S code sporting a 428, Kevin McGuire in his mom's original

1969 351W standard coupe and David Iwanicki in his recently acquired mangy cat (his words, not mine) a 1972 Coupe with a 351C.

It was nice to see some of the people that would have made it out to the larger show. We got to talk about the cars and what we were going to work on next - all a part of getting together with fellow enthusiasts.

Hopefully, in our next issue, we will have details of our inaugural meeting. Until then, stay safe and hopefully, we will see everyone at our rescheduled event. 





CCOA announces a royal new Cougar Collectible Medallion

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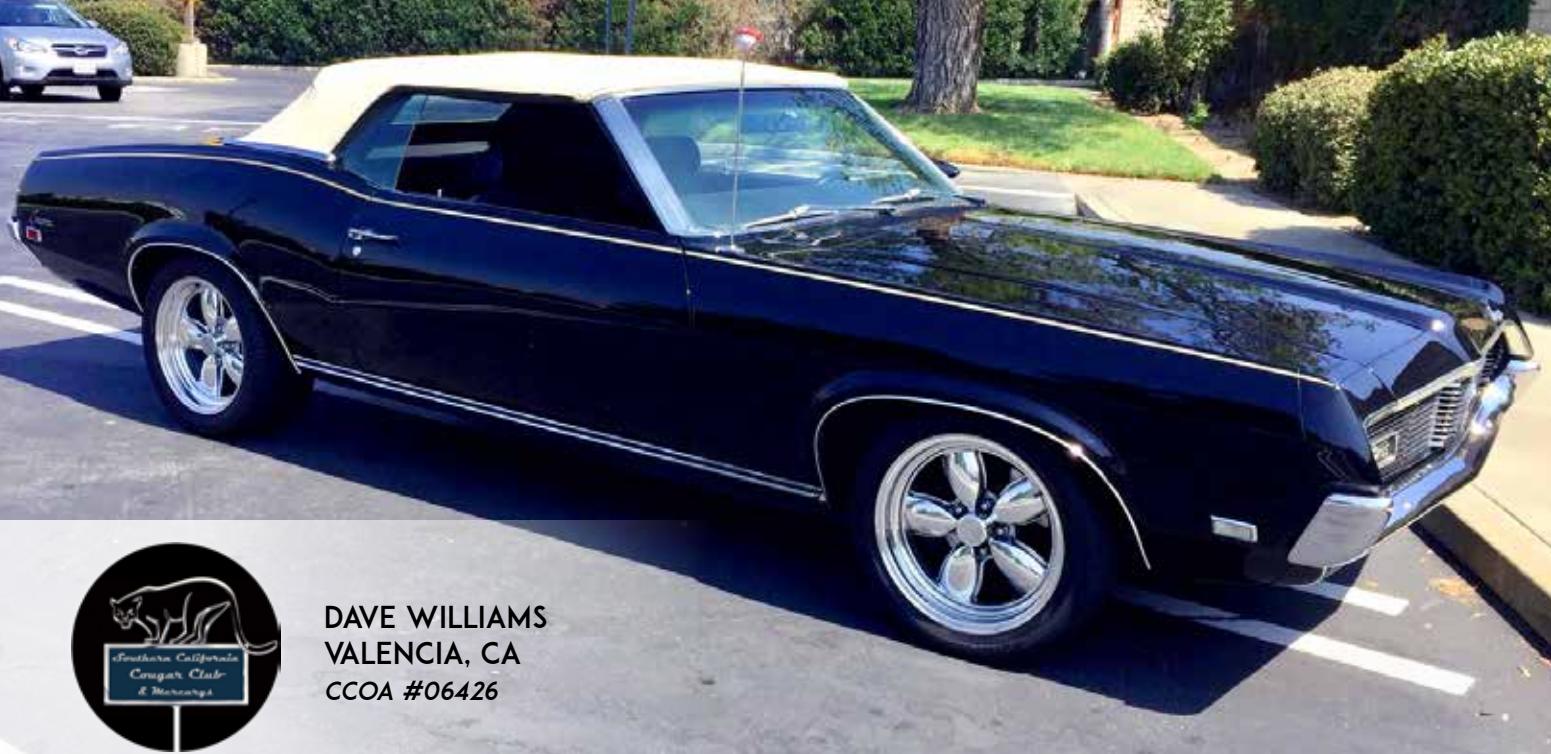
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DAVE WILLIAMS
VALENCIA, CA
CCOA #06426

MY STORY is a 44-year love story with the Mercury Cougar, beginning in Iowa in 1976. I bought my first Cougar, a '69 Convertible, during my senior year of high school. I 'Lent' it to my younger sister when I was stationed in Berlin Germany with the Air Force.

Upon my return from Germany, I requisitioned it back from my sister and drove it to New Mexico, where I finished my service in the Air Force. While in New Mexico I freshened the paint. I did myself in the base hobby shop. Also freshened up the motor, entered a couple of car shows, and started winning trophies. In 1981, after leaving New Mexico, I sold the car, as the floor pans were rusting and I didn't want to embark on a major restoration.

In 1982 I moved to Ohio and found I was missing my Cougar. I found another '69 advertised in Hemmings. This one an XR7 Convertible. I flew to Richmond, Virginia and drove it to Ohio, burning more oil than gas on the trip. I stripped it and repainted it in my garage, had the 390 engine and trans rebuilt, with some 'fun' upgrades, and again began winning trophies.

In 1985 I transferred to California, drove the Cougar to the LA area, and eventually sold the car, as family duties became more of a priority.

However, I again got the 'itch' and in 1992 purchased a blue

and white '69 XR7 Cougar Convertible. I completely disassembled the car and it sat in pieces for years.

Then as I neared retirement, I decided to finish this Cougar. Prior to this, I'd done most of the work myself. This time I wrote checks. I did all of the bodywork myself and my painter friend allowed me to 'shoot' parts of the car myself, although he shot the exterior. I was smart enough that over the years I purchased OEM chrome and stainless pieces so that when the car was finally reassembled, it was 'showroom'.

The engine has the requisite 'upgrades' and is dyno'd at 405 HP, the trans has been massaged to allow 2nd and 3rd shifts to chirp the tires, and all the modern accouterments have been upgraded (stereo, Bluetooth, phone answering, etc). The car has power windows, air, and rack and pinion steering. The car has been literally rebuilt from bottom to top.

I've learned my lesson in 40 plus years, I will not part with this Cougar, but will hand it down to a deserving grandchild. 







TED TAYLOR
CHINO, CA
CCOA #09385



1970 XR7 4 SPEED

Owned By: Dick Hofstat

1970 MERCURY COUGAR

Owned By: Ted Taylor







CASCADE COUGAR CLUB PROWL

Sunday, July 12th, 2020

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

Pre-registration before June 15th will be \$20 and \$25 after the cut-off

There is no dedicated event hotel (but some suggestions will be listed in the flier) nor will there be food on site. There are several restaurants nearby or you can pack a picnic lunch or order through Uber Eats, Door Dash and the like.

T-shirts will be available for sale, dash plaques and other giveaways will be distributed while supplies last and there will be plenty of door prizes.

At present Cougar classes will be available for 67, 68, 69 and 70 standards and XR-7's, Specialty Cougars (G's, GT-E's, Eliminators), convertibles and modified. Other classes will be considered for Ford, Mercury, Edsel, Lincoln, and all non-Ford.

Dependent on pre-registration numbers, these classes are subject to change.

For those wanting to make a weekend of it, there will also be a pre-Prowl BBQ at a Cascade member's home. The cost will be \$15 per person - and bring your bathing suit and towel as there's a beautiful pool to keep you cool.

Heather Whitaker,
Chairman, Newsletter Editor,
Cascade Cougar Club,
chairman@cascadecougarclub.com

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

CCOA Application

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 window decal for your car that identifies you to fellow Cougar enthusiasts wherever you go.

Use this form or the online registration form at <https://ccoa.cornerstonereg.com> today. Annual dues are **\$30** for members who receive the newsletter by email. For members who want a printed newsletter by mail, the dues are **\$45 for U.S. addresses or \$50 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: _____ Phone#: _____

E-mail: _____

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

E-member (\$30) U.S. mail member (\$45) Non-U.S. mail (\$50)

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

Yes No

Are you a member of a local Cougar Club? _____

To join or renew, please fill out this form and mail it with payment
(Make checks payable to **CCOA**) or use the on-line form at <https://ccoa.cornerstonereg.com>

Cougar Club of America
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Fax: 763-420-7849
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Tell us about your Cougar!



JEFF HULSE
DENVER, CO
CCOA #10050

JUST A LITTLE "PATIENCE"



Thank you for
your service!



IT WAS ON A COLD AND HAZY TUESDAY, in Dearborn Michigan on the 27th of February, 1968, (2 days early) when I began my life and saw the world for the first time as a brand-new Mercury Cougar. I boarded a train and traveled for a few days until I reached the outskirts of a city, I would learn was Denver Colorado. About a week later, I got on a truck and headed for the city. Soon after, I arrived at the Kumpf Motor Car Company at 869 Broadway. I hung around there for about a month and saw lots of people checking me out and the other cars there as well. Finally, on May 10, 1968, I was adopted!

I went on to have an exciting and adventurous life for a while. Then the time came and I moved on to a new home. Somewhere along the way, (don't remember exactly where) I got hit so hard in my left rear that I was shoved into the car in front of me. From there I had some bodywork done but continued to fall into disrepair.

In 1998, a young man and woman came by the place I was living at in Thornton and took me home with them. Though I moved around and rarely saw the woman anymore, I was always with my Dad. I remember one cold day in November; his son (who was 3 at the time) wanted to go for a ride in me. When I started up, the boy's eyes opened wide and I could feel his excitement. He rubbed my dash and said, "This is Daddy's Cougar!" Dad promised me and the boy that someday he would restore me to the original condition, just like when I rolled out from Kumpf in 1968. Then in 2009, we started to see it happen.

I was taken apart, placed on a rotisserie and media blasted to bare metal. It was an exciting fresh new start for me. I had some bodywork done but the shop overran the budget, so dad had to bring me home in pieces. About a year later, dad took me to another shop that pretty much completed my bodywork and primed me so I wouldn't rust, but again we had to stop because the cost kept going over budget and dad broke his ankle and couldn't work.

He would often tell me, "Be patient, I'm going to get you done and done right." As years passed and I sat in the garage still in pieces, I knew I had to believe that one day; I would be running and driving again. Just when I was ready to give up, dad would come in with a bunch of parts for me. That's when I knew, I just needed a little more patience. In early 2017, I went back in the shop and work got underway again. We hoped I would be done in time to enjoy the summer but unfortunately, that did not happen. I was pretty much done in September and now back to my original self, (Augusta Green, Saddle Tan interior, original motor, transmission, carburetor, gauges, and even my original water pump and working AM radio and glass!)

This is how I earned my name "Patience"!

I got to go to the Golden supercruise and attend a car show (where I was voted fourth out of the top 10 of over 100 other cars) before winter came. Dad and I still got out on nice days when we could and enjoyed life together again.

Now I'm really happy and I love seeing the sites and how much Colorado has changed. I also love hanging out with my sisters "Lil Bit" (1966 Ford Mustang) and "Squirt" the red Baroness (1964 Ford Falcon Sprint convertible) she likes to run around topless!

Just like mom and dad, I and both of my sisters are original to Colorado and my sisters and I have been restored original, and I am proud to be the founding member of the "Original Colorado Crew."

I got to know Madras. She had interesting stories and we really hit it off. After we parted ways, she flew right over my house and stopped by the Golden supercruise where I was hanging out just to say hey!

Since then I have played with Maid in the shade (North American B-25 Mitchell)



highlight for me was taking a break at the summit of Monarch Mountain where I got to straddle the continental divide at 11312 feet above sea level. "Guess I got high in Colorado LOL!" Later I attended the 42nd annual Horse feathers all Ford car show and won second place in the Ford another category! I am also proud to be a featured Cougar in the West Coast Classic Cougar calendar for May 2019!

2019 was a very exciting year for me as well! I attended the 11th annual Ye Olde Auto Clubs car show in Brighton and received the top 30 people's choice award sponsored by Bullet auto repair. Then I went on to the 31st annual FoMo-Co car show and picnic where I won the top 10 people's choice award, then the next week I won 2nd place at the annual Cougar Fest where only classic Cougars are judged. Later that summer I won the classic class at the 11th annual Spirit of Flight car show in Broomfield!

Check out some pictures of my adventures.

I look forward to all the adventures that are yet to come and meet new people.

It was really nice meeting you and I hope you enjoy your day!

Please take my picture, enjoy and feel free to talk to Dad about our more than 20 years together, but I am a little ticklish after more than 50 years, so please be gentle with me. 🐾



"Lil bit" came to live with us in 2013. She got out a lot with mom and dad as she was running and driving and looked pretty good. She got to be quite popular with people and warbirds and did a lot of photoshoots. One time her and "Squirt" got to hang out with Madras Maiden (Boeing B-17 with the Liberty foundation) and I was a little jealous as I was still in pieces and couldn't attend, but my chance came in 2018 when

and a Bell V-22 Osprey (currently serving in the United States Marine Corps at NAS Miramar San Diego CA.)

In June of 2018, I attended the 30th annual Rocky Mountain Mustang round up where I am proud to have received an award of excellence at the show and shine event! There were over 500 cars there all lined up down the main street in downtown Steamboat Springs.

It was a lot of fun attending such a prestigious event. From there I went on to Gunnison and Crested Butte for some more fun and photos before returning to Denver, but one





NANCY ELDER
CLERMONT, FL
CCOA #07151

2019 LAKEWOOD RANCH SHOW



FLORIDA'S WEATHER begins to cool off enough around October to be able to consider outdoor activities, and our minds turn to car shows. There is a planned community in southeast Florida, Lakewood Ranch, that hosts the "Ponies Under the Palms" show in their downtown area in November, and that was the show the Sunshine State Cougar Club decided to promote to our members.

Since the hours for the Sunday car show would have meant a painfully early roust that morning for us central Floridians, Bryan Kaeser, Phil Elder and I decided to drive down Saturday afternoon and get hotel rooms for the night. The bonus was discovering a great seafood place within walking distance for dinner, the Lucky Pelican.

Sunday morning, we drove to the hospital parking lot/unofficial SSCC staging area, where Lynne and Jim Stickley were waiting. A short while later, Wayne Settemeyer, Kathleen Fisher and Glenn Freeman, and Charlie Lane joined us, and we cruised over to the show. The latter two Cats were new to the SSCC, and we'd been looking forward to meeting them.





Wayne, who was there with his award-winning red 1965 Thunderbird convertible, was leading the cruise to the show, and we, unfortunately, got separated from him. He ended up being parked around the corner from us. Honestly, Wayne, this was not planned!

With the cars safely parked and cleaned, we had the day to wander the show, check out the "new" Cougars and get to know each other! The best part of any SSCC gathering.

The next show we're promoting for the SSCC is the Daytona Spring Turkey Run, March 27 - 29, 2020. Although the show is Friday - Sunday, our major day is going to be Saturday, March 28th. If you're reading this and interested in checking out some Cougars, we look forward to seeing you! If you want to join us, please request an addition to our Facebook group and read up on the particulars. You will find host hotel information, club parking info and a loose schedule of events. Hope to see you there!

Sunshine State Cougar Club Group on Facebook 





JAMES THOMAS
COUNCIL BLUFFS, IA
CCOA #09857

1972 XR7 CONVERTIBLE





MY CAT

53,702 1972 Cougars,
1,929 were Cougar XR-7 Convertibles. Of them,
1,561 came with 351-2V Engines.
1,528 of those had FMX Automatic Transmissions.
90 of them were painted Ivy Glow Metallic, of which
21 had Ginger Leather Bucket Seats. Of those,
17 were equipped with White Power Tops.
8 of them came with Power Side Windows. Of these
3 were produced with AM/FM Stereo Radios.
1 of those had a NOX Emission System.
2F94H517427 is that Cougar.



ROYCE PETERSON
DALLAS, TX
CCOA #590

MUSCLE CAR AND CORVETTE NATIONALS

FIRE EXIT



WE ARRIVED at the Donald E Stevens Convention Center, Rosemont, IL, about 1:00 PM on Thursday for the Muscle Car and Corvette Nationals (MCACN). Our participant packet said we should arrive between Noon and 8:00 PM on Thursday, so we were well within our "window." The directions were very easy to understand. The entire package of items was incredibly well thought out and useful. We found ourselves in a line of semi-trailers and enclosed car trailers inching forward around the perimeter of the building. Eventually, we were waved in through a huge roll-up door. We were told to follow a golf cart to our unloading spot inside the building. The guy in the golf cart told us – "Hurry every chance you get!" We immediately set to the business at hand.

The Cougar was unstrapped from the tie downs in the trailer. I pumped the gas pedal a couple of times, and the 428CJ quickly cranked to life. I backed out of the trailer and cut the engine. The trunk was opened, and I placed all my cleaning supplies inside, along with a small cooler and a couple folding chairs, and a car cover.

Meanwhile, on three sides of me, there were all makes of muscle cars unloading. A Boss 429 Mustang fired up right next to me with its distinctive idle. The fellow put the gearbox into reverse, the backup lamps dutifully illuminated as he carefully moved off the trailer, and he turned towards the Ford Performance display. I fired up the 428CJ again and followed, hoping he was more knowledgeable than I was.

We got to the Ford Performance area, near the entrance, which would be used by the general public on Saturday and

Sunday. There I witnessed some true organizational genius at work. The MCACN show is organized by Bob Ashton and his wife. Each display had a chief organizer and his assistant. These guys had been planning for the entire year for this day, and the days to come. A place was predetermined for each vehicle. The Mercury section was along the wall flanking the entryway. Our car was situated right next to the 1969 Dyno Don Car Craft give-away car, an awesome restoration. As there was still considerable pandemonium, we were asked to park our car nearby and get the trailer out of the building.

Eventually, we made our way over to the Garner Restoration display area. I had been helping Garner with the restoration of a very special 1968 Cougar XR7-G. The car was a Hertz ordered vehicle, so it came with the standard options found on all the S code Hertz Cougars, i.e., power steering, power disc/drum brakes, sunroof, air conditioning, AM radio, C6 automatic transmission and 2.75:1 rear axle ratio. The car has been fastidiously restored to a very high level by the Ken Garner team. Owner, Allan Steinbock, should be very happy with the results!

Friday was a day for cleaning the car and meeting friends new and old. We were able to make the car presentable before installing the car cover and calling it a night. Saturday and Sunday were the days that the show was open to the public. I cannot begin to say how awesome and overwhelming the show is. We were constantly being approached by people admiring our Cat, asking questions, and wanting to reminisce about similar Cougars that they either currently own or used to own. We were able to sneak away for brief periods to look at the other cars. Highly recommended – we will be back! 





TYLER WHITE
ST MARYS, NF, CANADA
CCOA #10046

1970 XR7 CONVERTIBLE



TYLER WHITE of Newfoundland, Canada, relays his Cat story to CCOA: "Since I was a kid, cars have always been my passion. I would play with my massive collection of toy cars which lead me to help my dad work on his cars in our garage." Tyler always liked antique and muscle cars the most and wanted one of his own. "In our garage with my dad is where I gained hands-on experience." Tyler enjoyed it so much that he went to an auto body course which leads to his career today.

In 2013 at the age of 20, Tyler was looking through local classifieds and an ad for a 1970 Cougar XR7 Convertible caught his eye. "At the time, I had no idea what a Cougar looked like, I never even heard of it." After some research, he knew he just had to go see that Cat. Tyler contacted the seller, and he drove 75 miles to view the car. Upon arrival, what he saw was not what Tyler expected. The poor Cougar was in pieces. "Everything was stripped out. There was no dash, no motor, the wiring was removed, and the floors were rotted through." However, Tyler wasn't looking at the pile of car parts; instead, he was looking at the possible end-result. "I could see it completely rebuilt with me cruising down the road with the roof down. I bought the car on the spot, loaded the body's shell onto my trailer, and started home with all the parts." He had to make four trips.

After he arrived at his small-town home, several locals ventured over to see the Cat. "We tipped the car up on its side to inspect the floor." On the next day, Tyler started cutting out

all of the rusted floors, and he measured for replacements. "When the new floor pans arrived, I did not have much experience in welding, so with some guidance and help from my dad, I began welding and it came out great."

The Cat was finally back down on four wheels after a year's work of floor replacement. It was time to install the engine. The Cougar came with a 351 Windsor that was already completely rebuilt. "In no time we had the engine running, and we started to replace the wiring harness in the car. Before long, the dash was installed, and the Cougar was really looking like a car again." Next, it was onto the mechanical work. The Convertible received all-new front-end parts, brake systems, brake lines, transmission lines, rebuilt 9" Ford rear end, new gas tank, and 2 ¼" exhaust with turbo mufflers. It was practically a brand-new Mercury again. "I could not have done it without my dad."

Next up on the list was the bodywork. Initially, the Cougar had her original dark red paint. "I figured the best approach was to strip all the old paint and primer away and start right from the metal." Overall, the body was not in bad shape, just some minor dings, and dents. Fast forward a few months later, the car was ready for its first coat of primer. "I put all the doors, fenders, hood and the trunk back on the car to make sure everything fitted correctly and disassembled it again," Tyler repeated the process of priming, sanding, blocking, assemble, and disassemble many times. "I could not believe that the car was finally ready



for paint after three years of restoration.”

‘Colorado Red’ was the color Tyler chose. “Each week, I would take a piece to the shop to paint followed by the body. Soon, everything was painted, and it was time to piece the Cougar all back together. There were many weeks of attaching fenders, doors, hood, and trunk all the while making sure everything was aligned”. Next up on the to-do list was the interior. “I rebuilt the seats with new material, repaired the door panels, and installed new black carpet.”

After many years, Tyler’s Cougar was ready for the first test drive. “I could not have been happier. I jumped into my car, backed out of the garage, and drove with my dad along for the first ride. Everything was perfect and running smoothly. I was very proud of my Cougar.”

Later, Tyler found out the history of the car from the previous owner. “He told me that he bought the car from the original 1970 owner. It had been put away in storage in 1976, and the Cougar sat there until it was sold to the second owner in 1990. That means I’m the third owner of the car and the first to drive it in 41 years.”

Tyler takes his Cougar to many local car shows. “People see my restoration, and I enjoy talking to other Cougar owners. Thinking back five years ago from cutting out rust five to today’s current condition, it still amazes me how such a rusty dismantled car could look brand new again. I’m looking forward to many more years to come, cruising around with the top down, playing 8-tracks, and remembering the years in the garage with my dad restoring my 1970 Cougar.” 



TIM GLOVER
WIRRAL, ENGLAND
CCOA #08224



INTERNATIONAL CAT UPDATE

TIM GLOVER'S CAT has been off the road for many months, but he is properly back now - Repairs cost me a small fortune when they should have been pennies, or maybe even fractions of a penny! Maybe I tempted fate sometime early in 2019 when I arranged to meet Barrie Dixon at the Tatton Park car show in the summer. That's it really- it's all his fault. Or possibly not.

I was driving along, minding my own business, heading for a gentle slope, when my Cougar started missing. It was struggling and popping, so I headed home asap. On the driveway, I pulled the plugs: all as black as your hat, as they used to say around here. No probs; I have a spare set. Strange though, NGK is usually very tolerant plugs. Maybe two minutes later, I'm in the same position: fine when idling, good when getting going but bumping and bucking as soon as second gear kicks in. Sooty brand-new plugs now.

It was then I remembered the deal with my carburetor: many, many years ago I'd realized the choke flap wasn't connected somehow and thus constantly closed. A wooden clothes peg held

it open on the air intake, hidden inside the air filter. It was a 'get you home' thing that I did and forgot about. Usually, these are the best, most reliable and long-lasting repairs in my experience. A horrified mechanic expressed, in no uncertain terms, that this was unwise and a terrible 'botch' and that a positive Pandora's box of evils would be unleashed on my car and the world, in general, should that clothes peg become dislodged. He replaced it with a cable tie on the outside of the carb. Global destruction averted.

Aha, here was the problem: the cable tie wasn't doing its job. It was loose and flapping about doing nothing, blowing merrily in the breeze. Problem solved, surely. I put the tie back where it was and congratulated myself on my cleverness. Critically, as it turns out, I checked the points gap whilst I was under the bonnet.

Clean the plugs and away we go, not. No start. Turning over, but not firing. Bah, I thought, although that's not exactly how I phrased it at the time.

I asked a friendly mechanic to have a look. He's an old VW guy really, but as such knows about carburetors and

points and other ancient, long-forgotten technologies. He's a friend, but not a charity. He charged me £20 an hour for three hours to tell me the coil was at fault. I disputed this as I could show him a fat spark, but that was his diagnosis and away he went with my money.

Now all these things take time. I ordered a new coil. The problem wasn't solved. I returned it, on the advice of my mechanic 'friend' (more £20 per hour) as faulty. The seller sent me a video of it working perfectly on an old MGB, returned it to me and kept my money.

I still shiver with guilt as I recount the next installment of this seemingly never-ending saga. I decided to replace the carb; it was broken, so I'd buy a 'remanufactured' one- that must be the problem, surely. I arranged to buy the exact same model as my original Autolite from this guy. The one on a website sold, but he'd have another finished especially for me by next Tuesday. No contact on Tuesday. Give him a day or two. No reply to the email I sent on Thursday. Nothing a full week later either. I gave up and bought one elsewhere, albeit with an eta of three weeks. Then, oh the guilt, I get a message from him saying he's been snowed in for



weeks. He'd driven 30 miles to the nearest place where phone lines and the Internet weren't down to let me know my carb was on its way. Argh! New carb fitted- nothing. Still turns enthusiastically but won't fire.

I emailed Barrie, who doesn't live a million miles away from me, hoping his lifetime of experience could help me out and subtly dropping hints to that effect. He was on holiday and enjoying the Martin guitars factory tour. Grrr- he's unavailable, and I'm envious too.

By now I've lost count of the expenditure and really need my car to work; my van was deputising and costing me £50 a week to travel four miles, five days a week to work.



New condenser, nope. New points- made no difference. New plug leads, distributor cap, air filter (clutching at straws now) made no difference. Another mechanic, this one £40 per hour, felt the ignition wiring was to blame. Grumpily I wired the battery bypassing the whole ignition turn-key bit to illustrate this wasn't the case. Whatever- he was there for four hours.

Parts take weeks to arrive from what is literally, for me, the other side of the world. Tatton Park came and went.

I am obliged to service my mother's ancient Morris Minor. It's an awful thing and an excellent example of why the British car industry no longer exists, completely deservedly. My mother is knocking on 80 and rarely goes anywhere, so I keep this terrible old shed of hers going. She has mushrooms growing around the

window rubbers and at least 3" of water sitting on the floor pans all year round. I change the oil, check the points gap, lubricate the cam...

Do you know that felty bit in the center of the distributor cam? It keeps the base plate able to move and the balancing weights free. Yep, that was it! I rushed home, spent a couple of seconds with some WD40 on the inside of my distributor and... Well, you guessed it: all sorted and running better than ever. I must have pressed down on the base plate when checking the points gap early on in this story and the whole caboodle seized up, got stuck, simple as that.

Barrie, maybe I'll make it next year, touch wood!





BARRIE S. DIXON
MANCHESTER, ENGLAND
CCOA #156

WOW! Has it really been 40 years since Tom Jacobellis began bringing us together as a club? Just about now, in the Spring of 1980, Tom began sending out details to the Automotive Media classified ad departments.

I saw the ad in the June edition of Super Ford magazine, I thought about it for half a day and sent a letter to Tom. Given the delays with "snail mail" back then, the June edition didn't arrive in the UK until July: my letter to New York took another 6-weeks to get there; Tom's letter took about the same to get to me and so it was well into the Fall of 1980 before I had a letter that said, "you're in: you're #156 on the CCOA roster." OK, so it maybe wasn't quite what Tom wrote but you get the idea. Why didn't we air-mail? Cost. Airmail was way too expensive at that time.

I seem to recall that the first reply Tom received was from Mark Strand and, as a result, he was #2 on the roster. Mark was in the Air Force at that time and tended to travel. That prompted Tom to make him Overseas Director for the first few years. On the retirement of Mark in 1983-84, Tom took me up on an offer I made to help out if he needed me and I was elevated to the position of Overseas Director. I held that position for the next 20-years or so, with a change in title to International Manager along the way. During my tenure, I probably acquired more knowledge about our favorite Mercury than I care to remember. Yes, I know considerably more about '67-'68 cars than the other years but, give me a break, I've owned a 67 small block Cougar since 1973. And is there that much of a difference between a 289 and a 302?



In case you don't know, it's all in the stroke.

Why did I step aside? I thought retirement would be good for me. Ha! I have so much on now that I'm just way too busy to work: M60 Cougars, naturally; two horse-back riding related charities; a tech advisory service; a caring role and the resumption of my Rock Star career. Oh, you didn't know I used to be a Rock Star. Yeah, I was very famous on our street! Ha! Long story, short career. Don't ask!

About M60 Cougars: How many members do we have in M60 Cougars? Our membership is by invitation only and totally anonymous: only I know who is on the roster. Consequently, the number is relatively low but valued. I can reveal two members, however. My VP's: my wife Jeanette and Steve Monk. Steve met Jeanette and me at a local cruise more than 30-years ago. He had a GM product at the time but, seeing my Cougar, he traded up to the Blue Oval not too long afterward and a 68 Cougar has graced his garage ever since.

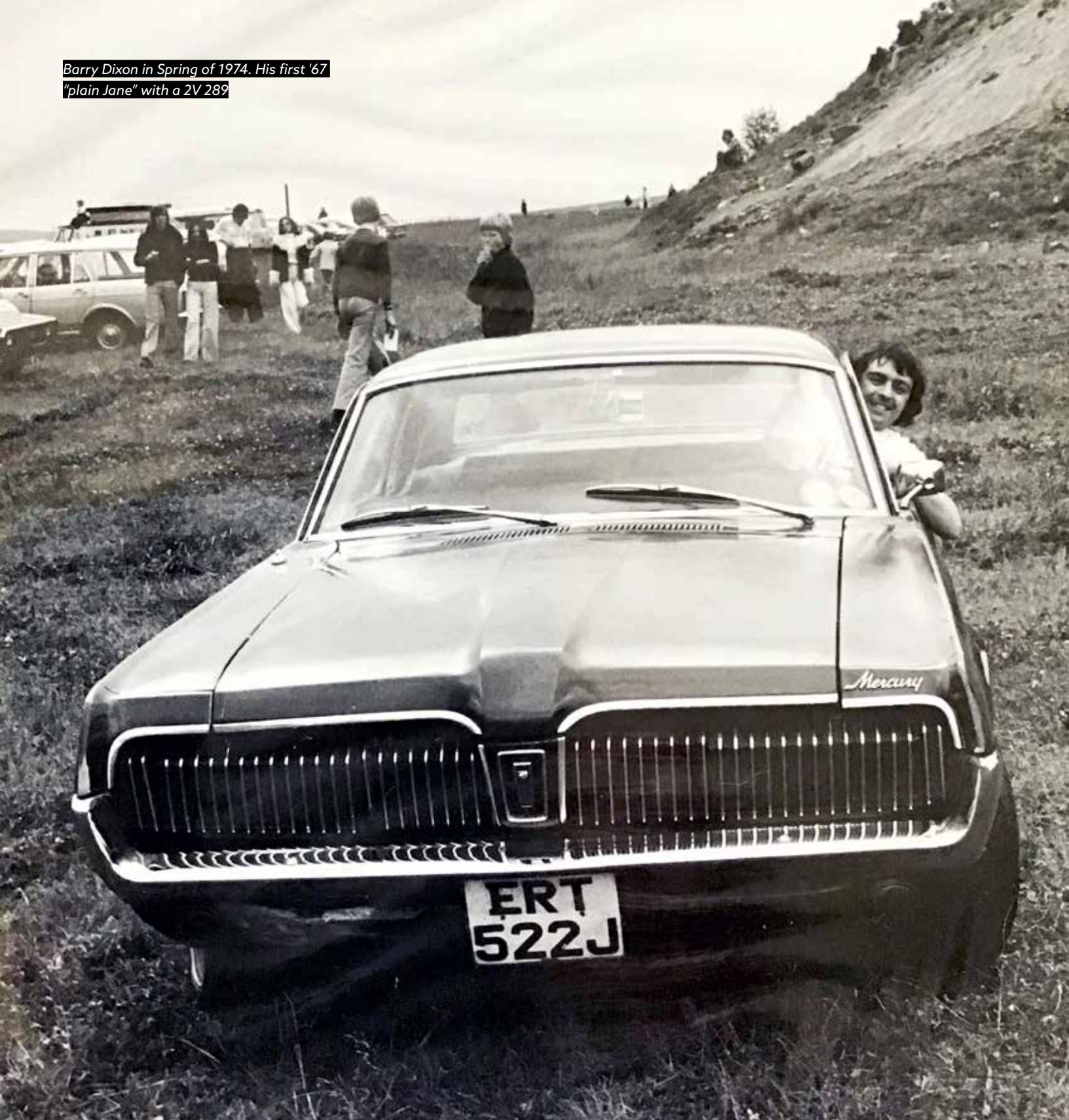
We started our club as a "badge of convenience" when we both fell out with our local American car club but needed to be members of a club in order to get a discount from a couple of parts

suppliers in the UK at that time. Originally, we were M31 Cougars, because M31 was our joint Postal district but Steve later moved to a different address and then the Postal Service decided to change some of our codes. There's a major Freeway that runs in a circle around Manchester, the M60, and so we changed the name of our organization to match. I live outside the 60 rings; Steve lives inside it.

Our membership is not restricted to the confines of the M60: we have UK members on both the east and west sides of our island group. Indeed, we have members on the east and west coasts of North America that even Steve doesn't know about. Like I said, only I have the roster. Given that there's an awful lot of land between the coasts of North America, let me scrub east and west coasts and replace that with both sides of the Mississippi!

Each year we hope to see more than two Cougars at our local "big meet", Stars and Stripes. Each year, there's either Steve, me or both of us but seldom do we find a third or fourth car on the show field on the main day of the meet, Sunday. 2020 promises to have more than the last couple of years. 2017 we had three, 2018 we had two, 2019 three, and 2020 should see a minimum of 6. We

*Barry Dixon in Spring of 1974. His first '67
"plain Jane" with a 2V 289*



would really love to make it into double figures. I know I'm taking praise for M60 Cougars here but in fairness, the Classic Mercury Cougar Club of Great Britain plays just as important a part in bringing us all together. Thanks, Stuart...and it's all under the CCOA banner, which I try

and promote at every opportunity.

In an effort to prove we can have more than just Steve and me at a meet, I've included a 2006 image where we had four Cougars at Stars & Stripes: Mine's the white and blue 1967; Steve has the orange 1968. The two 1969's both be-

longed to former CCOA member Gareth Newton at that time, and if you're interested in our quaint little country lanes, Steve's 1968 can be seen navigating across an 18th-century bridge not too far from home in the other image I've included. 



BY DAVID HYATT
ORANGE CITY, FL
NEW M60 HONORARY MEMBER
ATSOTC EDITOR



#1
CCOA
FOUNDER

Tom
Jacobellis

God Speed



1980 - 2020

40th Anniversary Feature



NOBODY KNOWS how many or who the members are from the M60 Cougars Club of England are. It's purely an honorary admission, unlike other clubs that require some sort of love for Mercury Cougars. Tom Jacobellis is one of those few honorary members. He is also the Cougar Club of America's founder,

member #1.

This story could not have been possible if it were not for the help of Barrie S.Dixon CCOA #156 along with information passed from Randy Christian CCOA #9216 & Charlie Brown CCOA #8693. With Barrie's help; the M60 Cougar's president, and my own curiosity

to know more about Tom as I have taken a personal interest in the Cougar Club of America's rich history. Barrie and Tom first met in New York the weekend before the first CCOA Nationals, held at Fischers Classics, in Ashland, Virginia but lost contact when Tom and his family moved to Florida in 1986. They met up again in 2004 after Tom became



Tom Jacobellis's founding CCOA letter

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

March 19, 1980
Tom Jacobellis
1526 Ericson Place
Bronx, New York 10461

COUGAR CLUB OF AMERICA

1967 - 1973

Dear Friend:

Right now, we are in the beginning stages of organizing the COUGAR CLUB OF AMERICA. The main reason this club is formed was to fill the void that exists for ALL COUGAR OWNERS throughout the world. As you already know, parts are very hard to find, especially at reasonable prices. Also, there are no parts being reproduced at this time for Cougars because there are no organizations around that can show there are many COUGAR OWNERS out there, and that they need and want parts just as much as the Mustang owners. The Classic Chevy Club, 55 - 57 Chevys, has proved many times that there is strength in numbers, as they have been able to have many parts reproduced because they have the membership to show the need and profit in it for the companies involved. Right now, we just intend to help one another out with locating needed parts at reasonable prices (WE HOPE). Maybe somewhere in the future, our organization will be big enough to reproduce the parts needed by the membership.

Plans are being made for a club windshield decal and jacket patch. When they are available, you will be notified.

As far as a club newsletter, we need someone who is good at tech articles, someone who might have an "in" with mercury, who can get needed information for articles, and anyone who wishes to contribute any little columns or stories about themselves or their cars. PLEASE CONTRIBUTE! WITHOUT YOU, THERE WILL NOT BE A VERY INTERESTING NEWSLETTER! Also, WANT-ADS and CARS FOR SALE SECTION WILL BE INCLUDED. HOPE TO HAVE A QUARTERLY NEWSLETTER If there is ENOUGH INTEREST; POSSIBLY MONTHLY.

Right now, we are not going to ask you for any money, as we are not giving you anything in return. All we ask is that you fill out the ENCLOSED FORM..... If you have more than one car, please xerox the form and mail it back. TELL YOUR FELLOW COUGAR OWNERS ABOUT US.... THE BIGGER AND FASTER WE GROW, THE SONNER WE WILL BE ABLE TO HELP ONE ANOTHER OUT!

Sincerely,

Tom Jacobellis

a member of the Sunshine State Cougar Club and they remained good friends. Barrie shares with us his story from the time he and Tom became close friends. "Tom had been a Police Officer in NYC from pretty much-leaving school but with the cuts, NYC was making in the late 80s,

he got laid off." Tom moved to Spring Hill, Florida in 1986.

For Tom, his cougar passion started out back when he was a police officer in NYPD from the Bronx, NY. In early 1980, Tom purchased a 1970 Mercury

Cougar Convertible and had a hard time finding parts for his car. After talking to a few Cougar owners, Tom found avoid for cougar owners due to a collapse of the Cougar line that was poorly received by critics and buyers. 1980 was the start of the decline for Mercury Cou-



Tom Jacobellis and Bob Fischer at the first ever Nationals



Some of the owners that weekend: Tom and Bob are in the same positions; I'm kneeling down in front of Tom.

gar sales, nearly one third that of 1979 models had sold. Between 1980 to 1989, the Cougar went through 3 redesigns from the ground-up. For Tom, parts for his 1970 Cougar had become sporadic if not scarce.

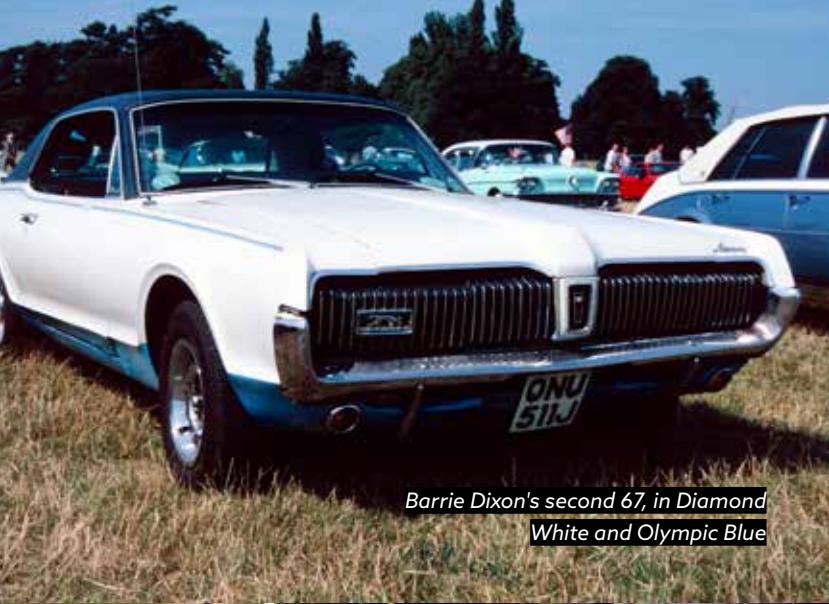
On March 19th, of 1980, Tom drafted a letter titled 'COUGAR CLUB OF AMER-

ICA'. "CCOA was formed because Tom sat at home, browsing magazines whilst on sick leave when he realized that there wasn't any club-specific to Cougars". He even wrote a letter to Edsel B, Ford II who is an honorary member of CCOA thanks to Tom's efforts in December of 1981.

Tom Jacobellis founded the Cougar Club of America and ran it from 1980-1985. His Cougar collection had grown to:

1969 XR-7 hardtop, 428CJ-Ram Air and 4 speed with 29,000 original miles.

1970 XR-7 Convertible – 351C-FMX one owner fully equipped with 63,000



Barrie Dixon's second 67, in Diamond White and Olympic Blue



Barrie Dixon's 67, again, with Ray Martlew's 70 convertible



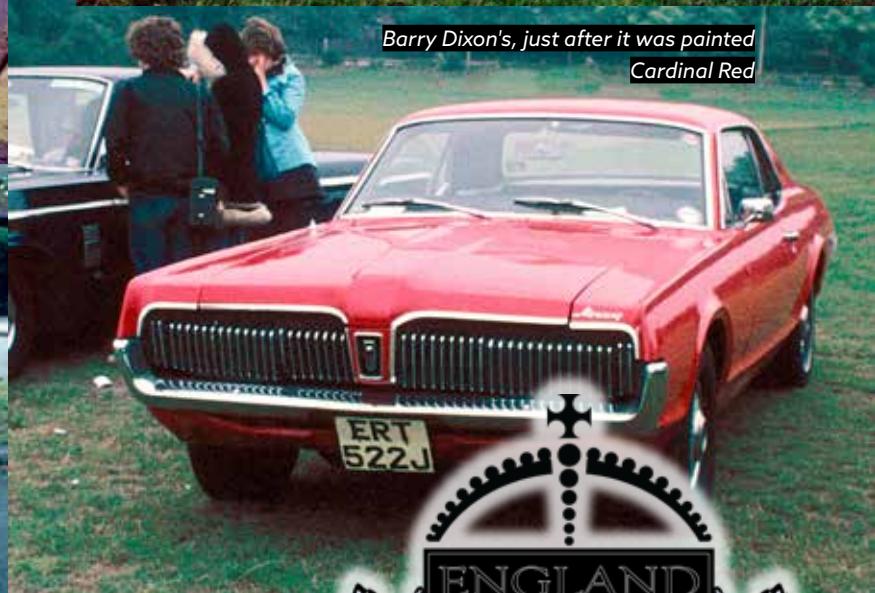
Barrie Dixon's first 67, in Highland Green



M60 Cougars VP, Steve, 68, in Yellow, Barrie's '67



Barrie Dixon's first 67, in Highland Green



Barry Dixon's, just after it was painted Cardinal Red

original miles.

1970 XR-7 Convertible – fully equipped and needed a total restoration.

1970 XR-7 Hardtop 351C – 4-speed parts car.

Sharing Tom's passion, in more ways than one is a time of remembrance for all members, the volunteers, and staff of the Cougar Club of America. 2017, marked

the 50th Anniversary year of the Mercury Cougar. Tom passed away on January 30, 2017, gone but not forgotten.

This issue of At the Sign of the Cat Magazine marks the 40th Anniversary of Cougar Club of America, ironically featuring the 1970 Cougar Convertible that fueled Tom's passion. Thank you, Tom, for sharing with us your passion. 



ing?

daughters, 8 and

sensors to alert something is blocking system is not sensed a coat sleeve, series Seaton said. tests, the system as designed, id.

train conductor used to observe the or possible problems before departure when the train starts out of the station, id.

conductor's actions this [was] going under scrutiny, he said.

conductor has been assigned to other duties to investigate, he said. declined to com-

nangles, a home from Manhattan, closing doors with disputed. have been last decade as the new cars with retrofitted older

Students

ti hauled the boy and called cops. of the students at Bronx, police said. tested and charged possession of a weapon counts of menacing the gun at class-

on the 100th Precinct last night, where including students were being interro-

aid the boy would Bridges Juvenile Court, then appear in court today. Police how he got the

rent coordinator, declined to comment.



This 1968 Mercury Cougar XR-7 stolen from Thomas Jacobellis, a retired NYPD detective, in 1983 was found in Queens last week after being advertised in classifieds.

It's a wheel surprise!

By TAMER EL-GHOBASHY and MARTIN MBUGUA
DAILY NEWS STAFF WRITERS

A car stolen 20 years ago was on its way back to its owner, thanks to a newspaper ad, digital pictures and E-mail.

Police last week recovered a 1968 Mercury Cougar that was stolen in the Bronx in 1983 and yesterday charged a Queens man with criminal possession of stolen property, cops said.

Thomas Jacobellis, a retired NYPD detective, was in the process of restoring the car when it disappeared from his driveway on Ericson Place in Westchester Square in the Bronx on May 1, 1983.

Jacobellis, 54, who moved to Spring Hill, Fla., 17 years ago, said he was shocked when he received pictures of a Cougar advertised in Newsday's classifieds Nov. 19.

The vehicle identification number on the car matched the number on the old registration receipt that Jacobellis had kept.

"I always had it in the back of my mind that I would get the car back," said Jacobellis, who called cops immediately.

Detectives from the auto crimes unit ob-

tained a search warrant and seized the rusty car from a driveway on 166th St. in Flushing.

Scott Kenny, 46, who had advertised the car for \$2,500, was arrested yesterday when he turned himself in. Because of the statute of limitations, he could not be charged with the actual theft.

Jacobellis said the surprising process began when a retired NYPD sergeant with an interest in Cougars saw the advertisement and sent some pictures to Phil Parcells, database manager for the Cougar Club of America.

Parcells forwarded the information to Jacobellis, who is a former president of the club, just in case he was interested in the old car.

"It was like elation, I guess," Jacobellis said of the discovery that it was his own car in the pictures. "It was a little depressing seeing the condition of the car, but it was still exciting."

Jacobellis said he will try to restore the car and give it to his son or grandson.

"One fantasy finally came true," he said. "The other fantasy will come true and I will win the lottery now. I'll need the money."



*Representation of Tom's 1970 Convertible Interior provided
by: CougarPartsCatalogue.com*



*Barry Dixon in his first '67 "plain Jane"
with a 2V 289, in Highland Green*



MIKE HOFER
'EICHENRIED, GERMANY
CCOA #9580

2019 SEASON CLOSING AT YELLOW ROOT SALOON

In 2019 we extended our season-closing event and started on Friday evening in the city of Munich for the first time.

A group of 10 Cougar Club Members and Family arrived late afternoon November 29th and met Alex (Faisti) who is working in a traditional Pomade shop just next to the famous *Viktualienmarkt*. Alex presents all kinds of vintage pomade and other barber products, explained its origin and took us on a journey to a time where barbershops were way more common.

We had a great time visiting the traditional *Christkindlmarkt* on the *Marienplatz*, eating some *Bratwuerstl*, *Schupfnudeln mit Kraut* and drinking *Gluehwein* and *Feuerzangenbowle*. You are welcome to google these as it is way too complicated to explain in English here.

As it was the first Christkindl weekend in 2019 it was pretty crowded, so I took the Club members on a tour thru the old town to the town hall and some special places like the beautiful *Platzl*. We stopped by the famous *Hofbräuhaus* but did not manage to get a table as a reservation was not possible and it was filled up with tourists from all over the world. We finally had dinner at 11 pm at the *Alter Wirt* in Hallbergmoos which is close to the Yellow Root Saloon and therefore close to the hotel's members stayed for the night.

On Saturday we started traditionally at noon with Saloon decoration. As many members were already here it took us less than an hour and so we were ready to welcome our club member Freddy at 1

pm with Stevie Wonders *Happy Birthday* song as Fred arrived celebrated his birthday during this season-closing event.

More and more members arrived in the afternoon. 35 Cougar Club Members and families from all over Germany partied at Yellow Root Saloon near the Munich airport when we opened our fantastic Dinner buffet at 5 pm. We had Chicken Wings, *Schweinsbraten Fleischpfanzerl*, *Leberkas*, *Krautsalat*, *Kartoffelsalat*, *Brezn* and vegetarian wraps plus five, six different cakes, Belgian waffles, crepes, and the world-famous *Schwaebischer Hefezopf*. Again, you are welcome to google.

At 8 pm I started with my season review, showing pictures and videos of all events in 2019. We had a great time talking about Geiselwind, season-opening, and Schraubertag and it is always amazing to hear what you missed during such a big event as *Geiselwind*. I managed to keep it a bit shorter this year (1:45h) and was told I should keep it to this extent as people enjoy it very much.

After the season review, we presented our birthday present to Fred. He was looking for new wheels, so we decided to contribute money. Michi Schaller had a rotten 14" wheel, we just dropped all the money inside, signed it and Fred was wondering why it was so heavy (we changed most money to coins).

At midnight the bar was pretty crowded. We enjoyed beer, wine, whiskey as well as specials like Root Beer till around 4 am Sunday morning.

I want to say a big thank you to Fred, who celebrated a fantastic birthday with

us and paid for all the drinks. Thank you, Alex, for taking your time in the Munich Pomade shop and thank you to everyone else who contributed (snacks, cakes, waffles, *Hefezopf*, etc.) and participated. This club and its members are one of a kind in Germany - if not in all Europe. You are awesome! 





Here come the available dates for 2020 Cougar Club meets in Germany:

Season opening, 37308 Hohes Kreuz: March 28. 2020
6th Cougar Club Meet, Geiselwind: June 26. - 28. 2020
Schraubertag, Graben am Lech: July 31st till August 2nd, 2020
Season closing, Yellow Root Saloon: November 28, 2020





JOHN GRIFFIN
EAST SANDWICH, MA
CCOA #09659



**428CJ 4-SPEED
BRIGHT-BLUE METALLIC
CONVERTIBLE**



THIS is a 1970 Mercury Cougar Convertible with a 428CJ / 4-Spe ed. I bought the Cougar over 35 years ago. The original owner died in Vietnam and his mother kept the car to remember him by. Eventually, she sold it to a couple that kept it for a year. Then they sold it to me for \$8000.00. I found the ad in an old At The Sign of the Cat magazine.

My parents helped me get a loan at the bank. I worked as a dishwasher and the bank did not want to give me the loan, but they did.

At the time, many people asked me why I paid so much for a 10-year-old car that when new was only \$3670.93. They did not see what I saw, and now over 35 years later I still have this very rare Cougar. 







BRIAN CARPENTER
CERESCO, MI
CCOA #08301

CLUB REPORT

*Editors note: This article contains links also at
atsotcmagazine.com/spring2020*



THE CATS club has set up another exciting club show for 2020. We'll be participating in the Arthritis Foundation car show in Dublin Ohio on June 26 & 27, 2020. It's their 38 Annual show in the Dublin Metro Center hosting a three-day celebration of classic automobiles in support of the Arthritis Foundation's mission to boldly pursue a cure for America's #1 cause of disability. They expect 1,200 classic cars at this event on Saturday, June 27. Ben Brace has worked with them and setup a great display area for our Cougars at the show on Saturday.

The car show agenda is online at <https://arthglr.ejoinme.org/MyEvents/2020ClassicAutoShowColumbusOH/tabid/1093175/Default.aspx>

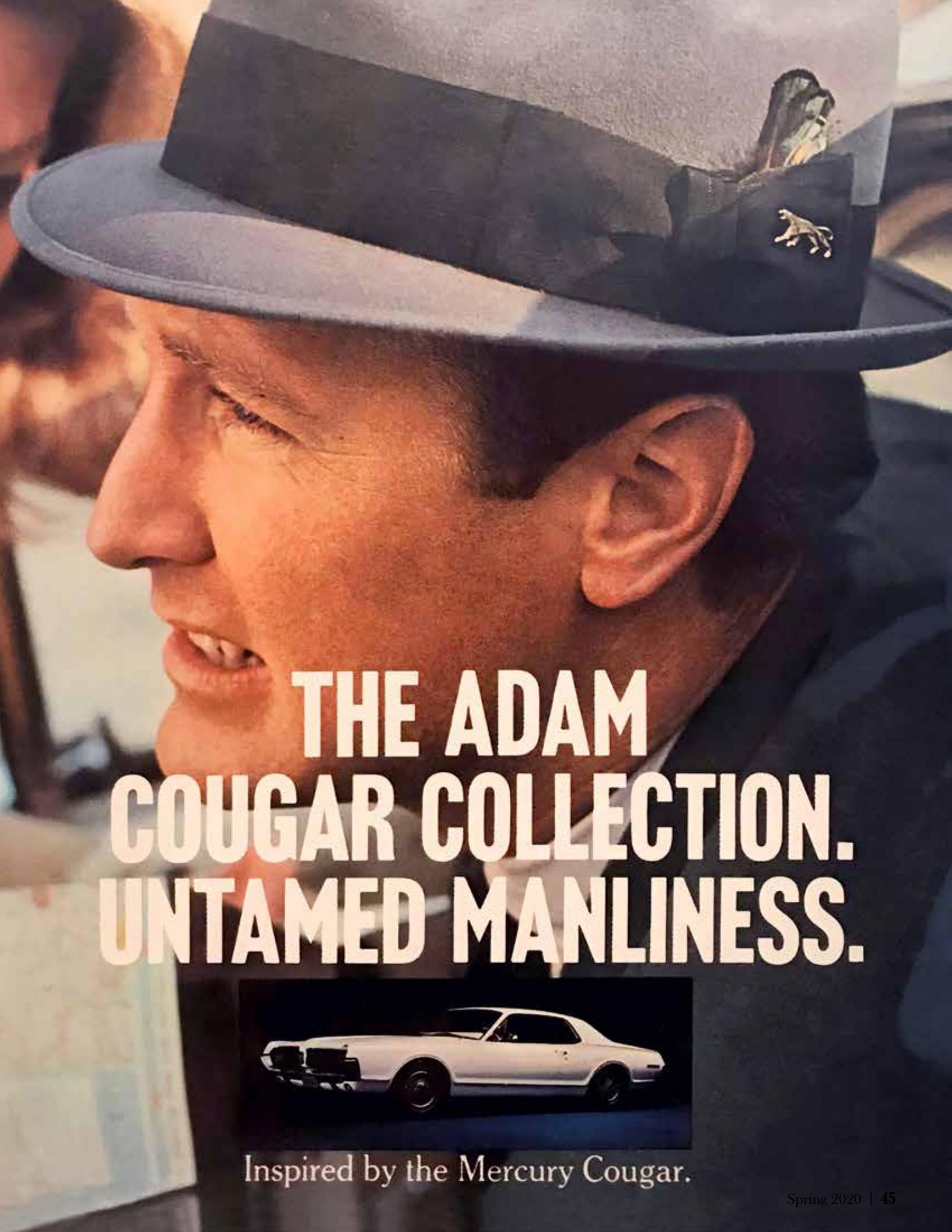
The host hotel will be at the Holiday Inn Express 5500 Tuttle Crossing Blvd, Dublin, OH 43016. The room rate is \$121.00 and subject to a 17% tax. To make reservations call 614-793-5500 and tell them you're with the CATS club. Rooms for our club will be held until May 25, 2020.

On Friday, June 26 the CATS club will be deviating from the Arthritis show and doing a Cougar cruise to the Air Force Museum in Dayton Ohio. About 1 ½ hour drive from Dublin to Dayton. We will be taking backcountry paved roads on the cruise route. Access to the museum is free (your tax dollars at work). <https://www.nationalmuseum.af.mil> We will depart from the host hotel around 8:00 am Friday morning and head to the museum.

They have a couple of café options for lunch at the museum and members would be on their own for lunch. The return trip will be up to you depending on how much time you want to spend at the museum. You can't see all in a day unless you're doing a quick walk-thru. The Arthritis show has evening entertainment, or we might just hang out at the hotel parking lot and party with our Cougars.

Saturday, June 27, 2020, is the main Arthritis car show. We will be in spot 43 Cougar class. We have a very nice spot centrally located in the show on the grass with some shade trees. Judging will be done by the Arthritis car show personal. They will be presenting approximately ten trophies for the Cougar class, on top of the Arthritis foundation trophies. The Cougar owners will vote at the CATS canopy on three more awards by participant choice. Two awards will be the top Cougar choice overall. One award will be the top 1970 Cougar to honor the 50th anniversary of the 1970 Mercury Cougar. Our goal is a minimum of 40 Cougars at the show. Help us break that goal by a lot and bring your Cougar to the show!

Pre-Registration for the show is handled on the Arthritis Foundation web site at: <https://arthglr.ejoinme.org/MyEvents/2020ClassicAutoShowColumbusOH/Registration/tabid/1093229/Default.aspx>



THE ADAM COUGAR COLLECTION. UNTAMED MANLINESS.



Inspired by the Mercury Cougar.



BILL BAUER
BALLWIN, MO
CCOA #09795

FIELD CAT - 1970 CONVERTIBLE IN MO



RESCUED from a field, the story of this 1970 convertible cat starts in 1991 in Ballwin, MO. Bill's oldest daughter was just turning 16 and wanted a car of her own. At the time the family car was a 1985 Mercury Grand Marquis Wagon, not something very popular for young drivers. I bought a 1970 Cougar Hardtop hoping it would be her car. It needed some repair but was in drivable condition.

After a repaint of Wimbledon White, a new Black vinyl roof, new carpet, and engine improvements, we had it licensed. If we would have painted it red maybe she would have liked it better, anyway, she thought it was too old. 'It's a Classic, more upscale than a Mustang', I said. But it didn't matter, she wanted something newer. I kept the '70 Hardtop as my daily driving car and found another Cougar for her. This time a red 1981 Cougar XR7 with white interior and vinyl top, bucket seats, stereo, a/c, with a V-8 and automatic transmission. She liked this one. I drove the '70 Cougar for several years not planning to do anything special. Then in 1995, I found a used car ad in the newspaper that listed a 1970 Cougar Convertible for sale. Now my son was wanting to get his license so I thought we could get another Cougar for him to drive. I found the Convertible sitting in a field behind a used car lot in Pontoon Beach, IL. It wasn't much to look at, not drivable but it was cheap, so I towed it home. My son want-

ed to get his hands dirty, but after stripping the convertible down, we found out how much work it really needed. We realized it was going to take a lot longer than we first thought. I had to replace the front torque boxes, inner rocker rails, floor pan, rear quarter panels, and outer wheel housings. I repaired the rust on the lower door skins and replaced the front fenders and hood with the ones of the hardtop. I then pulled the tired 351 2V engine and FMX tranny. I built a new engine using a 302 remanufactured short block with a Comp Cams roller valve train, Ford Racing Aluminum Heads, Aluminum High riser manifold with Holley 600cfm Carb, Holley HP Fuel pump, Petronix Ignition, Hooker Headers, with Flowmaster mufflers, and a Tuff Stuff high volume water pump. The FMX tranny was rebuilt with an added TCI converter. At the rear end of the vehicle, we left stock with a 3.00 to 1 ratio but added all new bearings. I also rebuilt the front suspension and brake lines using all new parts. All this took a lot of time as I only worked on the car as our budget and the weather allowed. But we never gave up and finally had the Cougar running on its own power after ten years.

The Cougar Convertible was sent out for painting in 2005, the color is 1999 Ford Denim Blue with clearcoat. I added the Eliminator hood and side stripes. At this time my son was leaving the nest not having a chance to drive the Cougar as he opted



for a '96 Thunderbird for transportation. When I got the convertible back from the painting, I started reassembling the car. I had the seats recovered with new White Comfort Weave upholstery, put in new carpet, a new steering wheel, added a tachometer and stereo, and re-dyed the quarter trim and door panels. The dash pad is original and only needed a good cleaning. All the bumpers and exterior trim had to be re-chromed. Another five years have gone, and it's now 2010 when the convertible went to its first car show. Then in 2015, a new white convertible top was added. In total it took the best part of 15 years to rebuild our Cougar.

Other than myself, my youngest daughter is the only person who has driven the Cougar. My grandson wants to get "Gramp's hot rod" when he is able to drive but he's only nine years old, so I'm not letting it go anytime soon. My wife and children all helped in one way or another, it was truly a family project. It took a long time to complete but the results were worth it. My kids think I'm stuck in the seventies and I wouldn't have it any other way. As each year goes by, I continue to upgrade anything that needs improvement. It has become more of a mission than a hobby.



My 1970 Cougar Convertible has been on the road now for the past ten years. We attend as many local car shows throughout the year as we can. It has been on the track at Gateway Motorsports Park. We also took our Cat to the 2017 Cougar Nationals in Tulsa, OK; to Springfield, IL; and in 2019 attended the Summer or 1969 Cougar show in Auburn, IN. It holds its own in whatever class it's in. In the winter months it sits covered in the garage, but each spring we get ready for the car show season and "drop the top and cruise". 🐾

COUGAR CLUB of



VIC YARBERRY
ALBUQUERQUE, NM
CCOA #55

1970 COUGAR
ELIMINATOR CON-
VERTIBLE - JOB #1



1994 Steam Boat Springs
Vintage Race Trip

In 1984, I read an ad in the local Thrifty Nickel for a 1970 Cougar XR7 convertible. It raised my interest because this was a factory 351C 4V, close-ratio 4-speed car, one of 33 built. For years I had wanted a convertible and thought this might be the one! It was factory equipped with PS, PDB, AC, AM 8-Track, Trac-Lok rear axle, and a sports console, originally sold in Albuquerque. After looking at the car, I discovered it needed everything: paint, body, top, and interior so I passed. A year later, the owner called me and said he was desperate to sell it for money to fix his truck. We made a deal that I could afford.

Unfortunately, this convertible had the same paint/interior/top combination as my 1968 big block Cougar (lime green/dark green/white) so I knew it had to be changed. After seeing the Eliminator picture in the 1970 Cougar brochure, my direction became obvious. This project was to be a complete color change – inside and out. My choice was Competition Orange/white/white with black stripes. At that time, no one else had built a 1970 Cougar Convertible Eliminator. My goal was to build the car the factory should have done – with original parts. I began to collect those parts.

Through the "At the Sign of the Cat" newsletter, I secured an original rear spoiler with mounting brackets and prop rod.

A Mustang junkyard north of Seattle provided the camera case instrument cluster panels (with 8000 RPM tachometer) and rear sway bar from a 1970 Boss 302 Eliminator parts car. The front spoiler came from a vendor in Florida that was making reproductions using the original dies. A fellow CCNM Cougar owner provided the hood scoop.

Another local junkyard Cougar provided the decor interior door panels and front seats, which were recovered in white comfort weave. The dash structure was removed and repainted black charcoal metallic. The dash pad was replaced by one from Washington State as the New Mexico sun destroyed the original. The AM 8-Track was rebuilt and reinstalled. I traded some Shelby ignition modules for a NOS rim-blow steering wheel and detailed an original steering wheel centerpiece.

The front and rear grilles were powder coated flat black and an Eliminator gas door was created by removing the standard emblem and replacing it with a front running cat emblem from a 1970 standard grille.

The front and rear springs were replaced with new heavy-duty parts and a NOS Ford 15/16" front sway bar was installed. The rear bar was installed with NOS upright links. Since all 1970



1988 Cougar Nationals, Tulsa OK



2019 Power Ford Car Show

frames were pre-punched, the brackets were bolt-on. The styled steel wheels, from one of my parts cars, were repainted and detailed with NOS trim rings.

Since this Cat was intended to be driven to out-of-state Cougar events, the 351C-4V was detuned to 1972 HO specs with open chamber 4V heads, pistons, and cam to accommodate unleaded regular fuel. It was topped off with a Ford D1ZX Muscle Parts aluminum intake and the original 600 CFM carburetor.

With the suspension and engine completed, the Cougar finally headed to paint in the spring of 1988. Kevin Marti provided the stripe kit and a local trim shop installed a new top and the stripe kit. The stripe kit installation was tricky because the convertible rear quarter contour is not the same as a coupe!

Three weeks later it was at a local Ford car show. My good friend Don Pierce (fellow Cougar Club of New Mexico founder) and I drove it to its debut at the June 1988 Cougar Nationals, held in conjunction with the Mid-America Shelby meet in Tulsa Oklahoma. It caught the eye of several magazine writers and has been featured in Muscle Car Review, Car Craft, Mustangs Illustrated, Car Collector, and other magazines. This car is still popular at the local car shows. 

COUGAR CLUB of



WALT BUTLER
ALBUQUERQUE, NM
CCOA #9494

Editors note: This article contains links also at atsotcmagazine.com/spring2020

THE COUGAR CLUB OF NEW MEXICO has about 15 regular attendees with 25 members overall. Some have one Cougar, while others have several. Those who have more than one, usually also have a project Cougar. Within the member's collections are at least three Eliminators, a Dan Gurney Special, a Calypso Coupe, five Convertibles, a GTE, and a '67 Race Car Replica. Member's cars range from restomods to restored classics and daily drivers. Some see the track on occasion and others the drag strip.

In 2019, we added five new members, and we had good participation in our activities. Typical activities include an afternoon at a local baseball game, participation in an NM Council on Car Clubs car show, swap meet, picnic, participation in other local car shows, cruise-ins, and our own annual Thanksgiving luncheon, and Christmas party. A highlight for the year is that we had our best turnout of Cougars at a local Ford dealership car show on Memorial Day. Our club brought a total of 12 Cougars ranging from 1967 through 1973, plus other Ford-powered cars. With the release of the *Ford Vs Ferrari* movie, we met as a club and attended the show on opening weekend. Our

CLUB REPORT





members have a wealth of knowledge and experience regarding Cougars. Many have an abundance of spare parts in their garages. There is always a member willing to help solve a difficult problem or provide parts for a member in need.

For 2020, our plans are much the same. Some of the project Cougars will get completed or move closer to completion, and those activities that had good participation in 2019 will get repeated. We plan to participate in show and shine events at one of the local racetracks and return to car shows and cruises that are popular. We always welcome new blood and steel. Our club is encouraged that we have new participating members and some who have returned after a long hiatus.

Club Photo - Back Row: Bill Bethke, Rich Gilkerson, Sue Nemeth, Andy Yoakum, Russell Erickson, Ed Gerber, Vic Yarberry, Ken Houck, Pat Chapman. Front Row: Chuck Logan, Sharon Bethke, Jackie Erickson, Laura Gilkerson, Pat Logan, Jim Dick. Not Shown: Greg Bates, Beth Butler, Walt Butler, Glenn Grimm, Teri Hoover, Tom Kelly, John Kiegel, Stephen Langdon, Tommy Teague, Bill Vinsant, and Eugene Whitson.

Visit us on Facebook https://www.facebook.com/Cougar-Club-of-New-Mexico-1412876902321232/?tn-str=k*F

Or see our website at <https://sites.google.com/site/cougar-clubofnewmexico> 





TOM MCOLVIN
HOLBROOK, NY
CCOA #8199

CLUB REPORT

Editors note: This article contains links also at
atsotcmagazine.com/spring2020

IN 2017, a small group of people who love Mercury Cougars met to discuss starting a New York Cougar Club on Long Island. The first meeting included Cliff Gardiner, Larry Silbert, Steven Chernow, Jennifer Chernow, and Tom McOlvin. We settled on the name New York Classic Cougar Club. Thanks to the talents of Cliff Gardiner, who developed a logo and created a Facebook page, we were off and running. We quickly recognized that while the members enjoy getting together at shows and events, schedules and other demands made more formal meetings impractical.

Using the Facebook page to communicate, we have been able to keep interested people informed about where members would be and, as a result, we have had some actual groups of Cougars at events! This informal format has worked well. We have participated in an annual Car Show and Motorcycle Poker Run that raises funds for the Homeless Veterans Shelter operated by Suffolk County United Veterans. We started

an Annual Beach Barbecue, and we invite anyone with a classic Cougar to join us. By invitation, we have been participating in the Annual Thunderbird Show in Kings Park, New York. Cliff has created an annual meeting at his Photography Studio in New York City. That included NYC sightseeing, a meeting during which Cliff takes awesome pictures of Diecast or other cars brought to the meeting, and lots of car talk. We maintain a close connection with the Cougar Club of New Jersey and Pennsylvania (CCNJPA) and get together with them as often as possible. Cliff's Studio meeting is a great opportunity to get both groups together. We have also been part of Carlisle All Fords. Other members/participants include Joe DeFilippo, Frank DeRop, Larry Chernow, Chris Berger (with his 1970 Convertible!), Andy Helsinger, David Davidson, Suds Reddy (CCNJPA), Stu Nebrotti, (CCNJPA) and Abe Platt (CCNJPA).

The geography (and traffic) of New York/Long Island makes it difficult for Long Island members to meet regu-

larly with members from other parts of the state. Our thinking was that we could start a New York Club on Long Island, hoping that other Chapters would be created in different parts of the State over time, enabling us to connect with more Cougar owners (and possibly develop larger Cougar events).

While the Cougars have brought us together, the people we have met, and get to spend time with, have turned out to be the real value of this. Cougars just attract great people!

Here is a link to our Facebook page:

<https://www.facebook.com/NY-Classic-Cougar-Club-518324595182936> 







ERIC DESS
LOWELLVILLE, OH
CCOA #6366

AFTERMARKET CONVERTIBLES

WITH the last factory Cougar convertible leaving the factory in 1973, the era of a drop-top big Cat slammed shut for Cougar buyers, or so it would seem.

As with many automakers, the aftermarket began to fill in specialty niches and eventually the elusive Cougar convertible was a prime candidate (never underestimate the power of the aftermarket). Over the years I have seen a few eBay auctions with a one-off convertible for the 1977-79 body style, as well as one for the boxy 1980-82 Fox cars. To say that they're all extremely uncommon would be more than fair.

The all-new aero Fox Cougar proved to be a very tempting target and beginning in 1983 there was an aftermarket Cougar convertible offered for each model year through 1988.

As with all convertible conversions, there is typically a lot of planning as far as frame reinforcement, top skeleton supplier, roof material type, folding options, etc. Anyone that's done a 1967-68 Cougar convertible conversion using Mustang parts will know this. But Ford had just barely begun offering the Fox Mustang convertible in 1983 so there weren't many parts opportunities for the Cougar just yet. And it wasn't even certain that the Cougar's notchback roofline would be compatible with the Mustang parts anyway. That's where aftermarket companies tend to get creative.

I have been able to do some pretty decent documentation about the Fox convertibles over the years. As of this writing, the information below is the most cumulative to date and is correct as far as is known.

1983

The first aero Fox Cougar convertibles were produced by a company named Armbruster/Stageway Inc. of Fort Smith, AR. A former owner told me that approximately 10 were built. I have never found any other information about this car and only acquired one photo with no description. It is presumed that both V6 and V8 conversions were done.

1984

The 1984 Cougar convertibles were offered by Coach Builders Ltd. in High Springs, FL, near Gainesville. The total production of 1984 Cougar convertibles remains unknown. (*One is registered in the Cougar National database*)

Recently a person at Coach Builders was contacted and he confirmed that they do not have the records on Cougar convertible production, so I don't have any solid numbers.

Along with the structurally reinforced body, all factory-installed features remained. The smaller side quarter windows are very slim and totally unlike the factory quarter windows, a feature that seems to be unique to Coach Builders cars. Their windshield header design seems to be unique, as it sits lower and helps seal out water and wind. A full custom headliner and an extra-thick top with matching boot were luxury touches.

Again, both V6 and V8 versions were likely made, and it's even possible that a turbo-4 XR-7 or two snuck out.

The company recently changed names to Convertible Builders, LLC dba Droptop Customs.

1985-86

The best known 1985-86 Cougar convertibles were produced by Car Craft Company in Lima, OH. Only 89 of these rare Cats were confirmed to be produced for 1986; figures for 1985 are still unknown but at least 16 were made. As I understand it, the original plan was for Car Craft to produce around 1,500 convertibles, but due to budget and time constraints, and straying from the company's main business (limousines and hearses, as well as other GM convertibles), production was ended after the 1986 model year. Unfortunately, no conversion records of the 1985-86 Cougar convertibles exist anymore, but the production totals for 1986 have been confirmed to me from a former employee of the company. (*One 1985 and 13 1986's are registered with the Cougar National Database*)

Through the years I've also discovered that not all 1986-converted cars were 1986 models. Since the parts and tooling were identical to older model years (1983-85), Car Craft Company would apparently convert the older models and give them 1986 conversion numbers. This means the actual number of 1986-model cars is smaller than the 89 confirmed builds; estimates are that 80 1986 cars were produced.

Car Craft mailed advertising pieces about their Cougar convertible conversion to Lincoln-Mercury dealerships from all over the U.S., and then if interested in the process, dealers would then ship the Cougars to Car Craft. After the conversion, the cars got shipped back to the dealer.

Car Craft Cougar convertibles are noted for their high build quality and features. Significant body bracing, chrome windshield cap and top surround pieces,

a top boot, and even a heated window option are some of their trademarks. Custom sheet metal panels were built around the rear seat area, while the rear seat itself was chopped and narrowed to fit. The front seat belts were simply cut to make them lap belts only. Aside from the small headliner panel above the windshield, virtually everything else in the interior was left stock. Car Craft used Buick Riviera parts for the convertible bits since they were simultaneously converting that car as well. And as an owner of one of these cars, I love that GM parts are still available...something that cannot be said for most Ford parts of the era!

Car Craft Company eventually became part of a larger company called Accubuilt in Lima, OH.

By the way, I know of exactly one 1986 Car Craft Cougar XR-7 convertible. The 2.3L turbo-4 is mated to a C-3 automatic transmission. It's possible that more XR-7s were converted, but this is one seriously rare Cat for sure.

1987-88

Approximately 24 Cougar convertibles made in the 1987 model year by Coach Builders International of Gainesville, FL (*presumably the same company that built the 1984 convertibles*).

The 1987-88 convertibles are that the quarter windows are rather small and are physically attached to the roof, a great attempt to keep the "C" shape of the original windows. A unique header seal also helps keep water and wind out. (*One 1987 convertible is registered with the Cougar National database*)

Misc. Convertibles

There is one known 1987 20th Anniversary Cougar convertible. It was bought brand new and the owner had

it shipped to Coach Builders International in Florida to convert the car. It was then trailered back to his home in MI. To this very day, it has been on and off trailers its entire existence and has under 50 actual miles! The owner has told me that when his car was being altered, the company was converting a 1988 white XR-7 that was to be delivered to a sheik in Saudi Arabia.

Too much time has passed and it's simply not possible to get solid production information about all the known 1983-88 Cougar convertibles. It's also possible that there are some convertibles made by other aftermarket companies that aren't accounted for. Still, a conservative estimate of the total number of Cougar convertibles made from 1983-88 was roughly 200-250, making them legitimately rare Cougars indeed. 

Announcing the Mercury Cougar Convertible

Are you bored with routine? Tired of the same old pace? Is there a sporty, fun-loving person hiding inside you just waiting to get out? We promote a world class sport just for people like you... Joyriding.

The Cougar Convertible transports you from the ordinary confines of driving a car to the extraordinary freedom of driving a convertible.

The convertible sensation is addictive... you not only see your surroundings, you become a part of them. The carefree feeling is there no matter where you drive. In fact, you'll find yourself taking the long way home.

The free spirit of adventure in a Cougar Convertible is the ultimate in a personal luxury car. The Cougar Convertible offers you the uniqueness of a one-of-a-kind custom built car.



"Hi, y'all!" and a big thanks to those of you who visited us at the New Car Show at Bassett's in Memphis in August. You had a chance to see our previous model of the Cougar Convertible and you know it's a real traffic stopper. We appreciate your visits and your business.

If you didn't get to see the show, or if you made it to the show but missed seeing the convertibles, give us a call and we'll send you information on how to get one. Sorry, it's not available through dealers. It's a limited edition we're building to one position, nor does it give you any idea than it's to be skillfully engineered and beautifully finished.

This is the fifth year in which we have designed and built custom-engineered convertibles for American customers. We have a professionally engineered protective line starting utilizing the best materials we can find and a process produced with a solid servant, the art which you can place your complete confidence.

There's a huge and growing market out there for the "good life" symbolized by this unique Cougar convertible. Call us and let us get one to you. You'll see that it sells itself. And it's a big extra profit item for you.



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RANDY CHRISTIAN
COMMUNITY RELATIONS DIRECTOR
BIXBY, OK
CCOA #9216

CLUB REPORT

Photo credit: Jeanne Christian

MID America Classic Cougars is looking forward to a great 2020. We ended 2019 on a great note having a fantastic turnout for our annual Christmas party, this year held at Randy Christian's house. The conversation and all the potluck food were amazing, we have more of an extended family, being Christmas, everybody went home with a gift... a diecast Cougar. We held our club officers' elections and I am happy to present to you the new slate of officer for 2020.

Dan Whisnant - President

Royce Peterson - Vice President

Charlie Brown - Secretary

Craig Parrott - Treasurer

Juston Woods - Sgt. At Arms

We want to thank them for volunteering to serve on the MACC Board.

We held our first club meeting for 2020 at Phil Childers's really cool shop. Nothing like have your shop in an old armored car warehouse. We really enjoy going there. There is a lot planned for 2020, Our first big event is the Daryl Starbird Rod and Custom show in Tulsa, OK on February 14 -16. We will have 25+ cars in our corral and there will be close to 1100 customs, classics and hot rods in the building. It is an amazing event that should be on your bucket list.

We have monthly club meetings planned in Kansas and Arkansas and several around Oklahoma. We will be attending various cars shows as a club on a monthly basis. We have our MACC car show - Classic at the Drive INN 3 planned for September 12, 2020, at The Admiral Twin Drive Inn in Tulsa, OK. We are hoping for better weather for the 2020 show and want to invite all Cougars to come out for a great day of fun and of course really cool cars. Additional details will follow in future issues of ATSOC. 





Classics at the Drive in III

SEPTEMBER 12TH, 2020

- First 100 MACC Dash Plaque
- All participants receive a MACC coaster
- Car/Truck/Bike registration \$25.00
- Registration starts at 8:00am
- Participant Judging

Schedule of Events

8:00-10:00 Registration

10:00 Judging starts

2:00 Awards

-Best of Show

(selected by
Mid America Classic Cougar
Show Officers)

50/50 raffle
1/2 to Neighbors in Need
1/2 to Raffle Winner

**neighbors
need**



CLASSIFICATION

67-68 Cougar
69-70 Cougar
71-73 Cougar
74 and up Cougar
Eliminator
G/GT/GTE Cougar
Wounded cat
Survivor
Prewar
Mustang-multiple
Camaro-multiple
Ford/Mercury-pre 70/70+
GM-pre 70/70+
Mopar-pre 70/70+
Chevelle-pre 70/70+
Corvette
Trucks/Jeep
Motorcycle
Ratrod
Import
Orphaned



RICK SCOTT
MERIDIAN, ID
CCOA #10112

1970 XR-7 CONVERTIBLE

HERE is a story about how Rick Scott ended up with a 1970 Mercury Cougar XR-7 Convertible. Rick is a member of the High Desert Cougar Club of Oregon and plans on joining the Cougar Club of America very soon. Here is his story in his own words.

When I was 17, I had enough money saved up for my first car. The car I wanted, desperately, was a 1968 gloss black Camaro Z28 with the white racing stripes. I looked at many Camaros, all different years, and I actually found a 1968 gloss black Z28 with no engine. At that time, I was not mechanically inclined. Because of this, I didn't buy it. I kept looking and looking for my first car. One day, I was driving down one of the highways back in Iowa, as that is where I'm originally from. There was a boat dealer up off the interstate and I saw a white car sitting there. There was just something about it that caught my eye. I took the next off-ramp and drove back. The car had a nice leather interior, a clock, power seats, and power windows. I was like, "Oh, I like this car!" It was a 1973 Mercury Cougar XR-7 hardtop. I ended up buying it and instantly became a Ford fan. My buddy that I hung out with back then was a Mopar fan. We ended up constantly racing each other even though the Cougar was not set up for racing. You know, I was 18! I had another buddy that had a '64 Galaxy, making me even more of a Ford fan. I drove that Cougar for years and years. Eventually, I had to sell it off because I was starting to have a family and it was too small. And, yes, there is regret there.

In 1996, when I lived in Maryland, I needed a second family car. I started looking around in the paper and I saw an advertisement for a 1970 Cougar, and that's all it said. The price was in my range, so I figured I would go look at it. I drove about two hours to get there. The owner walked me out to a detached garage that had a garage door that opened straight up. As soon as I saw it what was sitting in there, I was like, "Oh, my goodness." I went in and looked at it. It had about an inch of dust on it and huge holes in the convertible top. It wouldn't start so we decided to push it outside. We had a hard time moving it, but we finally managed to get it out of the garage. After some fiddling around, we finally got it started. I ended up buying the car for \$2,600 after talking him down from \$3,600. Also included were two spare doors with the glass in them, and extra hood, and a bunch of clusters and taillight assemblies. The rear brakes cylinders were frozen, so I messed with those and managed to get them working. I then drove the Cougar all the way home.

The front seats were cracked from the wear and tear, but the driver's seat was the worst. As for the holes in the convertible top, because I didn't have the money to do anything professional to it at that time, I just got some black material and glued it to the top to close up the holes. I really didn't do anything else to it except taking the carburetor off and cleaning it. After that, I just drove it. I'm not sure how many years it had sat. I bought it from a kid who, I believe, said that it was his dad's or his grandfather's...I can't remember. Back then, the mileage was around 137k, and right now the odometer reads approximately 182k.

In about 2001, the cam went out. Due to divorce circumstances, I pushed the Cougar back into the garage and let it sit. About 10 years ago, I married a wonderful lady. Next year will be our tenth anniversary and she has been pushing me to get the car restored. I have good support there. In 2013, the car had been sitting for about twelve years in my garage. So, I slowly started repairing it. The floor pans were rusted out. The inner rocker panels were also rusted out. A friend and I did the welding, and it was a nightmare. First, we got the inner rocker panels replaced, then we did the floor pans. In the meantime, I had pulled the engine out and sent it off to be rebuilt. I raised the Cougar up about three feet off the ground on blocks and jack stands so I could get underneath it. I started scraping all the grease and grime and the original coating off of the bottom because it was in bits and pieces and in the process of peeling off. I went under there with a scraper and wire brushes and just went to town on it. It took me several days to get that done. Then, I did the same thing to the engine compartment. Next, I repainted the bottom. I had to replace the brake lines and the fuel line. I installed a Wieand Stealth 4-barrel high-rise intake manifold with an Avenger 650 carburetor and a hopped-up cam. I also bought some after-market Cougar valve covers that I put on it. Did a little bit of chrome. All this was done to just kind of spruce it up a little bit. I followed this up by having Posi put in the back and kept the same 300 gears. I also put on some Cooper Cobra 15" tires with Keystone Classic wheels. I've wanted Keystone Classics since I was fourteen-years-old and the car had stock wheels with hubcaps. But when I put those tires and rims on it, it just made the car pop.

As for the interior, I had it reupholstered by Boise Upholstery. I took a seat out and showed it to him. He looked at it and he goes, "Wow! I've never done seats like that before. I can do 'em, but I'm telling you I've never done them before." The guy's been in business for like 50 years. The original front seats



had leather from the head to the bottom down the middle and vinyl down the sides. And the back seats have leather only where you rest your head while the rest was vinyl. So, I got them redone to the original specifications. It cost enough because of the leather, and the guy did a fantastic job on it. Everything in the interior is original, including the door panels, except for the carpet and the reupholstered seats.

The engine is the 351 Windsor. The engine block is a late '69 and it is original. I did some research on it because I was told this was an original engine. In my research, I discovered that in the early '70 model, they finished using Windsors before they moved on to Cleveland.

My granddaughter ended up naming my car. I was a fan of Odie from the Garfield comic strip and I actually had a stuffed animal of Odie that was yellow cream-colored with the big red tongue hanging out. It was in the garage and my granddaughter was looking at one day. Because it was almost the same color as my car, she said, "Papa, you should name your car Odie." I looked at her and said, "Okay, we can do that."

I like my current Cougar because my granddaughter loves it. She loves riding in it with the top down. My wife loves riding in it with the top down. It turns heads. It needs a paint job, but it still turns heads. There just aren't that many of them out there. I believe there were originally about 1,997 1970 Cougar XR-7 convertibles made. I've spent so many years on this project that it's nice to finally seeing it come to fruition...before I die! I would someday love to have the exact same model in a hardtop. 🐾

**Ronnie Simpson's
1970 Standard Convertible**





LOU OTTE
APPLE VALLEY, CA
CCOA #06368

1970 XR-7 HARDTOP

AS WE BEGIN the anniversary of the 1970 Cougars, We would like to pay tribute to a 1970 Cougar owner who sadly passed away in January 2018, Lou Otte.

Lou and his wife Elois were early members of the Cougar Club of San Diego and Lou and Rich Ladd went on to form the Southern California Cougar Club. They were regulars at many CCOA, Fabulous Fords, Cougar Club of San Diego and Southern California Cougar Club shows over many years. They were also long-time members of the Ford Car Council and spent many volunteer hours over the years in supporting these clubs and events.

Eloise says Lou owned upwards of 30 Cougar over the years. She continued that over the years many neighbors complained about all the Cougars parked on their street even though many of the neighbors allowed Lou to park one of Lou's Cougars in their spare parking spaces. What a sight that must have been!

When Lou acquired yet another '70 Cougar, a gold XR7 hardtop, which he happened upon on a job he was doing and bought it, Eloise said she wasn't interested in seeing yet another Cougar. Lou being persistent finally convinced Elois to come to look at the car...well that turned out to be a mistake on his part because Eloise took one look at the car and claimed it as hers. She even put her name only on the title.

Lou's baby, however, was a 70 aqua XR7 convertible, with a white interior, and a white convertible top which he proudly showed any willing visitor to his garage while he was restoring it. Lou had acquired the wrecked 70 Cougar almost twenty years prior to his passing. Like most of us, many other things in life happened before Lou was finally able to complete the restoration of his beloved 70 aqua convertible. Lou shows the results of his restoration efforts at the 50th anniversary of the Cougar Debut at the 2017 Fabulous Fords Forever show in Buena Park, California shown below.

Lou was a well-known resource to club members seeking a resolution to issues long before the internet became available. Lou was always willing to help someone at car shows who were having a problem. Lou was a problem solver; from boyhood, he was always fixing things and improvising. He grew up on a farm in Nebraska during the depression, and Lou credits that tough upbringing for his success in the Navy during WWII and afterward at his 31-year career with Rohr Aircraft/

Rohr Industries, Inc. in Riverside, California. In WWII Lou was assigned as a BT 20d class - Boilermaker to the USS Columbia light cruiser, which was involved in 10 major battles including the battle of Saragual Straits in 1944 and the battle of Leyte bay in December 1944, where she was instrumental in the defeat of the Japanese Navy. However, she was hit by three kamikaze strikes. Yet, only 3 hours after the hits, the crew had Columbia back in battle. Lou Re-enlisted for the Korean war and served as sergeant at arms, and other assignments and roles.

The last long-haul trip Lou and Elois attended was the 2007 CCOA national show in Denver with their gold 70 XR7 hardtop. Well, now you know the rest of the story is ... that while Lou bought the gold 70 XR7 hardtop because he liked it, he converted Eloise over to a Cougar lover the moment she saw the gold 70 XR7 and they shared that passion for years to come. Here is a great shot of Lou and Elois receiving a trophy at the 2007 CCOA national show. They continued to display their hardtop at CCOA western nationals including the 2015 show.

In closing we'd like to say Lou: Thank you for your service, sharing your knowledge and friendship. Rest in Peace, my friend. 





*In
Tribute of
Lou Otte*





ANDY CORUM
DICKSON, TN
CCOA #10057

**BIG BLUE
TENNESSEE CAT**



THIS 1978 Mercury Cougar XR-7, owned by Andy Corum, makes its den in Dickson, TN – just West of Nashville. Andy is a former band director in the public schools. “I now manage an O’Reilly Auto Parts in Clarksville, TN. However, I’m still active as a musician, trumpet player, and conductor in my spare time. When I’m not at work, I’m involved deeply in directing the Brass Band of Nashville – which I have done for ten years.”

The musician purchased his first classic when he was 15 – a 1966 Mustang 6 cylinder coupe. “I restored the car because I always had an interest in history.” Andy mostly owned Mustangs, but he branched out into the larger Fords. “After the first ‘66 – I had a 1967 GT 390 Mustang fastback, a 1965 289 Mustang convertible, a 1968 289 coupe, a 1986 SVO Mustang, a 1967 Fairlane two-door hardtop, a 1971 Ranchero GT, a 1978 Thunderbird and this 1978 Cougar.”

While considering getting the Thunderbird painted, a bad experience at a local MAACO led to the Cat. “Somebody sent me this Blue Cougar from the Facebook marketplace. It was nearly the same color as my ‘67 fastback which I loved. This Cat was cheap, and I sold the Thunderbird for what I paid for the Cougar.” Thus, he now owned a more upscale vehicle

that didn’t need paint.

The restoration was not needed on this Cat. It retains the original drive train - 351W with C4 trans. Per the Marti report, this Mercury is a late production ‘78. “I’ve done nothing major to the car other than to get it running right as the Cougar sat for a long time. Replaced items include exhaust, hoses (the car still had the factory hoses), fuel tank, rebuilt the carb, put brakes all the way around, starter, and radiator.”

The Big Blue Mercury is well optioned. “It’s equipped with the upgraded suspension – which is nice. To me, it’s odd to have power windows along with no power locks or power seats. I try to commute in the Cat and drive it at least once a week. The car drives exceptionally well. The air is cold, the cruise control works and all options are fully operational.”

The color (Bright Blue Glamour Paint) is what sold Andy on the Cat. “It’s just beautiful, and you don’t see this color much. I get the most compliments on the color for sure.” Andy loves to drive it because “it’s a great car.” He also must endure the unknowing comments - “Hey, Nice Lincoln!!” or the other day “Dude – awesome Jag,” Ugh. 





BRADLEY DALE
NASHVILLE, TN
CCOA #1980

1969 COUGAR CONVERTIBLE



THIS IS THE STORY of a very special 1969 Cougar Convertible. I am the second and current owner of this car.

Back in my early days of being a "Cougar Enthusiast", in addition to a 1969 Standard Coupe that I drove every day, I was also restoring a '69 Cougar XR7. At the time, I was in the Marine Corps, stationed in Yuma, Arizona. It was 1980. Driving to work one morning in my forest green 351 Standard Coupe, I noticed a medium metallic blue 1970 Cougar Convertible parked at Group Headquarters. I had five minutes to spare before being late to work, so I hopped out and it was love at first sight. I now knew that my dream car was a Mercury Cougar Convertible. I left a note on the car. The next day, I got a call from the Captain who owned the car. He said that it was not for sale and that he had no intention of ever selling it. Needless to say, I was very disappointed.

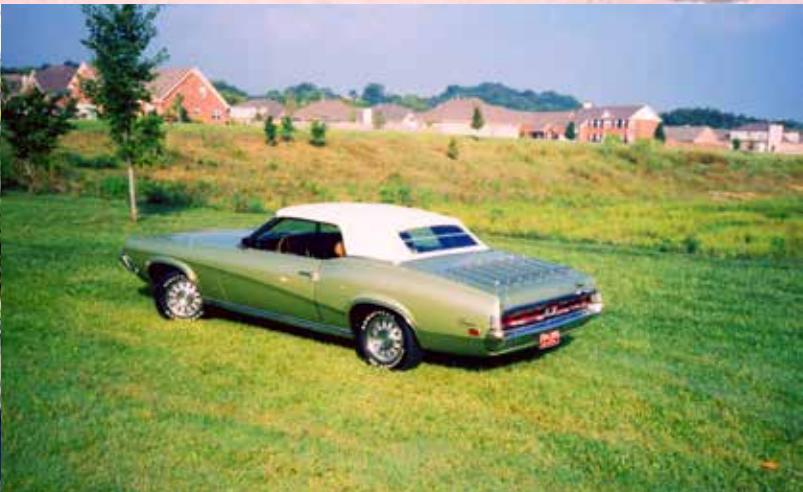
As luck would have it, within two weeks, a fellow Marine mentioned to me that a local car auction a few miles

out of town had a '69 Cougar Convertible to be auctioned off. I went down there the next day only to find that the car had been sold at auction the day before. I had just missed it. I was able to contact the family that purchased this 3-Speed Manual Cougar Convertible for their son, and again no sale. They were keeping it. A few months later, I had better luck. At the enlisted barracks, I spotted another Cougar Convertible. It was primer grey with a white interior. Funny, I had been stationed here for five years and had never seen a single Cougar Convertible. Within this short time frame, I had discovered these three. I found the young Private who owned this Convertible and was able to negotiate the sale. Hot Diggity...I now was the proud owner of a 1969 Standard Cougar Convertible. Researching the car, I found it to be a 351W, automatic, power disc brake, red with white interior and white top Convertible. It even had an AM 8-Track Stereophonic tape player. I sold my motorcycle and re-store this car.

Then, in 1984, my Marine Corps adventure took me to Nashville, TN.

Within a year, I got married. This beautiful red Convertible became our Honeymoon car for a two-week trip down the Florida Coast and Florida keys. What a great time in a beautiful car. In October of 1989, misfortune struck. While driving to work, this beautiful red car was side-swiped and slid to a stop after taking out 10 feet of guardrail. My wife was not injured, but the Cougar was completely totaled. I was once again without a convertible. In February of 1990, my wife spotted a Cougar Convertible for sale and told me if I liked it, it could be the replacement for the one we lost. The very next day, the car was mine. Talking with the owner, he said that he had ordered the car in October of 1968 and took delivery on November 25, 1968. He lived in Boulder, Colorado at the time and had only recently moved to Nashville. He wanted a special Convertible. He went to University Motors in Boulder and ordered the Standard Cougar Convertible with a few exceptions. He wanted dual exhaust with the 351 2V engine and the competition suspension. He also wanted color code I (a lime-frost color) and a saddle interior. He considered the







0 - 6,000 tachometer and locking gas cap, but unfortunately omitted those before the final order. During this conversation with him, he gave me a box with all the paperwork for the car. I said thank you and in a few minutes was driving my new Convertible home. WOW! The box of paperwork was a goldmine! As it turns out, there were only five other Standard Cougar Convertibles ever made with this color and interior combination. I do not know if any of them still exist. The box also contained the original owner's manual, owner's cards, warranty booklet, original window sticker (carefully removed from the window), a receipt for every tune-up, oil change and minor repair ever performed on the car. There was even a Ford factory recall

letter for the driver's seatback pin bracket. Amazing.

Going over the car, I noticed one of the most unique features of the car that I had not seen before. There was no antenna on the right front fender. There was also a special plate with no opening where the radio would normally go. I had never seen a "radio delete" Cougar before. Continuing to look through the paperwork, an original bill of sale showed the options and omissions, including \$13.32 for head restraints, power steering, white sidewall tires, and a white top were also specified. Certainly, I had a very special convertible.

I drove the car, which had only 56,000 original miles, for the next 10 years. During that time, it only accrued an additional 30,000 miles. However, the paint was fading, the top was greying, and the engine was dirty. I wanted to start showing the car. So, in the Fall of 1999, with the help of my 9-year-old daughter, Kelsey, we began the basic restoration of the car.

We decided to only do what was necessary. The engine did not need to be rebuilt, so it and the firewall were only painted and detailed. The front suspension was replaced with OEM and NOS parts. Only select dash pieces were repainted and a new carpet was installed. During the carpet removal, the

original build sheet was found. Another great discovery. The bumpers were rechromed, along with a few pieces of the trunk luggage rack. We also replaced all brake components and then rebuilt and detailed the entire rear axle and suspension. All body panels were original and the car only needed to be repainted. After a few more trim pieces were replaced, the project was complete.

Since then, the convertible has been to many local and national shows and has accumulated several awards over the years. The unique color combination and options of this car still seem to be a topic of conversation when we attend shows. My wife and I enjoy taking the car out for an occasional drive and we try to attend a couple of national shows each year. It seems that the original owner ordered a unique and one-of-a-kind Cougar that we still very much enjoy today. 





NEAL JACOBSON
CAMANO ISLAND, WA
CCOA #06778

1970 XR-7 CONVERTIBLE

NEAL JACOBSON is one of the first Cougar guys to join the High Desert Cougar Club of Oregon back in 2017. He owns four Cougars, but he is only going to focus on his 1970 Mercury Cougar XR-7 Convertible. Here is what he had to say about this classic car.

As I recall, I was told that the guy I bought my 1970 Mercury Cougar XR-7 Convertible from finding the car in storage and it had been there for some time. It was not a driver at that time, but it was close. It needed a couple of repairs done. I could move it around under its own power.

When I got the car, the tires and top were shot. The front suspension had been rebuilt, but not aligned. I got it aligned and put new wheels and tires on her. I had to remove the cloth from the top, but I have not installed the new one yet. I have it though, I just need to get it done. I removed the original seats, as the foam was falling apart and making a mess, and installed another set that I had. I also put in a new carpet, better door trim, and an aftermarket stereo.

In working under the hood, I discovered that it did not have a numbers matching block. But the heads, intake, and exhaust all look correct though.

I would call this car a low-grade driver, but a good prospect

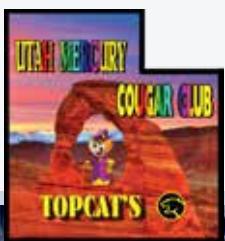
for a restoration project. I have no idea if the mileage reading is good so I will not speculate on that.

I have taken it to a couple of cruise-ins and hope to do so again next season. It is rough around the edges, but really solid with its original floors. It had been damaged and a poorly repaired R/H quarter panel has tons of Bondo in it and has painted several times. The engine is a 351 Cleveland 4V automatic. The Cougar has a good list of options, like AC, Power Windows, Console, tilt power steering, and Disc brakes. I have done several repairs to it so far, but as it is an old car that appears to not have been well cared for, it needs much more.

I have another 1970 XR-7 hardtop Cougar that is white and named Ginger. I have been razed by several people about a Gilligan's Island connection for that name, which is not why she is named that. Well, my brother hit me up on that angle about that name, and it hit me that I should just run with it. So, sticking with that theme, I named her Mary Ann.

This car is cool and I do like to drive it when I can. Unfortunately, I do plan to put it up for sale later this year. I want to find somebody who will put the time and care into her she deserves. I think I may have saved it from a worse fate when I bought her. I now have a dream Cougar in the form of a Standard Hardtop 428 CJ that I will be putting my efforts into. 

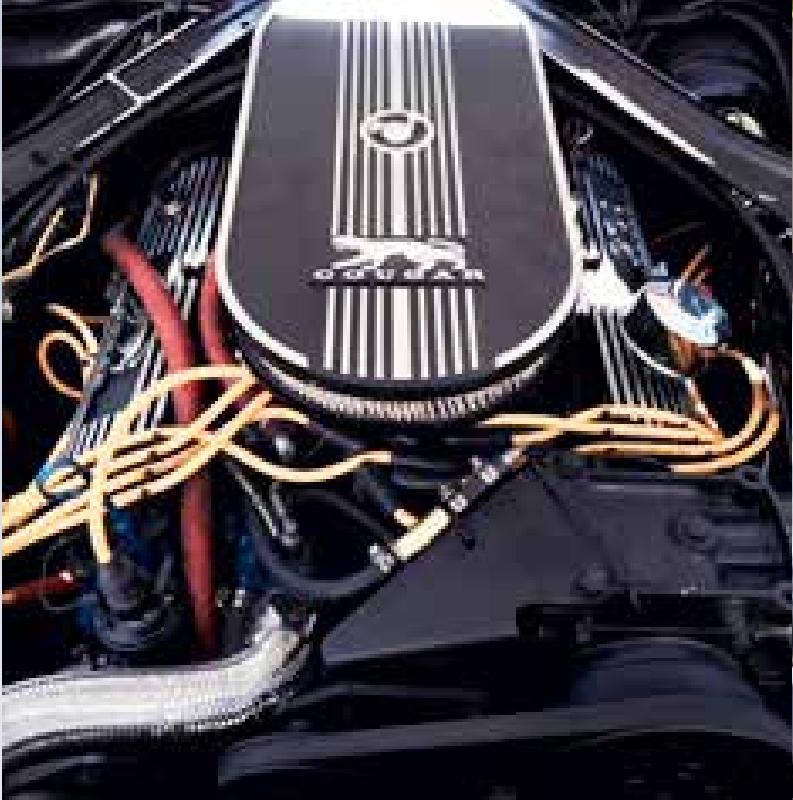




ROCK A. WOODWARD
PLEASANT GROVE, UT
CCOA #09348

**1969 XR-7
CONVERTIBLE**







SCOTT TAYLOR
CHANDLER, AZ
CCOA #04282

Barrett-Jackson®

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®

U-HAUL



*Editors note: This article contains links also at
atsotcmagazine.com/spring2020*

FRIDAY we met for breakfast as a group, then to Barrett Jackson and then met as a group for dinner. Saturday started at Anghel Restorations and then to the Leake Auction. Finally, to the annual party at Taylor Restorations hosted by Scott & Tammy Taylor and the Arizona Cougar Club.

Friday, January 17th 2020

Group Dinner

Location: The Vig in Scottsdale, AZ

Website: <https://thevig.us/the-vig-mcdowell-mountain/>

Saturday, January 18th 2020

Group Gathering & Shop Open House

Location: Anghel Restorations

Website: <http://www.anghelrestorations.com>

Saturday, January 18th 2020

Group Gathering & Dinner

Location: Taylor Restorations LLC

Website: www.taylorrestorations.com















DAVID HYATT

Editor & Designer
At the Sign of the Cat
Magazine

Letter from the Editor



1980 - 2020

AS 2020 IS NOW UPON US, it's hard to believe just how much our way of life has been impacted by COVID-19. I hope and pray that all of our members are safe as this year will forever change our way of life. For those that have been affected by loss due to the epidemic, my prayers are with you.

Although this is only my second issue of ATSOTC Magazine, it holds a special place for me as we remember Tom Jacobellis which marks our 40th Anniversary of Cougar Club of America. I wanted to pack in as much as I could into this issue as we celebrate this special occasion.

I have also been working on bringing a new back issue archive to you all in the near future. We are still missing old newsletters but we have compiled many of the old issues and a nearly complete digital archive since 2000-current and many issues we are still working on to convert to digital from the newsletter era. We will continue to work on them as we have time however time-consuming it is. We are working to bring the digital archive to all CCOA members that log into the CCOA website. We will announce it once we have it online.

Another bit of news I want to share with you all is a new website I have built specifically for ATSOTC Magazine! We will use this as a tie in with the Magazine to provide clickable content directly from the stories in the magazine so that our readers

do not have to type in the long links published in print as well as additional content directly for ATSOTC Magazine.

Visit the website here:

<https://atsotcmagazine.com>

We are looking for Volunteers!

- **Submissions Editor** (work directly with me! This position requires some knowledge of Google Drive)

- **Website Administrator** (Sadly, John Rotella is retiring from his role with us)

- **Crossword Puzzle Creators** (If you like making crossword puzzles, let me know!)

That's all for now, time for me to get back to working on what's coming soon!



If you can help send photos of the covers of ATSOTC newsletters from 1980-2006, please send them to the below address.

I welcome to hear your feedback, please email me directly at: editor@cougarclub.org

Member Report



CHARLIE BROWN
Member Services Director
CCOA #8693

WELCOME TO CCOA

I hope all of you are doing well and spending time working and shining on your Cougars in preparation for the end of this unprecedented event and we hope to see you out and about when this event ends. I wish all of you and your families the best. It seems like it has been a year since I last reported to you. Here are some statistics:

As of April 1st, 2020, Cougar Club of America has 758 active members.

From January 1st to March 31st a total of 129 members renewed their membership

From December 1st, 2019 to March 31st of this year we added 52 new members and one returning member.

MEMBERSHIP RENEWAL

Check your CCOA membership card for your due date. All members receive an email with the download link if you are an e-member, the email will let you know if it's time to renew. If your renewal is due, just use the "JOIN" button at www.cougarclub.org and this link will take you to Cornerstone Registration for renewal Membership processing (<https://ccoa.cornerstonereg.com/>). If you prefer, you can send a check using the membership form found elsewhere in this newsletter.

Be sure to let Cornerstone Registration know if you change your postal or email address. It pains me when mail is returned undeliverable. If you just need to update your personal information please don't hesitate to contact Cornerstone Registration.

NEW MEMBERS

Joining the club since the last ATSOTC (through March 31st, 2020) are the following new members:

JOHN STARLIN GENEVA, IN	MARK CROWE RUTHERFORDON, NC
EVAN SJOVOLD OUTLOOK, SK	MICHAEL WOOD MANDEVILLE, LA
RICK DAVIS VANCOUVER, WA	JON HONGSERMEIER NASHVILLE, TN
BERNARD & BUD ZANE EASTON, PA	CRAIG JOHNSON KIRKLAND, WA
CHRISTHOMPSON THOMPSON BLOOMFIELD HILLS, MI	SAM COHEN OAKLAND, CA
GLENN BUDNICK ORLAND PARK, IL	ALON ZADIK KIRYAT BIALIK
RONALD METCHO OLD FORGE, PA	SCOTT WARDOUR WILLIAMSVILLE, NY
SAM JIMENEZ AUGUSTA, GA	RICHARD HESTER WHISPERING PINES, NC
MICHAEL & GARY GILBERT HOWARD CITY, MI	BRIAN WILSON MOAB, UT
BRADLEY MEIRS BOCA RATON, FL	TAD LAVERGNE DERBY, KS
DEAN WARD MELROSE, FL	KEVIN SHEEHAN WICHITA, KS
JOZEF PAWLAK GARY, IN	EDWARD & NANCY GORNY PETERSBURG, IL
HERBERT JOHNSON HILDEBRAN, NC	JIM LARSON THIEF RIVER FALLS, MN
PREScott WILLIAMS WACO, TX	GALEN & SAM SCHMIDT REDDING, CA
JOHN SCHMIDT SOLON, IA	JONATHAN CLARK WESTLAKE, FL
JIM SPEES LIMA, OH	ALLEN SCHARENBROCH MANITOWOC, WI
TARA FUHRE VANCOUVER, BC	JAMES WASSON FLOSSMOOR, IL
THOMAS APPELT HAMBURG	CRISTIAN PETRINI & ANDREA VALICOFF YAKIMA, WA
WAYNE PELLICCIARO GLEN GARDNER, NJ	DAN MARSHALL JACKSON, MI
STEVEN GILL EXTON, PA	JOSEPH & SCOTT LYONS MILILANI, HI
ERIC SCHUCHMAN TORRANCE, CA	KODY MICHAL & BRYCE DRYDEN IRMO, SC
PAUL PETERSON LITCHVILLE, ND	KODY MICHAL & WILLIAM DRYDEN IRMO, SC
SHERRILL LUCE NEWARK, OH	DAVID DANTZLER PERKASIE, PA
JIM & JOBY DAVIS SALEM, OR	PHILIP KISER MESA, AZ
BRANDON BRINKMEIER BATAIVA, IA	PAUL TEKATCH LANGLEY, BC

SPREAD THE WORD

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



D Q D I R E C T O R S N C X R E S T O R A T I O N
O H E D T P R L F Z B X O L S T R A Y C A T S R M
N M R X J B R V E A T A K Z T L N S P Q B H C E H
E H P P N D U F N T O E D I T O R D C E F M K Z G
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T U I G N R V U E O O U C C E C W I N D S O R U F
G A M F A V Y C R T E Q B Q N W E B G Q V E G R O
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G J J P C X Q N O V K A O P F B N A Z I U L U A S
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F U J G V S K O Y S D H P D J Y Y T R M R T O G W
C K U R X H E X H C O N V E R T I B L E S E N F C

TOMJACOBELLIS	ANNIVERSARY	RESTORATION	SUNSHINESTATE
BARRIEDIXON	PERFORMANCE	BUCKETSEAT	CONVERTIBLE
MARKKULWIK	CARBURETOR	DIRECTORS	NATIONALS
TAILLIGHT	STRAYCATS	WINDSOR	PRIMER
FENDER	ENGLAND	EDITOR	ROTTED
WHEEL	LONESTAR	ENGINE	SCODE
COUGAR	ATSOTC	CCOA	COUPE
GAVIN	DASH	FORD	GTE

Answers on page 84



JOIN US FOR THE ROARING 2020s AT COUGAR NATIONALS!

**REGISTRATION IS NOW OPEN FOR THE 2020 COUGAR NATIONALS,
SEPTEMBER 17-20, IN ALLENTOWN, PA**

Hosted by the Cougar Club of NJ/PA, Delmarva Cougar Club, Mercury Cougar Club of New England, and NY Classic Cougar Club, this show will feature three days of exciting activities in Pennsylvania's beautiful Lehigh Valley.

SHOW SCHEDULE

September 17 **Welcome Car-B-Que**

September 18 **Cruise-in at Lehigh Valley Zoo** (lvzoo.org, admission for two included)

Pizza Party and Scavenger Hunt at America on Wheels Car Museum (americaonwheels.org, admission for two included)

September 19 **Cougar Nationals Show**, at Penn State Lehigh Valley campus. Includes 17 Street Stock classes (authenticity) and five Street Driven classes (cleanliness and condition only)

Banquet and Awards Ceremony

Enjoy special show rates at the new Homewood Suites by Hilton Center Valley, just a couple minutes from the showfield, at the Penn State Lehigh Valley campus. Also: A portion of show proceeds will benefit the Lehigh Valley Pediatric Cancer Foundation.

Register for 2020 Cougar Nationals and reserve a room today at: 2020CougarNats.org

Please note: We are moving forward with this show as planned while also closely following the status of COVID-19 restrictions. We will post updates to the show website as they become available.

HOSTED BY:



COUGAR MEMORABILIA & TOYS





1970 COUGAR OPEN SPORTSTER

1/25 SCALE CUSTOMIZING KIT
WITH 3 BUILDING VERSIONS





Submissions Guide

2020 THEMES & DEADLINES:

Below are the 2020 issue themes and deadlines: Please email – submissions@cougarclub.org

SPRING	JANUARY 31st — The Cougar goes Topless, 40 th Anniversary issue
SUMMER	APRIL 30th — Eliminator, BOSS 302, differences from 1969 to 1970
FALL	JULY 31st — 1970 Unique Packages: Houndstooth Cats, Ski Package, etc.
WINTER	OCTOBER 31st — 428 CJ Thrives in 1970, Differences in the 1970 XR7 & Standard, Year in Review Editors reflection

SUBMISSION GUIDELINES:

In order for your photos to be considered for publication, we will require the following information.

Member Name:

CCOA Number:

Club Name:

Submission to be considered for?

Car Make/Model Info:

Location:

Photographer Credit:

Is article write up included or being penned?

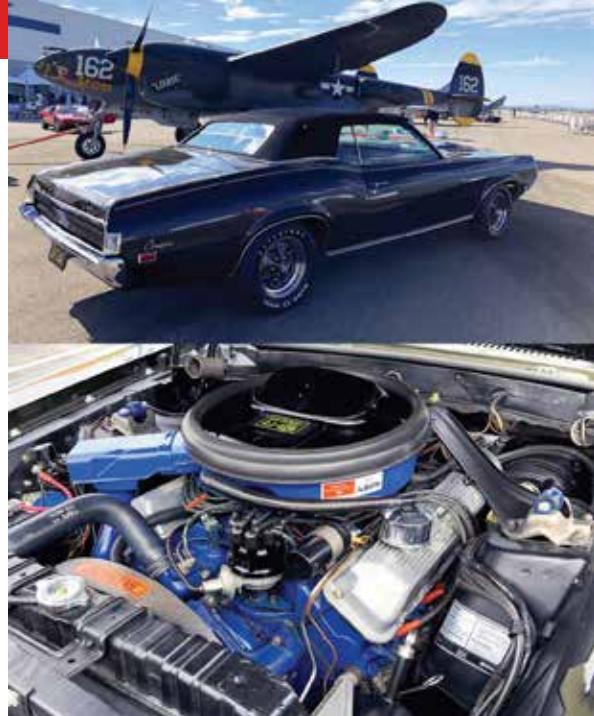
*The article should be in attached as a word, doc or pdf file preferred.

NOTE: Photos included should be submitted in high-resolution format. Be sure to rename the images to best describe the photo.

- Submissions may be emailed to:
submissions@cougarclub.org & editor@cougarclub.org

- For large-format files, if an email will not work, you may send them using WeTransfer:

<https://wetransfer.com/>
Send to: submissions@cougarclub.org & editor@cougarclub.org



ANSWERS

D	Q	I	R	E	T	S	N	C	X	R	F	S	T	O	R	A	T	O	R						
O	H	E	D	T	P	R	L	F	Z	B	X	O	L	S	T	R	A	Y	C	A					
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C	K	U	R	X	H	E	X	H	C	O	N	V	E	N	F	C	U	N	V	E	S	T			





Jackets

Available online
<http://cougarclub.org>

\$75



A reliable soft shell at a real value. This go-to jacket sheds wind and rain and is a perfect choice for club events.

- 100% polyester woven shell bonded to a water-resistant film insert and a 100% polyester microfleece lining
- 92/8 poly/spandex woven shell bonded to a water-resistant film insert and a 100% polyester microfleece lining (Heathers)
- 1000MM fabric waterproof rating
- 1000G/M² fabric breathability rating
- Zip-through cadet collar with chin guard
- Reverse coil zippers
- Front zippered pockets
- Open cuffs and hem

Price shown includes shipping to USPS ZIP Code addresses. Shipping charges to other countries will be shown during check-out and before payment is authorized.

Available in these colors:



2020



JANUARY						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
	01	02	03	04	05	
06	07	08	09	10	11	12
13	14	15	16	17	18	19
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SPRING

FEBRUARY						
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SPRING

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30	31					

SPRING

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SUMMER

MAY						
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SUMMER

JUNE						
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SUMMER

JULY						
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FALL

AUGUST						
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	01	02	03	04	05	
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31						

FALL

SEPTEMBER						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
	01	02	03	04	05	06
07	08	09	10	11	12	13
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28	29	30				

FALL

OCTOBER						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
	01	02	03	04	05	
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WINTER

NOVEMBER						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
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30						

WINTER

DECEMBER						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
	01	02	03	04	05	06
07	08	09	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

WINTER