

The Official Magazine of the Cougar Club of America



VOLUME 40 | ISSUE 1
SPRING 2021



SPRING FORWARD with Matthias's R-Code XR-7



CLASSIC
LUXURY
READING



LARRY
CARRELL
Collection
Takes Off

CLASSIC COUGAR WATCHES

Get your
paws on it.
CougarClub.org



CONTENTS

IN THIS ISSUE



FEATURES

21 Cover Feature Matthias Kahlert

SECTIONS

06 Cougar GTE
Gary P. Woodward

09 Taylor Restorations
Scott Taylor

11 2016 Mercury Cougar Show
Bryan Atkins

14 Back in Form
Carl Graziano

18 Beauty Pageant Cat
Richard Clark, Randy Anagnostis

24 1969 Mercury Cougar
Gary Walker

25 The Larry Carrell Collection
David Hyatt, Diego Rodenberg

32 CCOG Restoration Survey
Mike Hofer

33 M60 Cougars
Barrie S. Dixon

34 1969 Eliminator 428 SCJ
Jeff Allen

36 Sleuthing with Jeff
Jeff Amo, Michael Banks, Tom Welsh

40 1970 Cougar XR7
Joshua Reamer

41 Golden Quill Award

46 Memorabilia & Toys
Matthias Kahlert

48 Ebay Cats
Kamran Waheed

DEPARTMENTS

02 ATSOTC
Media & Contacts

04 View from the Chair
Gavin Schlesinger

13 Membership Application
CCOA

42 Letter from the Editor
Dave Hyatt

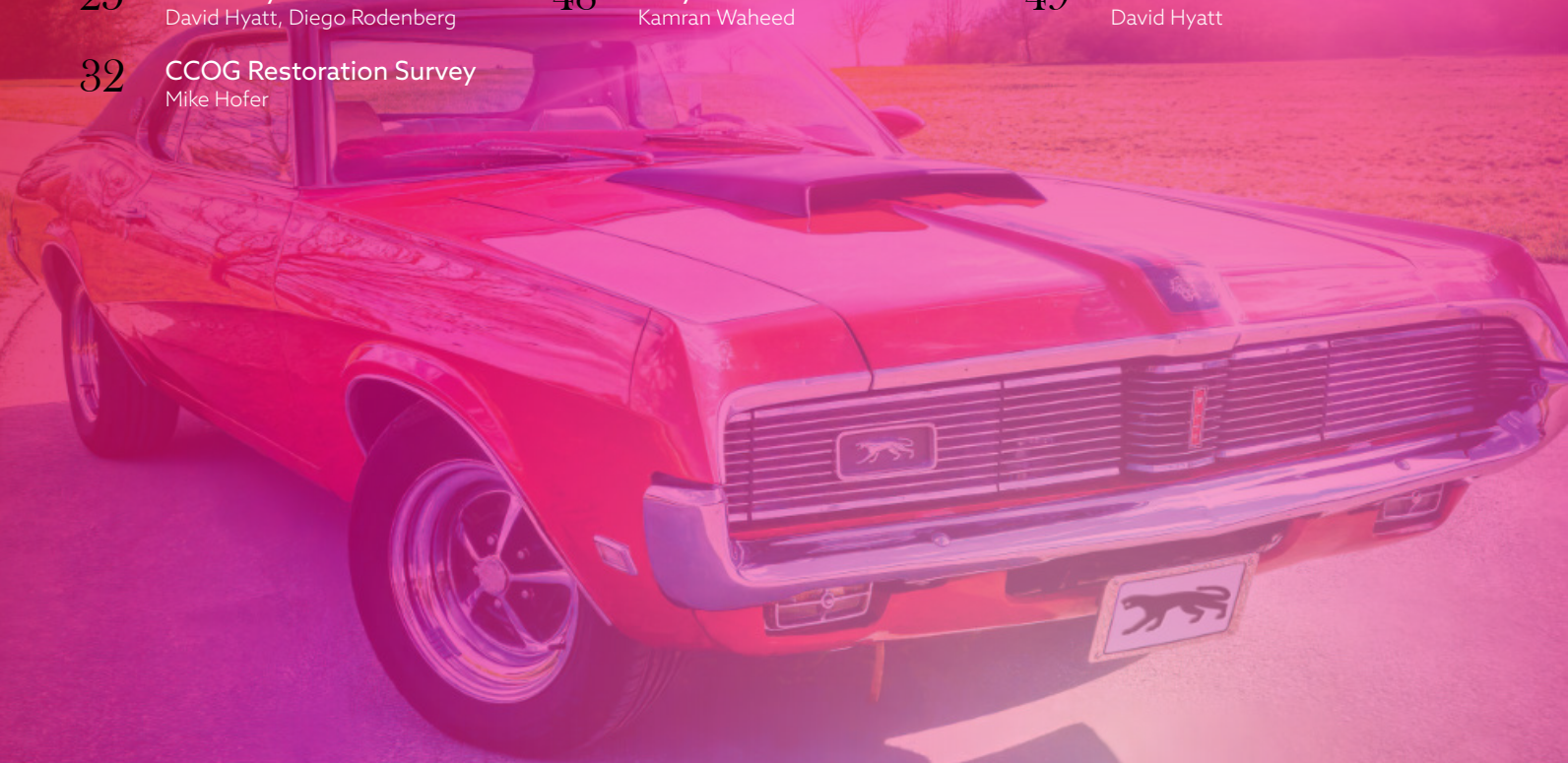
43 Member Report
Charlie Brown

44 The Puzzled Cat
Word Search

49 Submissions Guide
David Hyatt

COVER

Cover Design: **David Hyatt**
Photo: **Matthias Kahlert**





VOLUME 40 | ISSUE 1 | SPRING 2021



MEDIA

Editor / Layouts

David Hyatt – editor@cougarclub.org
www.hyattart.com

ATSOTC welcomes publishable material for future editions. Send your submissions to:

Submissions Editor

submissions@cougarclub.org

FALL 2021 Deadline - send your submissions no later than July 31st, 2021

Membership – RATES (Since 1/1/20)

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

- FREE online only membership for members who make regular contributions to ATSOTC Magazine. Members that make significant contributions to the magazine will receive a complimentary print version.
- \$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.

Disclaimer

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

ADVERTISING POLICY

Rates & Rules:

Rates may be waived for Cougar-specific advertisers who support the CCOA with reciprocal advertising or discounts for CCOA members.

Advertisements must be related to the automotive hobby and deemed of value or interest to the members.

Ads may not state or imply CCOA endorsement without express, prior authorization. The CCOA may reject any advertisement at its sole discretion.

Display Rates:

	Color
Inside & Back Covers	\$375
Full Page	\$350
Half Page	\$275
Quarter Page	\$225
Eighth Page	\$200
Business Card	\$200

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

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

Contact Kamran Waheed for details at:
advertising@cougarclub.org

ATSOTC (At the Sign of the Cat) Volume 40, Number 1 is published quarterly by Cougar Club of America LLC, 416 Avenue E, Redondo Beach, CA 90277, Tel. 904-588-4670. Periodicals postage paid at Owasso, OK, and at additional mailing offices. POSTMASTER: Send change of address to: CCOA LLC, 19455 E 72nd St. N, Owasso, OK 74055.

Copyright © 2021 Cougar Club of America LLC, ATSOTC™ is a trademark owned by Cougar Club of America LLC. All rights reserved. Reproduction without permission from the publisher is prohibited. Spring issue, Volume 40, Number 1 ATSOTC is published quarterly except for supplement issues by CCOA LLC, 416 Avenue E, Redondo Beach, CA 90277, Tel. 904-588-4670 cougarclub.org

Subscription inquires, including address changes: Visit us at cougarclub.org or write to CCOA LLC, 19455 E 72nd St. N, Owasso, OK 74055 or call 918-760-2269.

BOARD OF DIRECTORS**GAVIN SCHLESINGER**

Chairperson – chair@cougarclub.org
416 Avenue E, Redondo Beach, CA 90277
(904) 588-4670

MARK KULWIK

Vice Chairperson – vicechair@cougarclub.org
2319 Roselawn St, Wolverine Lake, MI 48390-1942
(248) 669-2358 (H)

MARK SMITH

Financial Director – finance@cougarclub.org
2644 Bridle Lane, Walnut Creek, CA

CHARLIE BROWN

Membership Services – membership@cougarclub.org
19455 E 72nd St N, Owasso, OK 74055
(918) 760-2269

CONAN TIGARD

Club Services/Webmaster – clubservices@cougarclub.org
4696 NW 62nd St, Redmond, OR 97756
(541) 728-6935

PHIL PARCELLS

Special Services – specialservices@cougarclub.org
7227 Heath Markham Road, Lima, NY 14485-9508

RANDY CHRISTIAN

Community Relations – communityrelations@cougarclub.org
13807 S 19th Ct, Bixby, OK 74008-3641
(918) 398-3315

MANAGERS AND VOLUNTEERS**DAVID HYATT**

Editor/Graphics – editor@cougarclub.org
1981 Abbeyview Dr., Orange City, FL, 32763
Text: (386) 216-4298 – hyattart.com

DIEGO ROSENBERG

Assistant Editor – assistanteditor@cougarclub.org

KAMRAN WAHEED

Advertising – advertising@cougarclub.org
1419 Tierra Calle, Carrollton, TX 75006

TIM GLOVER

International Manager – international@cougarclub.org
Oxton Birkenhead, Wirral, England

SCOTT DYKE

Historian – history@cougarclub.org
1700 Kelly Ave., Crest Hill, IL 60403-2314
(815) 922-3017 (after 6 p.m. Central Time)

JODY HEIL

Legal Advisor – legal@cougarclub.org
500 Maple Ridge Road, Berlin, WI 54923
(920) 361-5258

RANDY GOODLING

Merchandise – merchandise@cougarclub.org
2046 Mill Road, Elizabethtown, PA 17022-9401

PHILLIP PAYNE

Brand Manager – brand@cougarclub.org
Mechanicsville, VA
(804) 550-1130 – www.propaynegraphics.com

DWIGHT GRIFFIS

Online Store Manager – store@cougarclub.org

VEHICLE REGISTRARS**PHIL PARCELLS**

National Database (all Cougars) – registry@cougarclub.org
7227 Heath Markham Road, Lima, NY 14485-9508

BRIAN MCDERMOTT

1967-68 DGS Registrar – dgs@cougarclub.org
Queensbury, NY
(518) 796-1347

BILL QUAY

1968 R-code, Non-GT-E – 68-r-code@cougarclub.org
7113 Old English Road, Lockport, NY 14094-5408
(716) 433-9267

MIKE BROWN

1969 390 – 69-390@cougarclub.org
5527 Bluebell Ave, North Hollywood, CA 91607-1909

MITCH LEWIS

1971 429 Cobra Jet – 71-429cj@cougarclub.org
1979 Chipmunk Ct, Eagan, MN 55122-2225
(612) 720-7504

SCOTT TAYLOR

428 Cobra Jet (69-70) – cobrajct@cougarclub.org
2151 W. Shawnee Drive, Chandler, AZ, 85224-1740
(480) 612-2998 (evenings)

DAVE WYRWAS

Eliminator – eliminator@cougarclub.org
21 Cathy St., Merrimack, NH 03054-2841
(603) 429-8437

BRETT IRICK

GT, XR-7 GT, 6.5 Litre – xr7gt@cougarclub.org
2 Brookwood Lane, Dearborn, MI 48120-1302
(313) 240-6418

JIM PINKERTON

GT-E – gt-e@cougarclub.org
20727 106th Ave. S.E., Snohomish, WA 98296-7166
(360) 668-0243

BRUCE WALLACE

Sports Special – sportsspecial@cougarclub.org
8709 Catbriar Lane, Orlando, FL 32829-8619
(407) 222-1021

KAMRAN WAHEED

Two Tone/Wagons – (see Advertising)

ROYCE PETERSON

XR7-G – xr7g@cougarclub.org
7709 E 85th Street, Tulsa, OK 74133
(214) 538-8838

VOLUNTEER PHOTOGRAPHERS

BILL WATKINS, Vacaville, CA
photo-bw@cougarclub.org

DAN HOUE, North Conway, NH
photo-dh@cougarclub.org
wiseguycrative.com

LUIGI DIONISIO, San Ramon, CA
photo-ld@cougarclub.org
luigid.com

JEANNE CHRISTIAN, Bixby, OK
photo-jc@cougarclub.org

ANDREW CHENOVICK, Salem, OR
photo-ac@cougarclub.org
flyingaphoto.com

CHARLIE BROWN, Owasso, OK
photo-cb@cougarclub.org

CLIFF GARDINER, New York, NY
photo-cg@cougarclub.org
klphandjohnstudio.com

DAVID HYATT, Orange City, FL
editor@cougarclub.org
hyattart.com

TED TAYLOR, Chino, CA
photo-tt@cougarclub.org

JEFF WIESER, Bixby, OK
photo-jw@cougarclub.org

A VIEW FROM THE CHAIR



GAVIN SCHLESINGER
CCOA Chairperson
CCOA #5780

SPRING UPDATE

Ladies and Gentlemen, "Start Your Engines!"

It is *finally* here—car show season is upon us, and people are starting to go out in public again! The timing could not be better as COVID-19 has impacted so many of us over the past year and a half and everyone is anxious to get back to a level of normalcy. As social beings, we need to be able to have the camaraderie of others and socialize in person. I for one am looking forward to spending time with friends in person, no matter if it's at a restaurant or a parking lot, spending time together sharing stories and enjoying each other's company as this has been missed for the past many months.

I am looking forward to 2022, as **The Mercury Stray Cats** are planning a **CCOA** Regional event to be held next year, June 2022. With everyone's support and a year to plan, there could easily be over 200 cars and owners in Oakley California next year. As soon as there is a show flyer to share, I will certainly be one of the first to register. It would be neat to have a caravan traveling to the event from states meeting at points along the way.

I frequently visit CougarClub.org and admire all of the amazing content that Conan Tigar has been adding. I am especially fond of the section for "Members Rides" as it is neat to have a virtual car show at your fingertips anytime you want to see Cougars of various years, colors, and option groups. If you have not yet visited, please do so and be sure to email Conan a picture of your car(s) via webmaster@CougarClub.org.

"Founded by Mercury Cougar Enthusiasts, made strong by our Membership and Volunteers."

As we are a nonprofit, or "Not for Profit" organization sometimes we have to clean up items in our merchandise to make room for other items. With that being said, I want

to mention our first ever **"Buy One, Get Two Free Sales"** in the online store section of CougarClub.org we have a specific area Dwight Griffis has dedicated for Dwight's Deals and the coupon code is **Hats&Shirts** the goal is to clear out existing aged inventory that is being closed out and make room for the 2022 items we are developing for the 55th Anniversary. We owe a lot to Randy Goodling who as Merchandise Manager takes the time to manage the majority of our inventory as well as print labels, package, and ship to the people who purchase the items. This is a big job and as a volunteer, I would certainly say a very key role in the success of the **CCOA**.

As we continually inform all Cougar enthusiasts of upcoming events and activities, we try to maintain information provided on CougarClub.org and our Facebook page. The more you can share about events, the more of our fellow **CCOA** members can plan to attend events they may not have been aware of.

Send all of your favorite Mercury Cougar 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.

I want to thank all of my family and friends who have kept in contact and have reached out over this tough time in our history. If you need someone to speak with, I am only a phone call away to chat on the phone, as being old school, I am admittedly not the best at emails nor text.

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



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



www.cougarclub.org



atsotcmagazine.com



LIVE AUCTIONS. ALL WAYS.



IN PERSON



TELEPHONE



INTERNET



SOLD AT KISSIMMEE 2021 • \$93,500
1968 MERCURY COUGAR XR-7 GT-E • 427 CI, 1 OF 265 PRODUCED

**TO CHECK THE SCHEDULE OF UPCOMING AUCTIONS AND LEARN HOW
TO BECOME A BIDDER OR SELLER, VISIT [MECUM.COM](https://www.mecum.com) OR CALL (262) 275-5050**

THE EXPERIENCE BEGINS AT [MECUM.COM](https://www.mecum.com)

BROADCAST ON
NBCSN



GARY P WOODWARD
SHADOW HILLS, CA
CCOA #08813

COUGAR GTE



AT FIRST, I was skeptical that summer day in 1967 when Dad pulled into the driveway with Mom's brand new XR-7. The year before he had traded in our beloved '62 Colony Park (which had those great "George Jetson" taillights) for a boxy '66 model. And the car I desperately wanted to drive—a '54 Victoria—was nowhere in sight. That skepticism melted away when we went for our first ride. That beautiful wood-grained dash! A built-in tach and those oh-so-cool toggle switches! That long hood! The hideaway headlights and those magic taillights! The glorious air conditioning for those hundred-degree Sacramento summer afternoons! OK, it was a 289 but it was a *four-barrel*! Once around the block and we were hooked. Dad had scored! Lucky Mom...

Lucky us!

So started our love affair with Mercury Cougars. I learned to drive on the '67 and went on my first date in it. Hmm, wonder whatever happened to Janine?

Nineteen sixty-eight saw the advent of what we called the

"Monster-Motor" Cougars. 427s and 428s, oh my! With Dan Gurney driving a Cougar in the Trans-Am series, lust had set in. It was mostly my middle brother, Bruce, and I who was smitten. We loved the Cougars and, later, Boss 302 Mustangs as well. By 1973, prices on these cars had begun to fall and Bruce was the first to land a monster, the first being a Cobra Jet XR7-G. I am here to tell you that car was (is) a beast. We thought the '67 was pretty fast. Ha! The first ride in that G was breathtaking.

We kept looking in the paper for monster-motor Cougars and Bosses, but it wasn't until 1977 and I was attending college in Southern California that I spotted a GT-E in the LA Times. What was a starving college student to do? Call Dad, of course!

"Dad! There's a GT-E in the paper. You have to buy it!"

"I *have* to buy it?"

"You *have* to buy it!"

"Well go take a look and tell me what you find."

I looked. He bought. One owner, nice shape, original paint, never hit, fast as –well – maybe not quite as fast as Bruce's, but

plenty fast. This one had the Cobra Jet, which we'd later learn was one of 23 XR-7 GT-Es built with the 428, and one of only 37 GT-E's powered with the 428 Cobra Jet engine.

Dad was smitten. He loved that car. What really got him was how docile the car was until you applied your right foot sufficiently to wake the beast. It still cracks me up thinking of him, this very conservative Federal judge, driving his hot rod Cougar to work and parking it next to his colleague's German "Merc."

A couple of years later I picked up my first Boss 302. Bruce had one, too, and our favorite pastime became chasing each other through the hills of Northern California. Often it would be Dad in the GT-E, Bruce in his G or Boss, our friend Richard in his 1968 XR-7 4-speed, and me in my Boss. One of our favorite trips was to fly over the hills to the sprint car races in Calistoga. How we ever survived those crazy days is a testament to the reality of guardian angels. So many stories, so many good times! There's the one about the "Oh Sh--Bridge", another with Richard dumping his Cougar on its side, and the one about...

Time, families, and careers would temper the craziness, but the cars were always the thread that kept the family close. Dad continued to drive the GT-E occasionally, but its lot was to be that of an outdoor kitty. His first new car, a 1941 Ford, occupied the garage while the Cougar lived on the driveway and slowly began to weather. Bruce wisely shot a thick coat of paint on it one time to keep the rust demons away.

In 2006 the time had come. Dad was in his nineties and was getting his affairs in order. I just now had the funny thought how much he and that car were alike: older and weathered, but still on the road with a heart of gold. Dad handed the GT-E over to lucky me. What a cool day.

Of course, it just *had* to be one of those hundred-degree-plus days that I chose to drive the car from Sacramento to LA for its makeover. I ran it over the Grapevine with the heater on full blast. News flash: big blocks get hot. Me too...whew, good times!

I assembled a good team to work on the paint and mechanicals to bring the GT-E up to a good driver's condition, with minimal work needed for the interior and undercarriage.

The very best day in the life of the GT-E, though, was after the restoration when I drove it back up to Sacramento, pulled in the driveway, and Dad came out to see it. Words fail. You can imagine. It was just so great that he got to see it finished and to drive it one last time.

Since then, the car has been driven to many Cougar club events and family outings. It has been a featured car at the Fabulous Fords Forever show and even in *Car Craft*.

And Mom's '67? My nephew is now enjoying being the caretaker because the family that plays together stays together.








SCOTT TAYLOR
CHANDLER, AZ
CCOA #4282

TAYLOR RESTORATIONS

TAYLOR RESTORATIONS offers high-quality restorations for Mercury Cougars. We have worked on and restored several cars in the last several years. One of the unique cats was a 427 GT-E which turned out amazing. We restored around ten 1969 Cougars, including an Eliminator and a Sports Special. Currently in our shop is a Standard hardtop powered by a 428 SCJ 4-speed, a Dark Aqua Standard hardtop (soon to be back from paint prison!), and an XR-7 convertible.

We also have an on-site reference vehicle: an all-original 1969 Cougar XR-7 hardtop with a 428 CJ automatic (see photos below). I work closely with Marcus Anghel, who is a known 428 CJ expert. I also run the 428 CJ Registry for the Cougar Club of America.

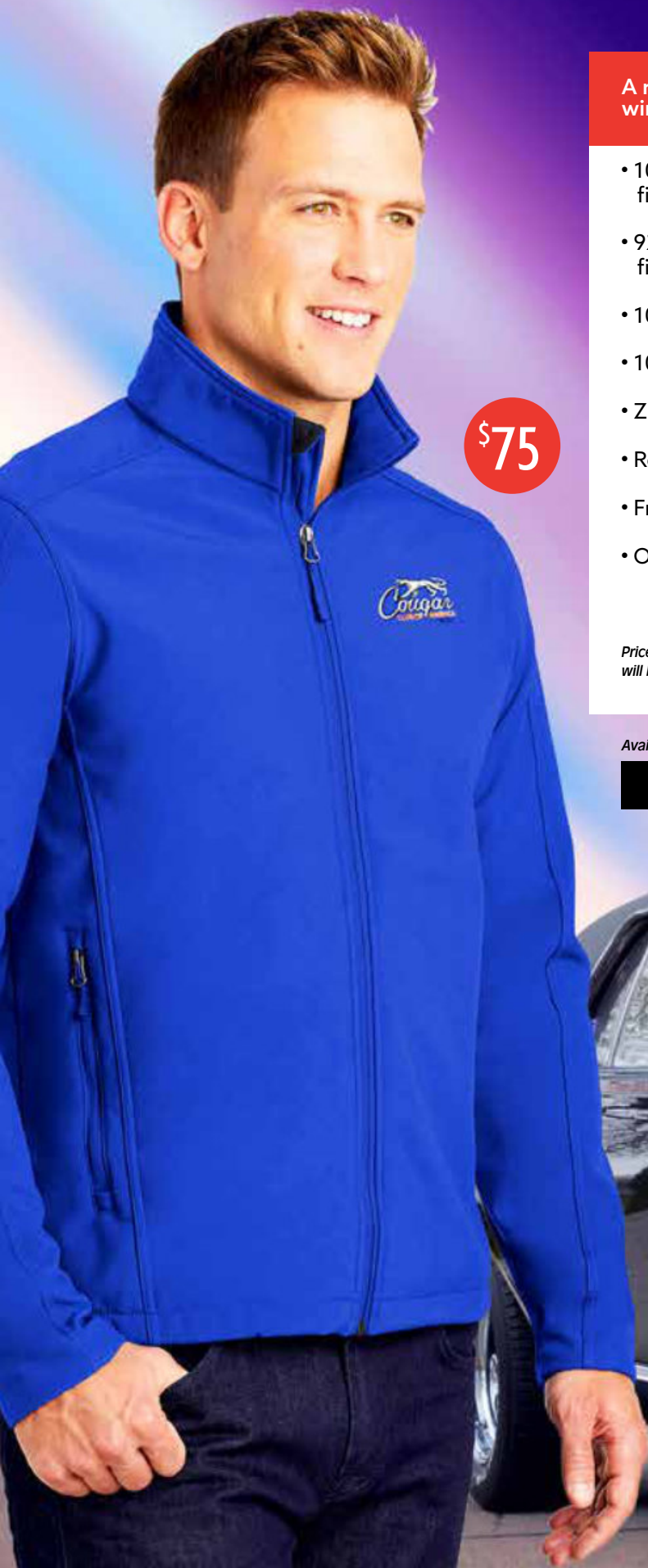
If you are interested in having your Cougar partially or fully restored, please give us a call at (480) 612-2998, or email. We can get your car into the shop fairly quickly, within a month or two, as of our current schedule. 





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:





BRYAN ATKINS
OAKLAND, CA
CCOA #10347

2022 WEST NATIONALS PREVIEW

IT'S NOT TOO EARLY to begin planning ahead for the 2022 CCOA Western National show.

We had an outstanding event in 2016. The CCOA Western National Event hosted 100 Cougars in Northern California. It was a 2-day event, beginning with a cruise Friday from the parking lot at the Best Western Hotel in Oakley California (which was a car show of its own with more than 40 cars and 70 people socializing and checking out each other's cars.) to the

person was collected to partake in the pizza, which we all thought was very reasonable as the Mercury Stray Cats Club provided beverages and the additional cost for the food. Many members once fed and cooled off, spent the later hours of the afternoon and early evening working on the final detailing of each owner's car in preparation for the Saturday Show, as well as taking photos. Saturday was the actual show, hosted by the Crowders. As you can see in these pictures, we had an amazing variety of beautifully restored and maintained



Black Diamond Mines Regional Preserve in Antioch, CA for lunch eventually ending up at the Crowders' home in Oakley CA for pizza by the pool.

June is a very warm month in Northern California where essentials were sunscreen, a bathing suit, and a towel! \$10 per

Cougars in attendance. There were also a few very interesting other Ford powered cars on display, such as 2 Lincoln Continentals and a 429CJ powered Ranchero. The 2022 event promises to be equally as impressive and enjoyable.

Looking ahead to 2022 we are starting to plan another

June date for the next CCOA Western Regional show. For additional details or to volunteer, please reach out to Rob Crowder via email robcrowder@comcast.net. As you can imagine, it takes a large, well organized crew to plan and make a show of this magnitude a success. June 2022 will be here before we know it. 🐾



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
c/o Cornerstone Registration, Ltd.
PO Box 1715
Maple Grove, MN 55311-6715
Toll-Free: 866-427-7583 (In the U.S. only)
Tel: 763-420-7829
Fax: 763-420-7849
E-mail: ccoa@cornerstonereg.com

Tell us about your Cougar!



CARL GRAZIANO
MOUNT AIRY, MD
CCOA #6158

BACK IN FORM AT CARLISLE FORD NATIONALS

COUGAR ENTHUSIASTS, like other FoMoCo fans itching for a big show after 15 months of pandemic lockdown, made an impressive showing at this year's Carlisle Ford Nationals, with more than 50 cats on the Carlisle show field.

The 2021 Ford Nationals broke records, in fact – Carlisle Events reported 3,241 vehicles registered for the June 4-6 show, the highest total ever. Mother Nature mostly cooperated with sunny, hot weather throughout the three-day event, which helped turnout.

Cougars filled two rows in their usual spot on the show field's north end, with a selection of cars that included everything from standard first-generation models to a one-owner CJ-429 '71 XR-7 four-speed to '80s and newer cats. Other notable cars included a nice selection of Eliminators, GT-E and XR7-G cars, a beautiful '67 convertible conversion, and a "Boss 547" drag cat.

Cougar turnout was driven by the annual joint promotion of the show by the Cougar Club of New Jersey/Pennsylvania, the Delmarva Cougar Club (Delaware, Maryland, Virginia), the Cougar Club of New England (CCNE), and the New York Classic Cougar Club. The four regional clubs have made Carlisle Ford Nationals their signature annual event since the early 2000s.

Carlisle Ford Nationals has long been as much about reconnecting with old friends under the clubs' tent as it has been about bringing out cars for a great long weekend. The annual reunion always creates memorable moments, including this one about CCNE President Mark Piechowski, captured by CCOA National Database Registrar Phil Parcells:

"Mark Piechowski recently bought a comp orange 1970 Eliminator from Don Rush at West Coast Classic Cougar. It is an unrestored survivor. Two weeks before the Carlisle show, Mark began to work on it. He installed a rebuilt 4-

speed manual and a 351C. He also wanted to repaint the Eliminator stripes on the driver's door, because a previous owner had painted a BIG wide black stripe instead of the Eliminator's "wide-thin-thin" graphics. Mark had a rattle can of Competition Gold paint custom mixed, but time ran out before the show and the pinstripe job got pushed to the end of the list."

"Since Friday is not a real 'show day' at the fairgrounds, the crowd is significantly less, and the few cars on display are much further apart. Mark said, 'Hey, I can fix the pinstripe here, now!' He went into the swap meet, bought some masking tape and paint thinner, and proceeded to mask off the areas of the car he wanted to protect and create a proper Eliminator stripe. The breeze kicked up, so between wind gusts, and onlookers' interruptions, Mark sprayed many thin layers of comp orange. The sun was very strong, allowing the paint to dry fast and hard. When the color was nice and solid, he peeled the tape and newspaper off and blended the new paint with the old paint on the door."

Piechowski, known for wrenching on fellow Cougar owners' cars in the parking lot of the clubs' show hotel, the Marriott Courtyard Mechanicsburg, stayed true to form this year,





helping a '68 Cougar owner track down and fix a wiring problem that prevented the car from starting.

That wrench party came after the clubs' annual cookout at the Marriott, which they host on the Saturday night of the show. The cookout and parking lot gathering afterward are activities Cougar fans look forward to most at Carlisle, and this year didn't disappoint!



People's Choice Winners

1969 - 1970 COUGAR STANDARD COUPE/XR-7		
Cliff Gardiner	1969 Cougar	First Place
Bryan Kaeser	1969 Cougar	Second Place
Josh Reamer	1970 Cougar	Third Place
Maura Nadeau	1970 Cougar	Special Award
Celebrity Pick Chosen By: John Dancy The Lincoln Mark VII Club		
1969 - 1970 COUGAR STD CONV. XR-7 CONV.		
Barbara Stevens	1969 Cougar XR-7	First Place
Joseph D'Alu	1969 Cougar	Second Place
Steve Polansky	1969 Cougar	Third Place
1971 - 2002 COUGAR		
Rich Kellogg	1971 Cougar XR-7	First Place
Celebrity Pick Chosen By: Phillip Payne, Delmarva Cougar Club		
Jack Baummer	1982 Cougar	Second Place
Gary Wirth	1973 Cougar	Third Place
1967 - 1968 COUGAR STANDARD		
Mark Eshelman	1967 Cougar	First Place
Gilson Marpoe	1967 Cougar	Second Place
Brian Smitsky	1967 Cougar	Third Place
1967 - 1968 COUGAR XR-7, XR7-G, GT-E, GT		
Thomas Bean	1968 Cougar	First Place
Celebrity Pick Chosen By: Gerard Bartasavich, International Thunderbird Club		
Brian McDermott	1967 Cougar	Second Place
Nancy Pratt	1968 Cougar	Third Place
1969 - 1970 COUGAR ELIMINATOR		
Bill Farrington	1969 Cougar Eliminator	First Place
Mark Piechowski	1970 Cougar Eliminator	Second Place







CLASSIC LUXURY



“

Let all women know that it is never too late to pursue your dreams and achieve any goals you can imagine.

”



RICHARD CLARK
MANCHESTER, CT
CCOA #2688

By Randy Anagnostis

POP CULTURE refers to a Cougar as “an older woman who seeks a relationship with significantly younger men.” But one of our ardent fans, Richard Clark of Manchester, Connecticut, has given us a unique interpretation of his stunning Cougars.

Approached by a professional photographer who was setting up a model photoshoot, Richard agreed to have his classic 1967 and 1969 Cougars used as props. As it would happen, the model, Robin Garofolo, was a highly acclaimed beauty pageant winner with more than twenty titles to her credit since 1993. More significantly, Robin had just turned sixty years of age and fit the iconic image of a pop culture Cougar. The photographer, Randy Anagnostis, wanted to convey the theme of a “Cougar-On-Cougar” to visually enhance the photoshoot. He was kind enough to share a few of those photos here.

Robin started modeling at age twenty and won her

BEAUTY PAGEANT *Cat*

first beauty pageant, Mrs. Connecticut United States, at age thirty-six. She was crowned Ms. New England States in 2016 and continues to compete in numerous pageants to this day. Her goal is to “let all women know that it is never too late to pursue your dreams and achieve any goals you can imagine”. She frequently attends charitable events and supports numerous fundraisers while serving as a true spokeswoman and inspiration for both young and mature women.

Richard and his wife Pat ended up with an envious collection of photographs that beautifully captured his classic Cougars. We are glad that he is one of our regular ATSOTC readers! 🐆





COVER STORY





MATTHIAS KAHLERT
MINTRACHING, GERMANY
CCOA #9533

R-CODE COUGAR XR7

DURING THE WINTER months, Germany (and most of Europe) had been in a strict lockdown, with most restaurants, stores, and shopping malls being closed and only essential places like food markets open to the public. As the incident numbers are going down, the lockdown basically ended some weeks ago with all stores being opened again. Also, the restaurants and beer gardens are opening again, but there are still some restrictions to the number of people allowed. After a long time of homeschooling and video conferencing all the schools are opened again for all students.

Vaccinations initially began for the elderly people (>80 years and >60 years), then folks with pre-existing conditions, followed by essential workers like health care staff and the police. After some weeks the vaccination is now also possible for all others via the family doctor instead of special vaccination centers. Also, big companies can now do the vaccinations of their employees by their company doctor. As of mid of June about 30% of all Germans have been fully vaccinated, and an additional 20% got the first of two injections.

Life in Germany is getting more and more back to “Normal”, but it looks like masks and some social distancing will stay for some time. Let’s hope the delta version of the virus doesn’t give us a setback.

At least we already have a date planned for our next “Schrauber-Weekend” in August, where we meet at Michi’s Shop and keep working on our cars!

Some information about my car: I found my Cougar in a Facebook post in 2016. It was located in Belgium, having been completely restored by the previous owner around 2000, but it had some flaws. After purchase, I directly transferred the car to the workshop of Michi and Sabine Schaller (KFZ Albertshauser), the best garage for Cougar owners in Germany.

The cat is an original 1969 Cougar XR-7 with the R-code 428 Cobra Jet with ram air that was built on the 28th of February 1969. The engine and C-6 gearbox are matching numbers, and the car received the correct red paint during the restoration. The interior is white leather buckets with red components. It has power disc brakes, power steering, and a tilt-away steering wheel.

Some improvements made by both the previous owner and me include a bigger oil pan, an extra oil cooler (for German Autobahn speeds), a limited-slip differential, a sway bar, and an air/fuel ratio gauge for better adjustment.

I’m especially indebted to Michi as he did a great job with several repairs and improvements over the years. Additionally, many thanks go to Timon, our German “carburetor surgeon”, and all the other members of the Cougar Club of Germany! 🐾

Editor's note: First four photos were photographed and edited by Dejan Marinkovic



Editor's note: Photos by Matthias Kahlert, edited by David Hyatt



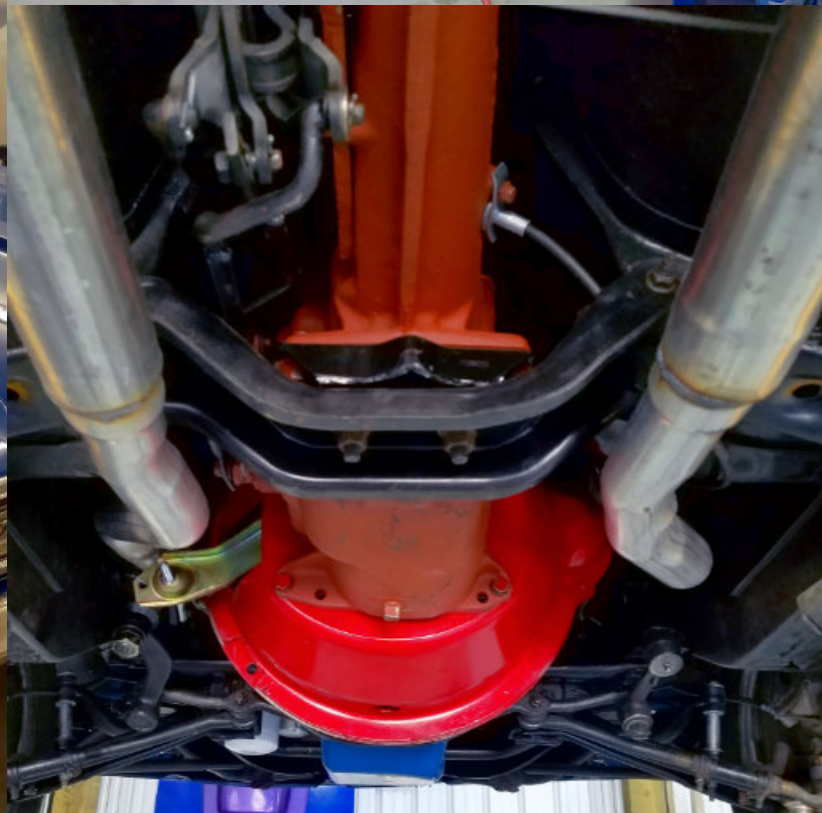


GARY WALKER
MARIANNA, FL
CCOA #10000

1969 MERCURY COUGAR

GARY SEARCHED for a 1969 Cougar for a long time to relive the memories of his Uncle Skip and a Cobra Jet-equipped Eliminator. He eventually found a nice Standard '69 with 351W 2bbl that was re-painted in non-original Calypso Coral, and immediately started the process of finding a 428 CJ to build. Gary planned on changing the rear gears and other details to make it a nice cruiser.

Alas, Hurricane Michael came and his shop and collapsed on the project. After rebuilding their lives from the storm, he again began to make the Cougar a car he always wanted. Alabama's G. Paul Welch of New Site Rebuilders handled the paint and bodywork. The Engine machine work and assembly were handled by Ian Thompson of Tompsom Machine from Marianna, Florida; Ian used a Howard's hydraulic roller camshaft and lifters, and Harland Sharp roller rocker arms. For the transmission, Gary bought a wide-ratio 4-speed and converted it to a close-ratio big-spline unit; it is backed up by a Centerforce 11-inch clutch and a Quick Time blow-proof bell housing. CalTracs traction bars and Magnum 500s were added to complete the look. Finished a month ago as of this writing, an homage to his uncle gets daily exercise on the streets. Gary is amazed to have the Cat of his dreams out on the prowl. 🐾



LARRY CARRELL, an avid Ford collector from Lewistown, MT brought three Cougars that were among a collection of 31 lots consigned to the Mecum Kissimmee 2021 auction in Kissimmee, Florida. The Cougars among them were a Cardinal Red 1968 XR-7 GT-E, a Competition Orange 1970 428CJ Eliminator, and a Competition Gold 1970 Boss 302 Cougar Eliminator.

The GT-E is a Red XR-7 that features the dark red leather/ vinyl bucket seat interior, and 427 side-oiler engine backed by a C6 automatic transmission. Sold new at Sam Priestly LM in Oceanside, CA. It is an older restoration that has held up well and was featured in Super Street Machines magazine in January, 1990.

The 428 Cobra Jet Eliminator is unrestored and in Competition Orange, features a charcoal black Eliminator-only interior, and a 4-speed Toploader transmission. interesting to this Eliminator is that it actually has a blank color code on the door data decal because it was ordered in 'red,' which was a color normally not available for Eliminators. For whatever reason, it was produced as Competition Orange, and the buyer liked the color and accepted the car. It also is a Drag Pack-equipped car with history documented in a notebook from a previous owner from Clinton OH. Larry bought it in December 2008 from Frank Bowers of CCOA Eliminator Registry fame, and purchased it in December 2008. It's an unrestored car.

The Boss 302 Eliminator, this one a Concours restoration, is Competition Gold, also features a charcoal black interior that was



exclusive to the Eliminator. Like all Boss 302s, it is backed by a 4-speed Toploader transmission. It was sold new at S & R Motor Co. in Milwaukee WI. It is a Concours restoration.

All of Larry's cars were stored in a personal temperature controlled museum building in Lewistown, MT. In fact, Garage Style Magazine did a feature on the collection.

Larry started collecting around 1994-95, though after retiring in 2004, he truly ramped up his collection. He says he built

the collection for his son. Unfortunately, his son was diagnosed with cancer which left him unable to take over the collection.

The Cougars in Larry's collection were complete when he bought them. He wanted good, sound cars with good bodies and low production numbers.

Larry sold 32 cars in total, including some that have not yet been finished and continue to be restored. 🐾



THIS 1968 Mercury Cougar GT-E from the Larry Carrell Collection pushes two ultra-popular buttons: it's very rare, and was offered at no reserve. According to the 1968 Mercury Cougar GT-E Registry, there were just 357 Cougar GT-Es built-in 1968 with the 427/390 HP side-oiler V-8 engine. Of those, 101 were standard Cougars and 256 were XR-7 models. At \$1,311, the GT-E package was an expensive addition in the days when the base price for a standard Cougar was below \$3,000, helping to explain why so few were made.

The W-code 427 in this car is correct for the GT-E and features a Holley 4-barrel carburetor that's mounted to an aluminum intake manifold and topped by an open-element air cleaner. Backing the 427 is a Merc-O-Matic 3-speed automatic transmission, Mercury's version of the venerable C6. All GT-Es rode on suspensions upgraded with the Super Competition handling package, which included stiffer springs, heavy-duty shock absorbers, and a thicker front sway bar. Power steering and power brakes, with disc brakes on the front, were also standard on GT-Es. Contemporary BF Goodrich radial tires are mounted to this Cougar's styled steel wheels.

Picking out a GT-E from the standard Cougar litter is made easy by the model's distinctive two-tone paint, in this case, Cardinal Red over argent. GT-Es were also distinguished by their blacked-out grilles, which were highlighted with two bright horizontal strips, blacked-out taillight trim, power-dome hood, and bold "7-Litre GT-E" front fender badges. The XR-7 equipment in this Cougar's interior includes the distinctive wood-grain dashboard, extra instrumentation, and cluster of toggle switches in the center of the dash above the AM/FM radio. Tinted glass and a tilt-away steering column round out the interior amenities. Originally a California car, this GT-E has been restored as closely as possible to original specifications.

1968 MERCURY COUGAR XR-7 GT-E



ESTIMATE

- \$125,000 - \$175,000
- Sold for \$93,500 (includes buyer's premium)

HIGHLIGHTS

- One of 279 Cougar XR-7s produced with the GT-E package in 1968.
- Sold new at Sam Priestly Lincoln Mercury, Inc. in Oceanside, California
- Restored to like-original specifications
- Correct W-code 427 CI side-oiler V-8 engine
- Holley 4-barrel carburetor
- Aluminum intake manifold
- C6 Merc-O-Matic transmission
- Competition suspension
- Power steering
- Power brakes with front discs
- Cardinal Red with red leather bucket seat interior
- Woodgrain dash
- Tinted glass
- AM/FM radio
- Tilt away steering column
- Styled steel wheels
- BF Goodrich radial tires

SPECIFICATIONS

- 427 CI "side-oiler"
- Merc-O-Matic 3-speed automatic
- Cardinal Red and argent paint
- Red interior with leather components







GIVEN THE SUCCESS of the Ford Mustang, it was no surprise when sister division Lincoln-Mercury introduced the Cougar in 1967. Based on the Mustang platform, the “personal-luxury” Cougar offered buyers the same sporting foundation with an additional 3 inches of wheelbase to facilitate a gentler ride and more upscale interior treatments in keeping with the division’s market positioning.

A Concours-quality restoration to as-original specifications complete with correct factory markings throughout was completed on this 1970 Mercury Cougar Eliminator Boss 302 coupe from the Larry Carrell Collection to outstanding results. One of 323 produced in 1970 with the close-ratio 4-speed and one of one produced as equipped (according to its accompanying Marti Report), it was built at the Dearborn assembly plant and sold new at S&R Motor Co. Inc. in Milwaukee, Wisconsin. Of course, this 1970 Cougar Eliminator features the same Trans-Am-inspired 302 CI small-block V-8 found in the Boss 302 Mustang. Packing a cross-drilled forged steel crankshaft, forged steel connecting rods, forged aluminum pistons, 10.5:1 compression, tunnel port cylinder heads with oversize canted valves, a Holley 4-barrel carburetor on a high-rise aluminum intake manifold, high-performance solid-lifter cam, and free-flowing cast exhaust manifolds, the Boss 302’s rating of 290 HP at 5,800 RPM was misleading, to say the least.

Refinished as new in Competition Gold with black Eliminator graphics, hood scoop and rear spoiler, this skillfully restored example retains its matching-numbers Boss 302 engine, in this case, mated to a close-ratio 4-speed manual transmission with factory Hurst T-Handle shifter and 3.91:1 Traction-Lok differential. In addition to the Eliminator-standard black Décor Group interior with high-back bucket seats, remote driver’s mirror, center console, tachometer, and in-dash clock, this Cougar is also equipped with standard steering, power front disc brakes, a tinted windshield, AM radio with 8-track cassette player, and BF Goodrich T/A Radial tires on chromed Magnum 500 wheels.

1970 MERCURY COUGAR BOSS 302 ELIMINATOR



- Competition Gold color
- Black bucket seat interior

ESTIMATE

- \$90,000 - \$110,000
- Sold for \$88,000 (includes buyer's premium)

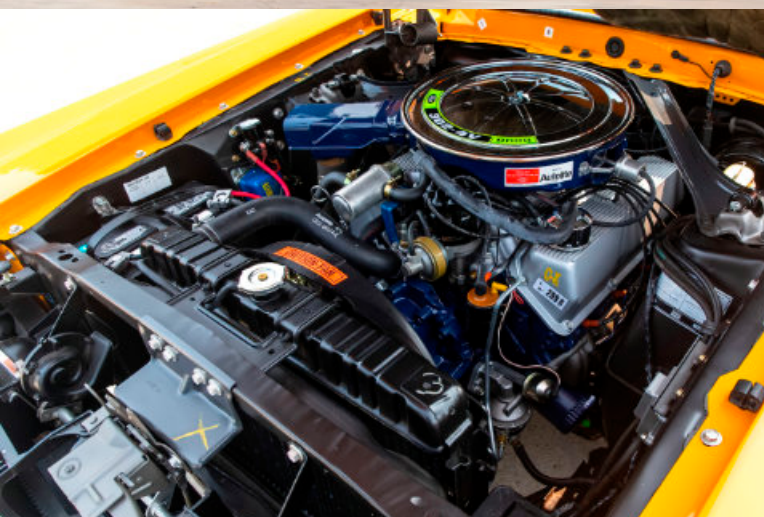
HIGHLIGHTS

- One of 323 Eliminators produced in 1970 with Boss 302 and close-ratio 4-speed.
- Matching numbers 302/290 HP V-8 engine
- One of one produced as equipped per Marti Report.
- Sold new at S&R Motor Co, Inc. in Milwaukee, Wisconsin
- Concours restoration to like-original specifications
- Correct factory markings throughout
- 3.91 Traction-Lok differential
- Manual steering
- Power brakes with front discs
- Competition Gold
- Décor group with Black Comfort-weave interior
- Bucket seats and center console
- Hurst T-handle shifter
- In-dash clock
- AM radio with 8-track player
- Magnum 500 wheels
- BF Goodrich radial tires

SPECIFICATIONS

- 290-horsepower Boss 302 engine
- Close-ratio 4-speed transmission







OFFERED at no reserve, this Competition Orange 1970 Cougar Eliminator is nearly a brand-new car, albeit a 50-year-old brand-new car. It is an original, unrestored example of Mercury's muscle-era pony car, showing just 68,000 miles and still rolling on its original Goodyear F70-14 Polyglass tires mounted on the original stamped steel wheels. The eye-grabbing exterior paint is unchanged from when it was sprayed at the factory, and the original bucket-seat interior looks like it was barely used, with hardly a wrinkle in the pleated seats.

Making this car even more desirable is the fact that it's equipped with a matching-numbers 428 CI Super Cobra Jet engine, ram air, and 4-speed manual transmission rowed by a burly Hurst T-handle shifter. Thanks to being equipped with the Drag Pack, the 3.91 gears in the Traction-Lok rear end easily handles the SCJ's factory-rated 335 HP and 440 lb-ft of peak torque. The engine's output, the bright vermilion paint with contrasting blackout trim, and front and rear spoilers all point to the Cougar's performance potential, but this car's interior amenities were a step above the usual muscle car fare. Along with the driver-oriented power steering and brakes, this Eliminator is equipped with power windows, rim-blow steering wheel on a tilt column, remote driver's rearview mirror, Décor Group trim, and a rear speaker for the AM radio.

One of two Cougars offered at Kissimmee from the Larry Carrell Collection, this is not only a highly original Cougar but a rare one, too: of the more than 70,000 Cougars built-in 1970, Mercury built a little more than 2,200 Eliminators, and just 374 of those were equipped with the 428 Cobra Jet engine; additionally, 112 of those were built with the Drag Pack and ram air. Its condition, rarity, and high-performance drivetrain earned it a feature story in the January 2000 issue of Mustang and Fords magazine.



1970 MERCURY
COUGAR ELIMINATOR

ESTIMATE

- \$125,000 - \$150,000
- Sold for \$110,000 (includes buyer's premium)

HIGHLIGHTS

- Highly original unrestored condition
- Sold new at Clinton Lincoln Mercury in Clinton, Iowa
- Featured in January 2000 issue of Mustangs and Fords.
- Matching numbers 428 Super Cobra Jet engine
- 4-speed manual transmission
- 3.91 Traction-Lok as part of the Drag Pack
- Power steering
- Power brakes
- Original Competition Orange paint and black interior.
- Bucket seats and center console
- Power windows
- Front and rear spoilers
- Hurst T-handle shifter
- Tilt steering wheel
- AM radio with rear seat speaker
- Remote driver's mirror
- Décor Group
- 68,000 miles
- Original stamped steel wheels
- Original Goodyear F70-14 tires

SPECIFICATIONS

- Q-code 428 Cobra Jet with ram air
- Drag Pack
- 4-speed manual transmission
- Competition Orange paint
- Black interior with front bucket seats





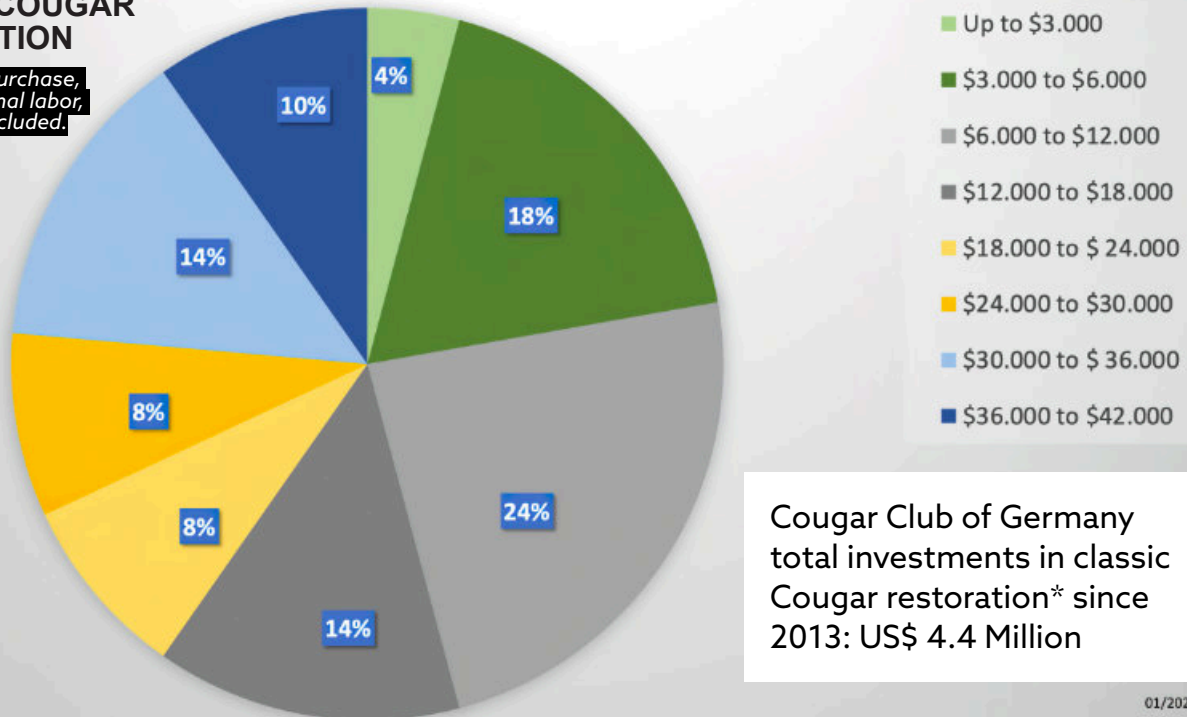


MIKE HOFER
'EICHENRIED, GERMANY
CCOA #9580

COUGAR RESTORATION SURVEY

CLASSIC COUGAR RESTORATION

*Costs for car purchase,
shipping, personal labor,
and tools not included.



JANUARY 2021: we were forced into another tough lockdown during the last weeks. Restaurants, bars, gyms, kindergarten, and schools were closed and all public events and club activities stopped. In my home state of Bavaria, the radius for any private activity was limited to 10 miles from home, and families were allowed to meet only one person in so-called hotspots that had a seven-day infection rate higher than 200 per 100,000.

As such, I had to cancel our season-closing event, and there is no date for a 2021 season-opening until now. Club life is limited to our internet platform and the very active 66-member Cougar Club WhatsApp group. In the last months of 2020, many classic Cougar owners spent hundreds of hours restoring their vehicles but no one really sums up time. Most of the restoration is done by the owner and friends, more complicated or time-consuming work is done at specialized car shops such as Michi Schallers in Graben am Lech.

I know that our club members spend a lot of money when purchasing a classic Cougar. If they buy the car in the U.S., transportation, handling, insurance, and shipping just add to the cost. When one buys a car from abroad, he/she is rolling the dice with what condition the vehicle really is. "All original" often ends up being a car with a serious lack of regular maintenance over many years; "good cars condition" cars sometimes end up needing a complete restoration. A new hood is

expensive even in the U.S. but having it shipped to Germany doubles the price.

I decided to do a survey to find out how much money Cougar owners in our club spend for the restoration of their classics. The survey does not include any high-price concourse restorations as this is not what I was looking for. First problem: most classic car owners do not really want to know how much money they spent on their hobby, so they don't track numbers as one would do for business purposes. Nonetheless, everyone has a good feel for a certain range, and many have folders where they keep Cougar-related invoices. To ensure as many Cougar owners as possible participate in this survey, I decided not to ask for financial specifics but rather to provide certain ranges of investments they can choose from. The survey was originally done in EURO\$ and converted into US\$ for the readers of ATSOTC.

As 30% of all club members participated, the final numbers are robust. Taking the average of every range, the total investment of all participants is \$1.25 Million US Dollars. Extrapolation on all Cougar Club of Germany members sums up to \$4.4 Million US Dollars for restoration over the past seven years. Any costs for car purchase or shipping, personal labor, or tools were not included.

People in our club do spend an amazing amount of money to preserve the Cougar's history. 🐆



BARRIE S. DIXON
MANCHESTER, ENGLAND
CCOA #156

M60 COUGARS

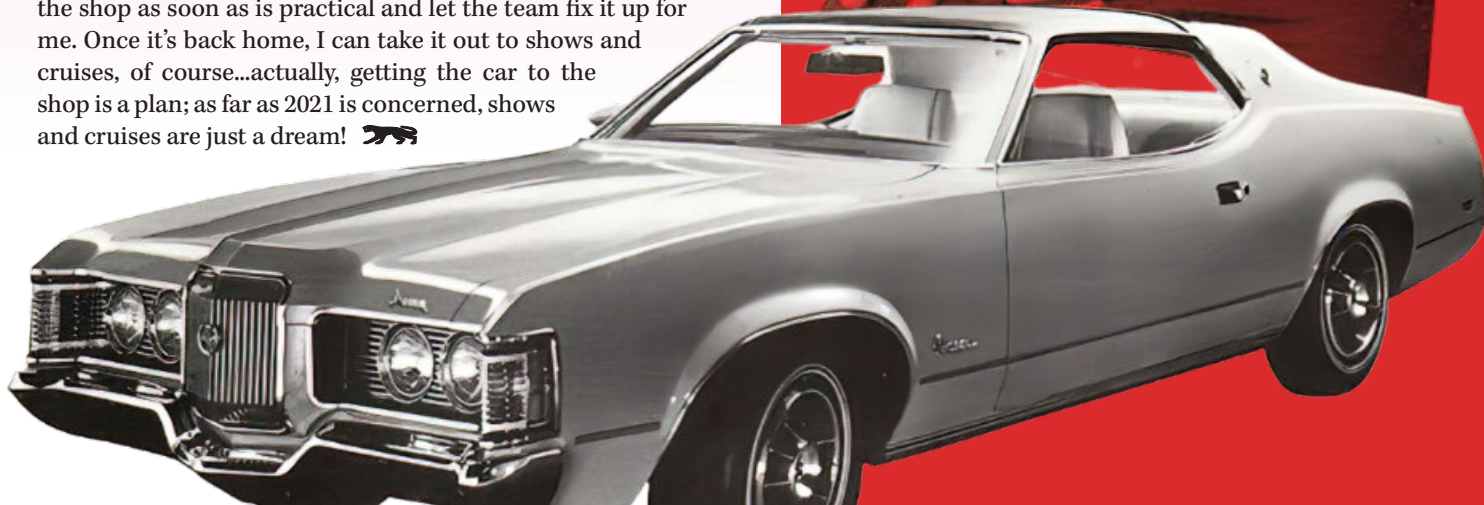
WHAT A HORRIBLE, hideous 12 months we've all been through. Needless to say, M60 ain't done much since the start of the pandemic: shows were canceled all over the place, the much-needed restoration on my Cougar was put on hold (and is still on hold), and vacation plans simply didn't happen. Why don't I take you through those points in a little more detail?

As an organization, we only attend one show each year: Stars and Stripes in early July. We had hopes that it would happen in 2020 but as the date approached, the less likely it looked. The organizers tried to re-schedule it and other shows they hold at the same venue, but none of them happened. We've all applied for entry permits for the 2021 show but we're not holding our breath—I think 2022 looks more likely.

My original plan was to do some minor work on my Cougar so that it would be drivable (if not exactly in pristine show condition) for Stars and Stripes, then have a local resto company make it look better than it did back in the dealership showroom in 1967...nope! The company was in lockdown, just like everyone else. Then, in September 2020, I got sick. Not only did that put any work I could do on the Cougar on hold, but it also put me on hold until the New Year. No, I didn't have COVID—more of an age-related thing, and I had surgery just before Christmas, so I'm perfectly fine now.

As many of you may know, Jeanette and I visit friends in the U.S. on a semi-regular basis but, two days before we were due to fly out in March 2020, our flights got canceled. That's understandable, of course. We rescheduled for November, thinking (like everyone else) that COVID would be long gone by then. Not a chance! So we had our plans put on hold again, though we now have November 2021 penciled in our calendar. Of course, there's an eraser nearby the calendar in case we have to wait till '22!

Nonetheless, firm plans for 2021 include getting my car into the shop as soon as is practical and let the team fix it up for me. Once it's back home, I can take it out to shows and cruises, of course...actually, getting the car to the shop is a plan; as far as 2021 is concerned, shows and cruises are just a dream! 🐾





JEFF ALLEN
OKLAHOMA CITY, OK
CCOA #10346

1969 ELIMINATOR 428 SCJ


MY NAME IS Jeff Allen I am the proud owner of this 1969 Cougar Eliminator 428 SCJ. I originally found this car sitting in a barn in western Kansas when I was a teenager and bought it. While this was my first car, I did not get to drive it for over 20 years as work had me traveling full-time throughout the country. It ended up sitting in my parents' garage until I changed jobs and settled in Oklahoma City.

The Eliminator is an original Dearborn-built "9F91R" that was delivered to a St. Louis-based Ford dealership on July 17, 1969, though it was scheduled for build on June 26, 1969. It is Bright Yellow and was ordered with an R-code 428

paired with C-6 Automatic Transmission with 3.91 Traction-Lok axle plus white Comfort-weave hi-back bucket seats. Of course, with 3.91 gears, it has the Drag Pack as well as power front disc brakes, power steering, and hood pins. With this being my first car, I made a few personal choices to make it my own, but the majority of the



Eliminator is as it was coming off the assembly line. I enjoy taking it to car shows as well as various charity and

fundraising events and, of course, am always happy to talk about it. 







MICHAEL BANKS
PORTLAND, OR
CCOA #9553

By Jeff Amo, Michael Banks, and Tom Welsh

Editor's note: Credit - Mustang Club of Mid-Michigan Newsletter, December 2020.

MICHAEL BANKS needed help. Jeff Amo was available. The two struck up a long-distance working relationship to do some sleuthing work in the Saginaw area of Michigan.

Our story starts and ends in Saginaw. It also includes the two men above, along with Rick Montagne, two from Saginaw, and the other from Portland, Oregon.

Of course, Mike Banks is a beloved member of the Cougar Club of America and owns a Competition Gold 1970 Eliminator that's 1 of 70 with the 428 Super Cobra Jet/ram air/4-speed combination. But this story is about sleuthing, so let's get started with the how, why, and where the sleuthing took place.

It all started when Mike was browsing Facebook looking for Eliminator-related posts as he tracks and documents these striped Cougars. "In this particular instance, I came across a Facebook Market listing with a lot of parts and panels that obviously came from an Eliminator. I messaged the seller, Kareem, to learn more about the car that the parts came from and find out what happened to it."

Kareem, who lived in Saginaw, was not interested in doing more investigation on the parts, so Mike started looking for someone in the area that would be willing to go to Kareem's house and check them out for him. Mike put out feelers in the area and they lead to Jeff who, Mike noted, "was very gracious to take the time to arrange a meeting with Kareem as well as travel there to check out the details."

What followed was some emails and photos that helped Mike obtain key details on the Eliminator parts. It also serves as a primer on what you may want to look for when researching a car or part purchase from afar:

Hi Jeff, thanks for calling and talking to me this morning—I appreciate it! I track and document Cougar Eliminators for the Cougar Club of America and the Eliminator Registry. Last week I came across an old listing for a bunch of Eliminator-specific parts, such as dash panels and rear spoiler, plus a bunch of body

SLEUTHING

with JEFF

panels—I could tell that someone had parted out an Eliminator. I am hoping to get a VIN number for this car so we can add it to the registry and record it as parted out.

I contacted the seller and asked about the car itself. He told me that he did not know anything about the car, but that the parts had been left behind in a house that he bought. He told me that besides the parts he had already sold, he still had the engine (351C) and transmission (FMX auto), plus a bunch of other

Editor's note: Photos by Mecum, are representational.



various components like the grille, rear end, lower dash, wiring, etc.

I tried to work with him to get a picture of the VIN stamp from the engine or transmission, but he was not motivated to do that.

So, at that point, I started trying to find someone in the Saginaw area that might be able to contact him and inspect the engine and transmission for a VIN stamp in person. I'm located in Portland, OR so it would be a long way to go to check out some parts, LOL!

[The owner] has been very good at answering my questions, so communication has been very good so far.

I could use [the parts] for my Cougar or trade for other parts I need, but it's always a good thing if someone can see the parts in person and take some pictures too. Plus, it's a good excuse for

someone to check out the VIN stamps as well.

Okay, as for the engine VIN stamp, it normally is located on the back of the driver's side of the engine block. It would be located just below where the head mates to the block, and just above where the bell housing mates to the block. They were stamped by hand, so the digits can be faint, or some numbers may appear solid while others may appear weakly stamped—some may even be upside down or sideways. I've attached a picture as an example of how they might look.

I have also attached a picture of where to look for the casting date, which will be on the passenger side of the block, behind where the starter would mount. I've also included a picture of the location of the engine assembly date stamp, which is located on the front passenger side of the block, right along the edge of the timing chain cover behind the water pump.

If the VIN is not completely legible, then the casting date and engine assembly date can be used to help narrow down the production date of the car, which can help us determine the VIN.

The transmission VIN stamp would be located on the top of the transmission, at one of three locations on the cast iron



main transmission body. I have attached a picture of the normal locations, and an example of what you might see.

There also should be a metal tag on the passenger side of the transmission. That will have the trans part number and assembly date on it. If the VIN stamp is not legible, then the tag info can help us narrow down the production date and possibly the VIN. You might need a wire brush to hit the engine and trans to see the VIN stamps depending on how well they were stamped originally and how crusty they are now. Try to get a few pics of each stamping to make sure we get a good readable pic, please.

Thanks for your help with this one Jeff, I appreciate it. Have a great day, Sir, and I will talk to you again soon!

Mike B.

The next day, the email continued:

Hi, Jeff, if possible, can you get some good pictures of the



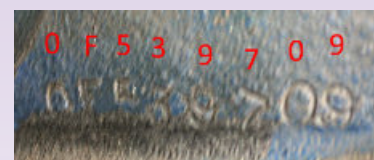
stampings, as well as the other parts he has available?

Jeff asked pal Rick Montagne to come along due to the location of the house not being in a good area, and to help move parts into better light as needed. They checked out the parts that Mike was interested in and sent him photos on August 18th along with these comments in an email:

Mike, hope this gives you what you're looking for!

Jeff Amo

- Trans: 0F539709
- Trans tag: PHB-P/DOZN-A2
- Engine block
- VIN stamping: 0F539709
- Starter area block casting: DOAE J
- Casting date: 0A8
- Assembly casting date: 0A8
- Water pump area 0A19 6



On the following day, Michael responded with this final email:

Hi, Jeff, I appreciate you going out of your way to help me out—thank you very much! Exactly what I was looking for! Mission accomplished!

From the pictures and the stamps you sent, the VIN for this car appears to have been 0F91M539709. Using that and pictures from Kareem's listings, I can determine the following info: [The car was a] 1970 Eliminator Competition Yellow/black Décor interior 351C-4V/FMX automatic. Options: Courtesy Light

group, console, AM radio, Décor Group.

That VIN was not previously recorded in the Eliminator Registry, but we will add the information and pictures to our files. We will also work with Marti Auto Works to confirm the VIN as a legitimate VIN and a true Eliminator.

Please let me know if there is anything I can do for you in return for your help. Thanks again and have a great day!

Mike Banks

Here is where this sleuthing project helps any of you that might consider getting a FoMoCo vehicle and/or parts from a distant location. A big part of buying from afar is getting the right car or part and knowing it is what is offered. With counterfeiting and cloning going on at new levels, it is important to get what you are paying for. The details, while primarily related to the 1970 Cougar in question, would also relate (to a high degree) to other Ford products from that era and beyond. If you're looking for a different year, model, or even brand, the specific VIN or tag data may be different, but the research—or sleuthing—would follow the same concept.

Another point made in Mike's last note is to get a Marti Report to confirm what you've found. Marti Reports are reliable and worth the cost if you are considering a high-value purchase. They are available on most Ford brands from 1967 and newer.

So how do you do what Mike did? Start with the Ford



Performance Club Connect to find a club in the area where the car or part is located. Then it's just a case of making contact with an area member that is willing to do what Jeff and Rick did. If there is not a Club Connect member in the area, look for other clubs or reach out through the internet or someone who knows someone. As with Jeff, most people will be happy to do this for you without compensation but, even with an agreed-upon service fee, it may be worth it if there are more than a few dollars at stake.

If you have further questions about sleuthing for your next Ford or Ford parts, ask a member of the Cougar Club of America, or check out Club Connect at Ford Performance, and make your own sleuthing partner. Below are the contacts for Marti Auto Works and Ford Club Connect.

Marti Auto Works:

<https://www.martiauto.com>

Ford Perf. Club Connect:

<https://performance.ford.com/enthusiasts/what-s-happening/2020/03/ford-club-connect.html>





JOSHUA REAMER
NEWBURG, PA
CCOA #6321

Editor's note: Followup to Winter 2020.

1970 COUGAR XR7



Award winner 2020



Creativity abounds during COVID-19 with old car pubs.



2020 OLD CARS GOLDEN QUILL AWARDS

CONTENTS

1. [2020 OLD CARS GOLDEN QUILL AWARDS](#)
2. [2020 National Luxury](#)
3. [National Intermediate](#)
4. [National Compact](#)
5. [Museum & Special Purpose](#)
6. [Regions/Chapters 2020](#)
7. [Full-Size Chapters](#)
8. [Compact Chapters](#)
9. [Honorable Mentions](#)
10. [Acronym Key:](#)

2020 National Luxury

Air Cooled News, Alex Huppe & Jeryl Schriever,
co-editors, H.H. Franklin Club, Inc.

Antique Automobile, West Peterson, editor, The
Antique Automobile Club of America (AACA)

At The Sign Of The Cat, David Hyatt,
editor/graphics, Cougar Club of America

The Auburn Cord Duesenberg Club Newsletter,
Shannon Olson, Auburn Cord Duesenberg Club



DAVID HYATT
Editor & Designer
At the Sign of the Cat
Magazine

Letter from the Editor



A NEW YEAR, a new beginning! Although we have gotten off to a slow start this year, we have been working hard to getting back on track starting with this issue. We have already started on the summer issue in tandem with this issue and hope to have the summer issue following a month after the release of this issue.

So what's go on? Put simply, we have to work twice as hard after having a late Fall release last year. We released the new website in addition to other things that have pulled our efforts. We have also run into some delays with gathering submissions. By that I mean to say that submissions have been slowly trickling in for this year. To those that have sent in, we truly appreciate your time and dedication to being a part of ATsOTC Magazine! We have persevered with your help, and we thank you all for your continued support.

I am honored to have won the Old Cars Golden Quill Award for 2020!

What's coming in summer? We have something special lined up with a rare Boss 429.

See you all next issue!

Stay safe out there!

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



www.cougarclub.org



atsotcmagazine.com

MEMBER REPORT



CHARLIE BROWN
Member Services Director
CCOA #8693

WELCOME TO CCOA

Time to get your Cougars out and enjoy the fresh air! I hope all of you are doing well and have spent some of the work on your Cougars. Please keep posting pictures of your Cougars, no matter the state they are in out on the Cougar Club of America Facebook page. As things return to normal, I know we will see each other once again. I wish all of you the best.

CCOA membership is growing and I wanted to share some statistics.

As of June 9th, 2021, Cougar Club of America has 832 active members, up from 815.

From March 22nd to June 9th, 2021, a total of 143 members renewed their membership

From March 22nd to June 9th, 2021, we added 26 new members and four returning members.

MEMBERSHIP RENEWAL

Check your CCOA membership card for your due date. All members receive, if you are an e-member, the email with the download link will let you know if it's time to renew. If your renewal is due, just use the "JOIN" button at 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.

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!

NEW MEMBERS

Joining the club since the last ATSOTC (through June 9th, 2021) are the following new members:

CCOA#	Member Name	City	State
10329	CINDY & DAVID GREENE	WAPWALLOPEN	PA
10330	LEE & LAURA HOWARD	AUSTIN	TX
10331	JOHN DANOS	DALTON	NH
10332	DENVER RORRER	NORTON	OH
10333	AUSTIN MILLER	MIDDLEBURY	IN
10334	JOHN BRADEN	COVINGTON	GA
10335	JOE ROCHA	MARION	MA
10336	MICHAEL HAAS & DIANE MOON	PLAINFIELD	IN
10337	ROY ROOT	GLEN ALLEN	VA
10338	PETER CARROLL	SARINA	AU
10339	JEFF TEPPER	SAN JOSE	CA
10340	JOSEPH & PAUL FANTINI	CHARLTON	MA
10341	SCOTT & STACY STEVENS	GREENVILLE	TX
10342	STEVEN CRISTIANO	RANSOMVILLE	NY
10343	ROBERT K VAUGHN	EDGEWOOD	NM
10344	ROGER LANGLIE	ELLENDALE	NM
10345	ROBERT & SHELLIE LUCAS	ORANGEVALE	CA
10346	JEFF ALLEN	EDMOND	OK
10347	BRYAN ATKINS	EMERYVILLE	CA
10348	DENNIS AUFFERT	FALLS CITY	NE
10349	JOHN FELTEN	BATTLEGROUND	WA
10350	MIKE DENNEY	MOUNDS	OK
10351	THOMAS BUDDENHAGEN	DOWNINGTOWN	PA
10352	DOUGLAS DAUGHERTY	WESTLAND	MI
10353	RICH GLOGOVSKY	LIBERTYVILLE	IL
10354	BRIAN RADA	SAN TAN VALLEY	AZ

Be sure to let Cornerstone Registration know if you change your postal or email address. We use this data to mail out the ATSOTC. You can also change your personal information on their site. It pains me when mail is returned undeliverable. If you have an issue updating your personal information please don't hesitate to contact Cornerstone Registration.

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

RESTORATIONS	BRIGHTYELLOW	GOLDENQUILL	ANNIVERSARY
INVESTMENTS	TRACTIONLOK	CARDINALRED	COLLECTION
POPCULTURE	LEWISTOWN	SLEUTHING	TOPLOADER
AUTOBAHN	UNCLESKIP	CONCOURS	STRAYCATS
DEARBORN	ROCKIES	NEWSITE	CARRELL
COURTING	LUXURY	SPRING	CLASSIC
SURVEY	RESTO	AUCTIONS	SHADOW
RCODE	COBRA		



Cat Scratch Fever

Hosted by:



Featuring: Cougars, Comets, and a Little Bit More

THE DATE: Oct 2nd, 2021 THE TIME: 8 AM

Location: Fullerton Airport

4011 Commonwealth Fullerton 92833

RAFFLE, 50/50RAFFLE, AND CONCESSIONS THROUGHOUT THE DAY

Limited to 90 cars...Sign up NOW...Don't Delay!

NO ALCOHOL PERMITTED

Class 1	1967 - 1968 Cougar Std	Class 9	1969 - 1970 Eliminator
Class 2	1967 - 1968 Cougar XR7	Class 10	1971 - 1973 Coupes/Vert Std /XR7
Class 3	1967 - 1968 GT	Class 11	All Year Comets
Class 4	1968 - XR7-G // GT-E	Class 12	All Year Edsels
Class 5	1969 - 1970 Cougar Coupe Std	Class 13	All Year AMX and Javelins
Class 6	1969 - 1970 Cougar Coupe XR7	Class 14	1964-1/2 -1973 Mustang Coupe
Class 7	1969 - 1970 Cougar Convertible Std	Class 15	1964-1/2 -1973 Mustang Convertible
Class 8	1969 - 1970 Convertibles XR7	Class 16	1964-1/2 -1973 Mustang Fastback/Mach 1

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

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

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

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

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

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

Registration Fees \$25.00 for entries postmarked on or before **Sept 24,2020** second car \$20.00

\$30.00 for entries postmarked on or **Sept. 25, 2020 / \$30.00 day of show**

Fill out and Mail to

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

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

LIABILITY WAIVER: IN CONSIDERATION OF THE ACCEPTANCE OF THE RIGHT TO PARTICIPATE IN THE CAT SCRATCH FEVER CAR SHOW, ENTRANTS, BY EXECUTION OF THIS ENTRY FORM RELEASE AND DISCHARGE SOUTHERN CALIFORNIA COUGAR CLUB INC., ITS OFFICIALS AND MEMBERS, AND THE FULLERTON AIRPORT, CITY OF FULLERTON, CALIFORNIA AND ANYONE ELSE CONNECTED WITH THIS EVENT FROM ANY AND ALL KNOWN DAMAGES, INJURIES, LOSSES, JUDGEMENT OR CLAIMS FROM ANY CASE THAT MAY BE SUFFERED BY ANY ENTRANT TO HIS PERSON OR PROPERTY. FURTHERMORE, EACH ENTRANT EXPRESSLY AGREES TO INDEMNIFY FOR ALL OF THE AFOREMENTIONED ENTITIES, PERSONS, AND BODIES FROM ANY AND ALL LIABILITY OCCASIONED BY OR RESULTING FROM CONDUCT OF ENTRANTS OR ANY PARTICIPANT COOPERATING WITH OR UNDER DIRECT CONTROL OF ENTRANTS. I HAVE READ AND AGREE TO ALL CONDITIONS OF THE RULES GOVERNING THIS EVENT, INCLUDING THE PROHIBITION OF ALCOHOLIC BEVERAGES ON EVENT GROUNDS, AND I AGREE TO OBSERVE ALL RULES AND DECISIONS OF THE EVENT MANAGEMENT, FURTHERMORE, I ACKNOWLEDGE THAT I AM AT LEAST 18 YEARS OF AGE.

Signature of Entrant _____

I'VE ALWAYS been a big fan of the artworks in the ATSOTC issues.

One of my favorite images is the 1969 Cougar 50th Anniversary artwork created by CCOA brand manager Phillip Payne. It depicts a 1969 Cougar with a 428 Cobra Jet very much like the car that I have parked in my garage.

Using that graphic as a starting point, and with Phillip's permission, I converted it to an honest-to-goodness neon sign that currently hangs next to my jukebox in the living room.

The sign is a one-off created with simple tools. Sorry, but "mass production" is not part of my plans.

Here's what I did: I had the picture printed on Alu-Dibond (a sandwich made of thin aluminum plates and a plastic core). Having such Alu-Dibond plates printed is not expensive in Germany, costing around US\$ 40 for a 20-inch plate when ordered online. The neon is a simple EL wire that I bought via eBay for around US\$ 10-15 (both colors) including the power supply.

Link for EL wire on eBay: https://www.ebay.com/sch/i.html?_from=R40&_trksid=p2380057.m570.l1313&_nkw=el+wire&_sacat=0

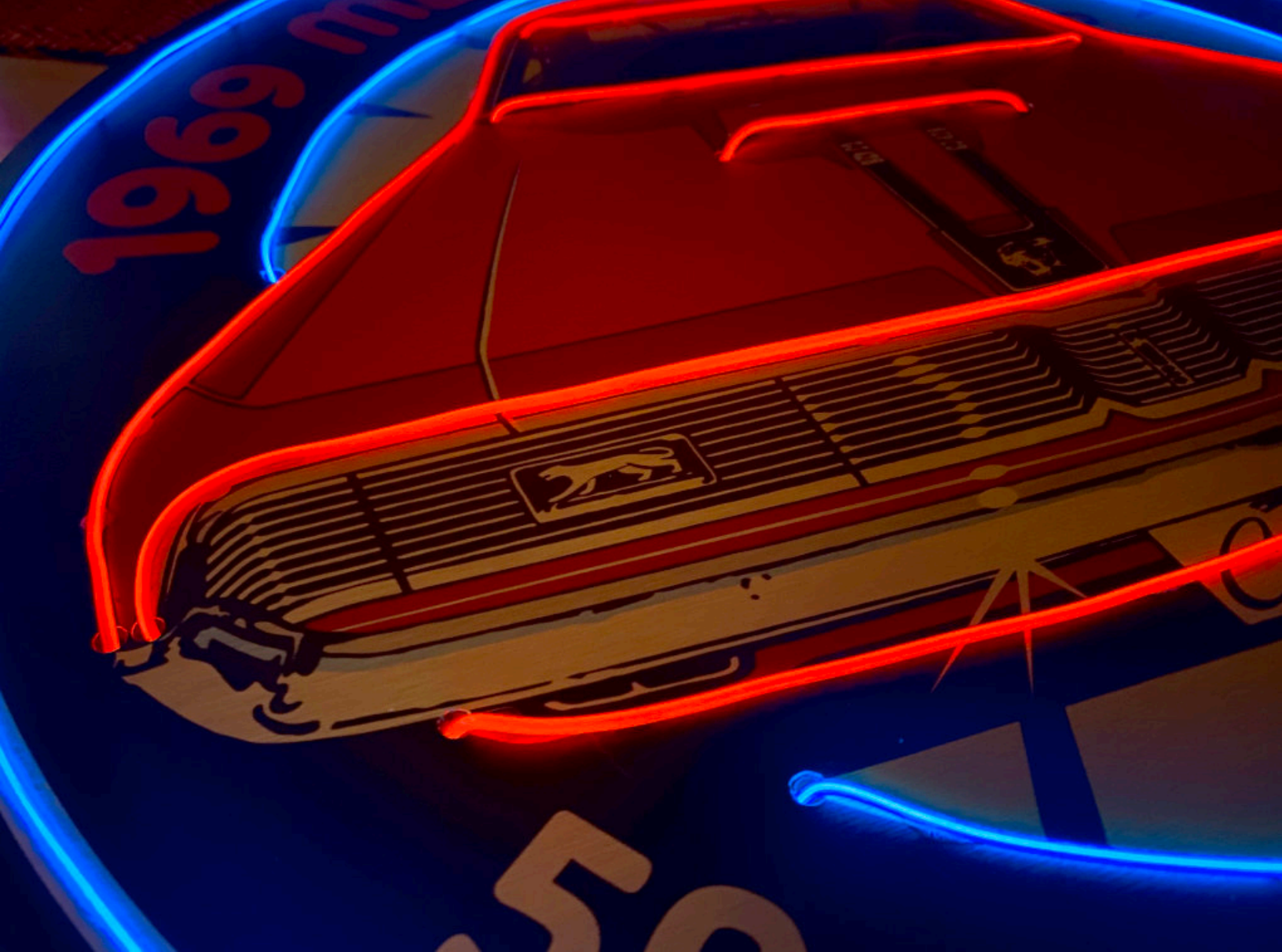
The rest is just about 2+ hours of work: drilling holes in the plate, running the EL wire through the holes, supergluing the wire to the plate, and covering the back with black tape. Easy-peasy!

That being said, the EL wire needs some radius, so it can firmly be affixed in the form of small ellipses or sharp edges. For those interested in attempting this, try beginning with a bigger image or photo of the Cougar. It's not easy to get the EL wire attached in long straight lines, the wiring on the long straight edges will quickly look a bit rough.

This EL wire is also a great creative activity for kids during the lockdown. It can be affixed to clothes (for dark winter days), toy spaceships, a bike, or what-not. It can be operated either with batteries or a USB power bank.

If your interest is piqued, order some of EL wire to learn how it behaves. 





MERCURY COUGAR



Price: \$18,000

TOTAL BIDS 20

Year/Model:
1971
VIN:
1F92H517492
Miles:
123,000
Condition:
1

Comments: *Comments: Standard convertible in immaculate condition! This Cat has been restored from top to bottom, is solid both inside and out; the body is laser straight. The only issue is the gas gauge is inaccurate. Runs and drives great. Was bought from an estate sale. This Cat is ready to be enjoyed and shown!*

MERCURY COUGAR



Price: \$19,850

TOTAL BIDS 33

Year/Model:
1967 STD coupe
VIN:
7F91A552416
Miles:
49,950
Condition:
2

Comments: *Sold new in California and lived there until 2012. This Cat is in excellent driver condition, was restored a few years ago. Has the original 289 4bbl and is automatic, runs, and drives well. The vintage AC blows ice cold, has power steering. The interior is super clean and looks like new. The body and undercarriage are super solid, with only one little bubble on the bottom of the driver's door. No signs of any bubbling underneath the clean vinyl top and no signs of any patches underneath. The exterior of this Cat looks great. Comes with lots of original documentation.*

MERCURY COUGAR



Price: \$6,600

TOTAL BIDS 46

Year/Model:
1990 XR7
VIN:
1MEPM62R9LH621145
Miles:
96,946
Condition:
2

Comments: *A rare Cat with the supercharged V6 (1 of only 5243) and only has 96k original miles. This Cat was sold new by Grubbs Lincoln-Mercury in Dallas, Texas. The last owner was a former president of the Cougar Club in Dallas and had all generations of Cougars in his collection, this Cat has been stored in his private collection since 2000. The only thing that was done was a new battery was installed and fresh fuel, then drove 5 miles and ran great. New tires and a full service would be recommended in the near future. Has zero rust and is straight and solid! Comes with the original owners manual Kit and a deluxe Marti Report that shows the statistical breakdown analysis; 1 of 1460 with black paint, 1 of 785 with ebony leather sport seats, 1 of 749 with High-level stereo, 1 of 340 with JBL Audio System of those only 275 with 6-way power seats 263 of those had keyless entry systems, of them 248 were ordered with the Luxury Lamp Group.*

MERCURY COUGAR




Price: \$8,950

TOTAL BIDS 6

Year/Model:
1973 XR-7 Convertible
VIN:
3F94Q558569
Miles:
66,650
Condition:
2

Comments: *A great original example of the last year for the convertible Cat. Believed to have 66k original miles on its 351CJ/auto. The following parts are new or have been rebuilt which includes: brakes, tires, exhaust, u joints, leaf springs, shocks, alternator, fuel pump, and idler arm. This Cat has no rust and still wears its original paint that still looks great. The white top looks to be original and should be replaced, the interior is original and looks great.*

MERCURY COUGAR




Price: \$6,100

TOTAL BIDS 21

Year/Model:
1995 XR7
VIN:
1MELM62W0SH610618
Miles:
13,329
Condition:
1

Comments: *This XR7 has 13k original miles on its V8. Has been garage kept since new by its original owner. This Cat is in excellent condition both in and out, still has the original tires which should be replaced. Just had the fuel tank cleaned, replaced the fuel pump and the serpentine belt. It was gone through by a mechanic and they suggested replacing hoses due to age.*

MERCURY COUGAR



Price: \$10,200

TOTAL BIDS 17

Year/Model:
1970 Standard Coupe
VIN:
OF91H533611
Miles:
97,044
Condition:
3

Comments: *Cat found in a barn! This car is in good shape. My grandpa purchased it new for my mom and the car has been in the family ever since. It was parked in the farm shed for 15-20 years, then my sister drove it for a couple of years in the late '90s. After that, it was parked back in the shed. An ignition system and a fuel pump were installed and the car started and ran well. The brakes do not work and leak some transmission oil from one of the lines. The driver door latch does not work from the outside. Other than those problems, not much else is known about the car. The car has been driven around the farm and it drives fine. This is a great car and would be a beautiful show car when restored.*



Submissions Guide

DEADLINES:

Below are the deadlines: Please email – submissions@cougarclub.org

SPRING **JANUARY 31st**

SUMMER **APRIL 30th**

FALL **JULY 31st**

WINTER **OCTOBER 31st**

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

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





T-Shirts

Weighing in at 6oz, our t-shirts are made of 100% preshrunk cotton. This top selling tee features double-needle stitching throughout, a seamless collar, and is taped shoulder to shoulder for added durability and comfort. A workhorse in the industry that will withstand everyday wear and tear, continues to be the go-to choice for wholesale unisex t-shirts. Say goodbye to low quality shirts, reliable tees. Shop now!

- 6 oz., 100% preshrunk cotton
- Tear away label
- Double-needle sleeve and bottom hem
- Seamless double-needle collar
- Taped neck and shoulders
- Compliant with ANSI / ISEA 107 high visibility standards

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:



Available online
<http://cougarclub.org>

STEVE CRISTIANO's
1969 HERTZ ELIMINATOR

