



ATSOTC

At the Sign of the Cat



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& Don ^{With} Skinner

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Berlin

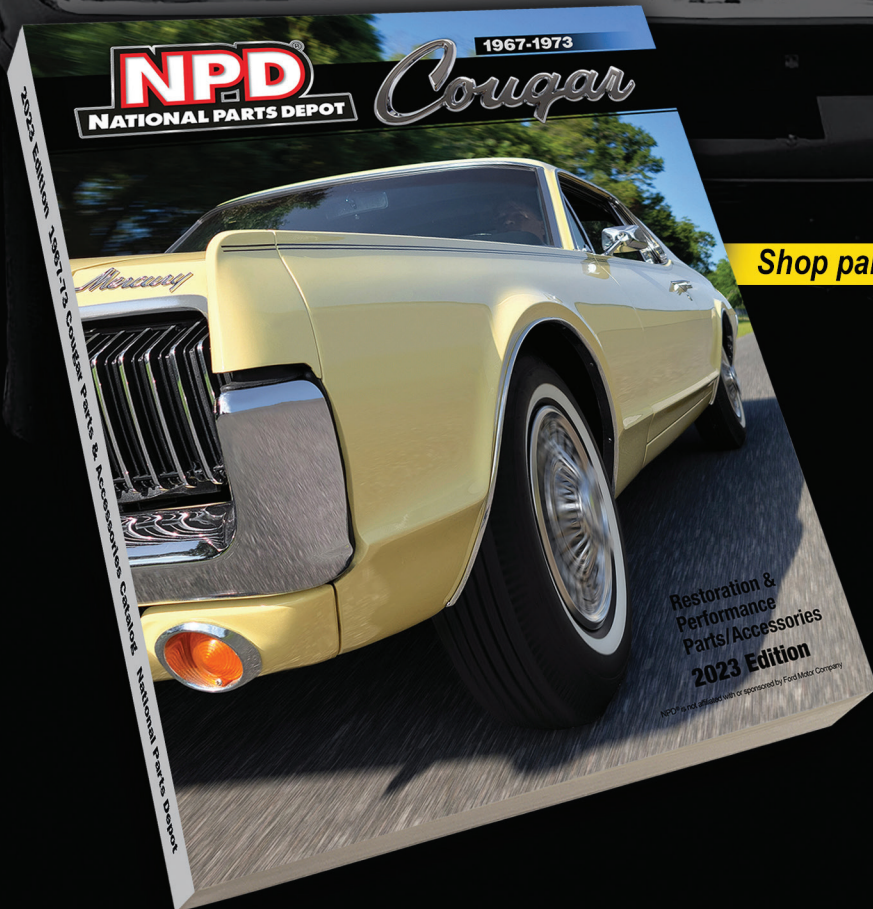
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A VIEW FROM THE CHAIR



GAVIN SCHLESINGER
CCOA Chairperson
CCOA #5780

CHAIR UPDATE

Ladies and gentlemen, start your engines...

We are getting ready to turn the page and close the history books in 2022. I am happy to say that 2022 was a much better year than the previous two years... other than fuel prices, of course. With the worldwide pandemic and economic uncertainty, it has been a fantastic opportunity to get back to relative normalcy. It has been very refreshing to see people back at events and online images of gatherings. We are all better together, as it is you, the people, who make the difference in our hobby. Thank you for your continued support from the **Cougar Club of America** and our hobby!

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

We need your support to maintain **ATSOTC** and keep it updated with everyone's stories and images. Please send an email to submissions@cougarclub.org and/or editor@cougarclub.org, as we want to hear from you, our membership, and readers, on what can be done to enhance your experience for **ATSOTC** and have you submit your images and articles to be part of history.

Our website is constantly improving and evolving. Conan Tigard (webmaster@cougarclub.org) is doing an amazing job adding images and content/information to help with all things Mercury Cougar. If anything is missing and you can contribute, it is greatly appreciated.

The holidays are coming up fast, so it is not too late to purchase a gift from our website via cougarclub.org. For the bargain shopper, or to treat yourself to something nice, we still have great deals available. *Dwight's Deals* (named after store manager Dwight Griffis) features the **Buy One, Get Two Free** sales event—all you must do is use

the code **"Hats&Shirts"** to score bargains galore.

2023 will be another amazing year, and I look forward to seeing everyone's events being planned and photos shared.

If I can be of help in any way, please email me directly at chair@cougarclub.org.

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



atsotcmagazine.com





THANK YOU for EVERYTHING you *ALL* have done for ATSOCT/CCOA! What a wealth of information, knowledge, and time you have brought to the table.. Thank you very much! Hoping to see a bunch of Cougar fans at the annual CCOA event in Oakley this July. - Galen Schmidt

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1972 Mercury Cougar XR-7

What other cars call "luxury extras" is everyday standard equipment with us.



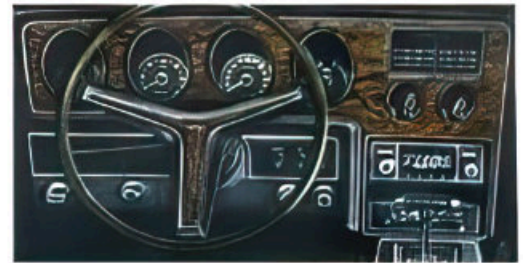
In Mercury Cougar XR-7, we don't relegate all the finer things in life to the option list.

Hi-back front buckets with natural grain leather seating surfaces are standard.

So are tachometer, trip odometer, ammeter, oil gauge, and toggles that activate auxiliary systems—all set into a fascia with the look of cherry woodgrain.

Performance standards include 351 cubic-inch V-8 engine and 3-speed floor shift. Plus racing mirrors and sequential turn-signals.

Cougar XR-7. The luxury-sports car that doesn't make all its best ideas extra-cost options.



Other ideas, such as air-conditioning, radio, console/clock and automatic transmission (shown), are optional.



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CECIL & DORIS JONES
ROGERSVILLE, MISSOURI
CCOA #1015

Editor's note: Remastered, originally published in ATSOCT Spring 2013.

MY CAR! NO, IT'S MY CAR!

Photo: Cecil with daughter, Teresa Underwood CCOA #9069, "co" owners of the XR7-G and the many trophies lining the wall.



In 1975, after our middle daughter Teresa turned sixteen, the search for a car for her was on. She had been saving her money earned from feeding and selling calves for several years. An ad in the Springfield, Missouri newspaper led us to check out a 1968 Cougar. The owner had purchased it new from a local dealership.

When asked why the price was somewhat more than most Cougars, she indicated it appeared that the XR7-G was a special model. Our daughter loved the dark aqua car and told her dad that it was her choice. He said, "Good! If you didn't buy it, I was going to." She drove it to school and work for the next three years. Then, in 1978, Teresa married and, with her new husband Blev, the Cougar was driven to Red Lodge, Montana, to live. There the "G" got to stretch its legs often as they would drive it south to the Beartooth Pass. The mountains were no problem for the little 302. Wildlife was often spotted on those jaunts, usually deer, bear, and moose.

The Cougar was driven back to Missouri in April 1980. While here, Teresa decided to sell it back to her dad as they had bought a Subaru and weren't driving the "G" as much. Cecil

didn't know what a fair price for the car would be, so we sent an inquiry to Old Car Price Guide. The editor sent a card saying he could not find the XR7-G model in any of his information, but he would keep researching. A few weeks later the information arrived. It was also printed in the Old Car Weekly soon after. Teresa was very pleased with the valuation.

In late 1981, Cecil saw an ad in the same magazine about the formation of the CCOA. We immediately mailed a check dated December 1981 for \$12. Upon receiving the first newsletter, we mailed a request for the few back issues we had missed. We still have every *At the Sign of the Cat* issue including the supplement.

We read about the CCOA District Meet held in Blair, Nebraska, and decided to drive up and see what a Cougar Show and Meet was all about. There we found a group of Cougars parked in the corner of a field of Mustangs. We met CCOA members Rod and Sandy LaBahn (#189) from LeMars, Iowa, and they made us feel so very welcome. We also got to see our exact Lucas lights on a California Special Mustang. Rod gave us a lead on where to buy a reasonably priced lens nearby

Cecil Jones accepting 1st Place Trophy at Omaha Nationals (1983) from Rod Labahn CCOA #189 and Club Founder Tom Jacobellis CCOA #1.



Cecil and Doris with their XR7-G at the Omaha Cougar Nationals in 1983.





Cecil Jones CCOA #1015 and Virgil Brown CCOA #1315 with their G's at the CCOA Nationals in Memphis (1985).

as one of ours had a slight crack in it. We also learned from CCOA that the official color of our XR7-G was Madras Blue.

It was an exciting event for us as plans were underway for the 1983 CCOA Nationals to be held in Omaha, Nebraska. We drove the “G” to Omaha, where it placed 1st in Special Interest. We met Virgil and Wilma Brown (#1315) from St. Charles, Missouri, who had an Augusta Green XR7-G at home.

In 1985 the LaBahns, and Scott and Judy Plowman (#14) from Minnesota drove down and stayed overnight with us. The next day, we all caravanned to the Memphis Nationals.

A letter arrived from Bud Morgan from Tulsa in regard to forming a regional Cougar club. We arrived there in June 1987 to find many Cougars lined up in front of his house, mostly from Oklahoma, Kansas, and Missouri. It was decided to form the South Central Cougar Club (SCCC) with the goal of offering to host the CCOA 1988 Nationals in Tulsa. All this was accomplished; in addition, SCCC also hosted a district meet in June 1990. We drove the “G” to St. Charles for the 1990 Nationals, then attended the Nationals in Louisville in 2004, and Dallas in 2005. At all those meets, we visited with some former SCCC members who remembered us.

While at the Tulsa Nationals, freelance writer Tom Shaw took pictures of our XR7-G. Tom became the editor of *Muscle Car Review* sometime after that. Four years later, a friend saw our car in the March 1992 issue of *Super Ford*. Brett Irick’s (#2123), Ken Wells’, and ours were among the six Cougars featured in a “Gallery of Cougars” beside Tom’s article titled “25 Years of Cougars”, all in color. A favorite memory resulted in a great souvenir magazine for our family!

In Dallas, we became acquainted with Chuck and Pat Logan (#5379), CCOA members from Albuquerque. They

invited us to stay with them and attend the Balloon Festival that fall, which we did. They also took us to see their car collection.

In 1994, Wayne Wachter (#5850) of Baltimore flew here and purchased the Caribbean Blue XR7-G that Cecil had bought in 1985. Later, Wayne contacted us to buy the Grecian Gold “G” to go with it as Randy Marble (#1316) had notified us that those two cars had followed each other down the assembly Line, numbers 298 and 299.

We still keep in contact with the LaBahns, Wachters, Logans, and Wilma Brown.

At one time there were seven 1967-68 Cougars here. In the mid-1990s, Cecil created a custom ’67 convertible and painted it Madras Blue to match the XR7-G. We now have a 1967 Lime Frost Cougar with a bench seat, and the convertible.

Teresa had always referred to the “G” as “my car,” to which Cecil would answer, “No, it’s my car.” In 2011, we shipped the Cougar back to her. She was absolutely thrilled to have her first car back.

Each time we had shown the “G” and won an award, he would always call her and shout a big “Whoopieeee.”

Last August, our phone rang and Cecil heard a big “Whoopie” coming from the other end. Theresa and Blev (a former Ford mechanic for 25-plus years) had entered it in the Cruisin Red Lodge car show and won a Favorite Car trophy. Teresa then joined the CCOA (#9069) in 2012 as she and Blev were pleasantly surprised by the size and enjoyable content of the ATSOCT.





MIKE HOFER
EICHENRIED, GERMANY
CCOA #9580

Cougars Prowling Thru Berlin

Feature

Photography by: Lea Perelzstein
of lealovescars.com.

Cougar Club of Germany
in the of Capital Berlin.



THE IDEA for a Cougar Club meeting in Berlin came up during "Schraubertag" 2021. One evening, Mike Hofer asked club member Mark Lawrence if he would assist in planning and organizing. Mark was instantly all in, suggesting to stay in a hotel in the suburbs where the Cougars would be safer at night. They planned two Cougar convoys to downtown Berlin. But, as often is the case in life, things changed suddenly...

Unfortunately, Mark died unexpectedly a month later at age 62. However, Mike didn't want their idea to pass so he kept it alive by talking about it.

Club member Laura Schmidt-Salzer heard about the idea after she joined the Cougar Club's WhatsApp group and, from that moment on, she was unstoppable. Laura lives in Hamburg nowadays but she was born and grew up in Berlin, so she knows every part of the city.

"Riding in a convoy of 20 classic Cougars through

downtown Berlin—that's it!" she proclaimed during one of our monthly Cougar Club online meetings, then proceeded to sketch a full Cougar Club weekend in Germany's capital as if it was nothing. Laura suggested staying downtown with the whole group, having two completely different tours: one through the center of town, the other thru Berlin's countryside. After 15 club members quickly confirmed their participation that very same evening, we knew it would happen.

Planning, organizing, and executing were all handled by Laura. It truly became an unforgettable weekend for all of us. Mike contacted Mark's wife Patricia and convinced her to participate in their 1967 Cougar. It was a pleasure to see their son Colin driving Mark's red Mercury with his mom, his sister, and 19 other Cougars in an impressive convoy thru Berlin. Laura surprised us with a fantastic hotel nearby that included a secure VIP parking garage for our Cougars—all in downtown Berlin!

In the evening of Friday, May 6th, Cougars began to show

up on Berlin's streets and, before we knew it, more than 30 Club members had arrived. Everyone was so excited to see the garage full of classic Cougars from 1967-70. Stephan Dietze offered beer out of his trunk in the garage so we stayed way longer than expected and celebrated our big Cougar family reunion.

Saturday brought perfect sunshine and a blue sky. At 10 a.m., we left for our first tour accompanied by Arild Eichbaum, an editor of the famous German classic American car

has been the tallest building in Germany. From Pariser Platz, we drove to the Brandenburger Tor (built in 1791) with the famous Quadriga, which was robbed by Napoleon in 1806. The Berlin police were very helpful there because there was a bicycle demonstration taking place at the same time. The police were kind enough to temporarily close the intersection for us so we were able to get through as one convoy. Thank you B-PD!

We then drove down the Straße des 17. Juni (the name

*The Olympic Stadium,
the perfect spot.*



magazine *Chrom & Flammen*, who wrote a four-page article about our special club event. The start of all the V-8 engines in the underground garage was thrilling, and the garage owner flashed us a wide grin when we unleashed the cats into Berlin.

First, we passed the "East Side Gallery," known for the longest preserved portion of the Berlin Wall, with plenty of fantastic graffiti art. We headed towards Alexanderplatz with the Berlin "Alex" a TV tower 402 meters tall that was built in 1969 by the former GDR (East Germany). Until today, this

refers to the uprising in East Germany in 1953) passed the West German Funkturm and stopped at the Berlin Olympia stadium for a photo shoot in front of this fantastic monument.

Everyone we encountered was pretty excited to see so many Cougars in one place in Berlin. After 90 minutes of spectacular picture shots in front of the stadium's entrance, we drove to the Cruise-In Diner for lunch, which Laura managed to get exclusively for the Cougar Club. Andi, who runs this fantastic place, was the perfect host, whipping



It was not easy to keep tourists away from this space.

up burgers, fries, pizza, and whatever else we wanted quickly so we had time to walk around and appreciate each other's Cougars.

Laura took the opportunity to speak to everyone, and even give her friend Lea Perelsztein—our photographer—a special shout-out for taking spectacular pictures that day. Mike surprised Laura with a large bottle of Campari, and Fred presented her with a large plush cougar.

After lunch, we started the second tour. Laura took us on a very relaxed ride thru Berlin's Grunewald, a green forest area next to the famous Wannsee. We stopped at the Grunewaldturm for another photo shoot and headed towards the Spinnerbrücke, known as Berlin's busiest biker stop.

As there was a lot of traffic, it took us quite a while to pass through, which gave the bikers enough time to pull their cell phones out and shoot pictures and videos of our cars.

Hundreds of people saw us prowling thru Berlin that day and 99% have never seen a Mercury Cougar before—even fewer have seen 20 of them in one place. We noticed many dads with helpless faces as they struggled to answer to their kids, "Daddy, what kind of car is that?"



Photographer Lea Perelsztein lines up the Cougars to perfection.

Cougars in parade formation.



Finally, we drove the famous Avus Autobahn, which in 1921 became the world's first road built exclusively for cars. It also was used as a test and race track until it became part of Berlin's Stadtautobahn in 1940.

At the Avus rest area, the Cougar convoy split into two parts: one group drove to the Classic Remise, where many classic cars are on display in an exclusive former tram depot with restaurants, workshops, and stores; the second group accompanied Mark's family to St. Sebastian cemetery to honor Mark Lawrence.

Around 5 p.m., everyone individually made their way back to the hotel. It was pretty surreal driving through Berlin and seeing other classic Cougars just passing by. Plenty of folks were pointing at our Cougars that day.

In the evening, we took a bus to Route 66, a large diner where we enjoyed ourselves in perfect weather through the late hours of the evening.

Clearly, this season opener was the best ever, and we are so grateful that Laura made it happen. Thank you so much, Laura! By the way, on this weekend many Cougar owners drove more than 600 miles, with some close to 1200. In total, our classic Cougars drove close to 12,000 miles without any breakdowns, with everyone arriving home safe and full of joy.



Strolling through Berlin.





A Safe place for
our beauties at Locked
VIP parking garage.



Noon stop
at Cruise-in Diner.



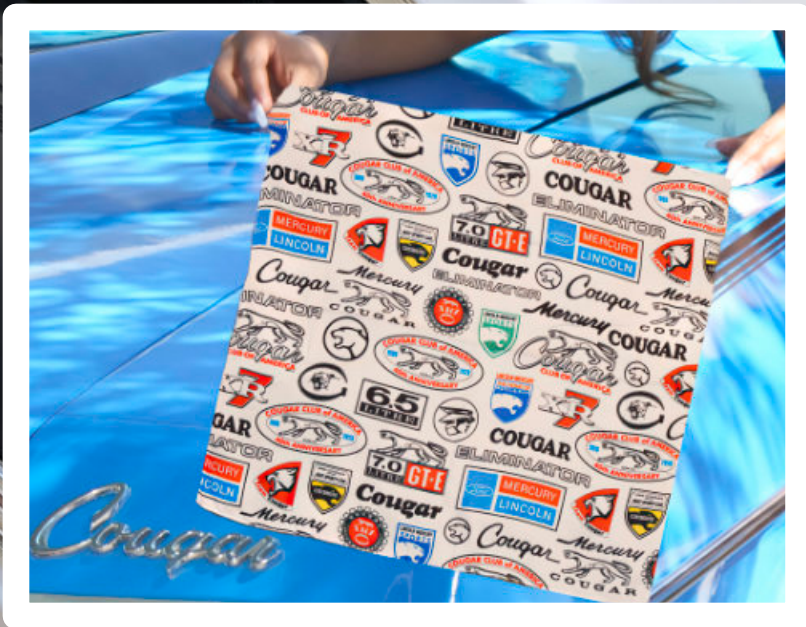
The Cougar line-up just in front of the famous Brandenburger Tor.



BPD helped our convoy getting thru Berlin traffic.







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DON SKINNER
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CAPTAIN RUNNAMOK'S COUGAR



Way back in 1989, while driving to work, I would occasionally see an old, gray-haired guy driving a white GTO convertible. It got me thinking it would be fun to get an old car and play with it. Later, I was talking to a good friend who has had a string of cars and told him I was looking for an old car.

In February 1990, he called and said there was a Cougar for sale and added, "It's a GT, whatever that is". I didn't know what a GT was either, as I was a Mopar-kind of guy, specifically Plymouth. My dad and I once shared a 1965 Barracuda and, when I got home from Vietnam and married Cheryl, we needed a car to get us to Ft. Carson, Colorado for my last 14 months of service. We decided on a 1968 Roadrunner, then hitched a U-Haul trailer and loaded it up with our meager possessions and my 1950 Harley, and away we went. Later, back in Oregon, we found a 1965 Barracuda Formula S with 4-speed for Cheryl in which to run around.

Back to the Cougar: we went to look at it, and it looked really good, a daily driver with 77,000 miles that no kids had gotten their hands on, plus it had a 390 under the hood! Cheryl asked me if I wanted it for my birthday and, well, how could I disappoint her? So we purchased it.

That summer (1990) we put 2,500 miles on it, and some of those miles were to go to the PROWL in the Seattle area—our first show. In June, I met Marc Ogren of Cascade Cougar Club fame at the All Ford Show close to our home and immediately joined the club.

While at the PROWL, I didn't open the hood because the engine was a greaseball and had an AC-Delco coil, of all things. John Benoit had his white XR7-G there, and ours was the only other "specialty" Cougar. I was going to vote for John's G but decided to vote for our Cougar and we got second place! Not bad for the first time out.

While investigating what the GT

option included, I found out there weren't many GTs produced for the 1967 year: 5,791 standards, to be exact. With that knowledge, I figured out that this Cougar was something to take extra special care of. I pulled the engine and detailed everything, though the original chrome air cleaner lid and lifter covers were rusted beyond repair. I found a lid at the Portland swap meet and picked rocker covers off a Ford truck at the U-Pull-It yard, then had all three re-chromed. I think it was 1993 when I started entering the Cougar in PROWL judging so I could make sure I was doing things correctly. The last time it was judged was at the 1997 Cougar Nationals hosted by the Cascade Cougar Club, and by then it was sporting new paint with polished stainless and chrome.

I was satisfied with the results and was really worn out with judging so I started thinking about what I could do to keep the fun factor going. I wanted to hot rod it some but I thought the Cougar just wouldn't look good going that direction, so I decided

to customize/modify the Cougar as if I had owned it in the late 1960s/early 1970s yet without making any permanent changes.

Over the years I've made many subtle changes so that a person who doesn't know Cougars would think that it came from the factory that way. Every year at the PROWL, a handful of members would gather around to see what had been changed from the previous year.

When modifying a part, I did not use any parts that would be usable for restoration unless there were many of these parts available.

Here's what I've done:

- Grille is blacked out. One side is from 1967, the other is from 1968 with broken mounting flanges (free).
- The grille emblem was replaced with a 1968 rear-quarter script inlaid into the grille ribs.
- The center section emblem was removed from the surround and replaced with a GT fender call-out plus a piece of Shelby honeycomb grille for the background.
- I didn't like the way the stock pinstriping just ended at each end so I had the running cat added at the front and a paw print at the back, all painted freehand including the stripes.
- I wanted chrome reverse wheels. Willamette Wheel said to bring the wheels and they would cut and weld them up, then I'd have to get them chromed, and besides, where to buy Baby Moons? I went to the Les Schwab tire store and purchased a set of "smoothies" to replicate chrome reverse. This worked out well when a Baby Moon decided to come off and race us on I-84 along the Columbia River on our way to Yakima one year. Checked in to the hotel and headed to Les Schwab to get a new Moon. Easy-peasy!
- Moving to the back, the vertical trim was removed from the taillamp bezels. I found bezels with broken trim for free and, with a little filing, some Bondo, and black paint, I finished them off. The rear deck lock cover decal was replaced with a running cat from a Decor door panel and shaped to fit. This was done after the picture I supplied for this article.
- The engine bay sports an aftermarket air cleaner with a 1967 Styled Steel Wheel





center cap in place of the wing nut, a Pertronix coil, and cast Cougar valve covers. Other than these changes, it's all stock, including paint runs from the factory.

- The instrument panel includes an engine-turned piece that replaces the stock vinyl piece.
- The steering wheel is a wooden Grant wheel, and the tach was custom-made for me by one of the department heads at Isspro.
- The ashtray hides an intermittent wiper switch.
- The glovebox includes an AM/FM radio remotely controlled from the console.
- The console is a 1971 unit with period SW gauges in place of the clock. The storage cover was made taller for a better armrest. The ashtray was removed, and 12-volt power and audio hookups were added.
- The shifter is a mashup of 1969 and 1971 parts with a little 1967 included. I didn't like the way the shifter lever gasket worked (or, perhaps, didn't work) on the 1969-70 models, but did like the sliding gasket on 1967-68, so I made my own sliding gasket. This was made using a bicycle inner tube and a Kraft salad dressing bottle plus a few other parts mixed in for good measure.
- I also made the shifter handle and door lock knobs that mirror part of the shifter handle design.
- The "LET'S ROLL" plaque was given out at the 2001 Ponies In The Sun show right after 9-11.
- Note the door panel speaker

perforations—these were professionally added when the original owner brought the Cougar to the dealership to get the new-for-1968 AM/FM radio installed. This included Ford speaker wiring and Mustang 4x10 speakers in the doors.

- The seat trim is my design. With the red pinstripes, I wanted to bring some red into the cabin. The center sections are the same design as the standard 1967 design except these run horizontally instead of vertically, just to mess with Cougar people.
- All the original parts are stored away in our house. A few years back, I was rummaging around in a closet and came across a paper grocery bag that felt strange but not so strange when I realized it contained the original steering wheel.
- I did not paint the body and I did not do the upholstery, but I did all the other things and had great fun doing them.
- A push-to-start button is calling to me, and the stock ignition switch location is perfect for a button. I could use a modified cigarette lighter as the key, push it in and the ignition is on, then pull it out to the normal position and the engine quits. However, as far as I know, there were no push-to-start buttons back in the day.

Highlights:

- The vinyl top and license plate are original to the car.
- In 1992, we drove down to Concord, California, for the Cougar Nationals. We met a bunch of really nice people

who just happen to own Cougars. Brett Irick was there and looked over my car. His XR-7 and my standard were built on the same day! Still, I didn't open the hood.

- August 1996, Friday Night Club Drags at SIR. The first trip netted 16.3 seconds at 89.7 mph. I didn't control the rear tires very well. They broke loose three times and the third time I just let her go. The best trip was 14.9 seconds at 93 mph, and the tires still broke loose. All of the starts were from an idle and in Drive when I launched from the Christmas tree. I didn't have a tach back then so this was the safest way to go.
- In 1999, Gary Worth Lincoln-Mercury in Portland contacted me to see if they could display my Cougar in their showroom for their 40th Anniversary. Wow, they wanted my Cougar in the showroom! I had to change everything back to stock and purchase a set of tires for the stock rims but she was good to go.
- In 2007, we went to the Cougar Nationals in Denver. I spent all winter before the show cleaning and prepping the Cougar, including completely disassembling the grille sections and detailing everything. On the trip to Denver, we drove to Pendleton, Oregon, where we borrowed an open trailer and truck from Eric "Doc" and Judy Anders. We would not have survived going through Wyoming with no air conditioning and that 390 heater up front during that time of year. We only went through two rain storms but, when I looked in the mirror, I saw a continuous wave of water coming up from behind the tailgate to the front of the car. Arriving at the show site, I contacted the host president and VP to have them decide in which category the Cougar should be placed because, with modifications and such, I didn't want to offend anyone. They both decided I should be placed in the 1967-68 GT class. At the banquet, I was really shocked when it was announced my Cougar took first place.

Over the years, we have made some very good friends and consider them family. The Cougar is a keeper and, every once in a while when Cheryl and I are traveling in it, I'll say, "I love this car!" Our daughter thinks it is hers and I'm just taking care of it until I croak.





KIM FRIESEN
ABBOTSFORD, BC CANADA
CCOA #6918

The Basement Cat

(This is the story of Kim Friesen's recent acquisition, but first a little about this cat's original owner.)



It was early in 1968 when a young man named Jack Sing from Powell River, British Columbia, was in the market for a fast car. He noticed that George Black Motors, a Burnaby BC Lincoln/Mercury dealer, had a 427 GT-E on the lot, so he had to have it. The dealer mentioned that it was a demonstrator but they could order one. So on May 5, 1968, Jack ordered a 1968 GT-E with Nordic Blue paint, black leather bucket seats, a 428 Cobra Jet engine, a 3.50 Traction-Lok rear axle, and C-6 automatic transmission. After a two-month wait, Jack picked up his car on July 11, 1968, in Burnaby. Once back in the mill town of Powell River, the GT-E was quickly pressed into service on the local streets.

Powell River is a fair drive from the Lower Mainland, requiring two 45-minute ferry rides and two lengthy stretches of highway taking 90 minutes each, making for a long travel day. Once you disembark from that second ferry, it is about a half-hour drive to Powell River. As luck would have it, there was a nice long straight stretch of road with no traffic for two hours (or until the next ferry sailing). This had become the town's unofficial "dragstrip" and was known to the local police, who basically turned a blind eye.

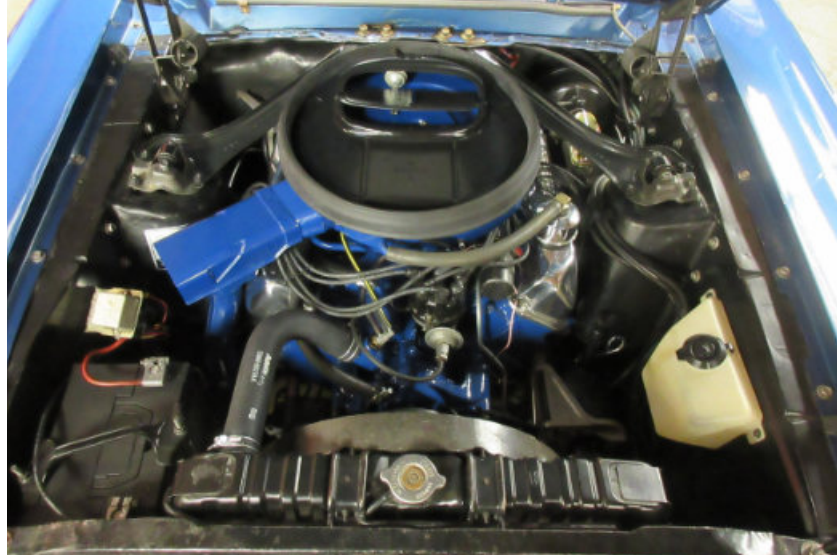
After some success on the streets and taking two trips to California with his GT-E, Jack decided that 1969 was the time to get serious about racing so, over the next couple

of years, out came the engine for a little tuning and in went some Super Cobra Jet guts, Hooker headers, a beefed up C-6, and 5.13 gears. A lift kit went in up front, plus 90/10 shocks, airbags, six-inch slicks in the rear, and skinnies up front. He put a cool can and a host of other drag race stuff that was common back in the day.

In order to lighten the car for racing, the interior was removed, making this cat no longer street-friendly. Now that the GT-E had become a full-time drag car, it was regularly trailered to three different tracks, all of which took some time to get to. The first was Cobble Hill Van Isle Dragway, which could be reached by ferry to Vancouver Island plus a three-or four-hour drive. Another track was Mission Raceway, about an hour east of Vancouver. The third (and most distant) track was Seattle International Raceway in Kent, Washington, which involved nearly an entire day's travel.

Jack was a working man with his own radiator shop, but many a weekend was spent at one of these three tracks of which he was a regular class winner, running in the 12.50's—and he had many trophies to prove it. On the way to the Mission track, Jack would often stop at John Hall's Car Craft in North Vancouver for some tuning. John was a renowned local Shelby/Ford tuner.





Fast forward to 1972 when, while racing at Van Isle, the Cougar scattered some parts around the track and was done for the season. The car was pushed into Jack's basement for what became its forty-nine-year sleep. Jack collected another 428 CJ of the same era, which sat beside the GT-E for many years, just waiting ...

Fast forward again to 2013 when friends, Chris and Dave, prodded Jack into doing something with the car to make it drivable. Work had begun but stalled after a while when other life commitments needed attention. Spin the clock ahead once more to 2020 when Jack's health issues prompted Chris and Dave to get going on the car so Jack could drive it. As they assembled the car and drive train, they noticed a few parts had gone AWOL somewhere, so they made a call to Jeff at Millennium Mustang, which netted some parts, but more were needed. Jeff put me in touch with Chris and I said I could supply them with a few items. During our conversation, Chris mentioned that the car would be for sale once Jack took it for a drive.

I took a "quick" trip to Powell River with the parts and did a thorough inspection of the car, spending the day with Jack and his friends. A deal was struck—I paid Jack's price and we shook hands. Jack wanted the car to go to a good home, as he had no family to leave it to and didn't want it to go to just anyone. He wanted to wash the car and clean it but I said, "No-o-o! Just leave it!" He laughed and asked, "Who spends that kind of money and doesn't want the car washed?" I then went home, leaving the car for the guys to get it going.

A few weeks later, the car was running and Jack got to drive it around the block with no power steering and no exhaust... but a big grin on his face. Chris called and said, "Come pick up your car." So I made another trip to Powell River with a trailer, and the car came to its new home.

I spent the better part of six months doing a lot of cleaning with hot water, Dawn, and Super Clean. The engine and differential needed some paint but, otherwise, the car wears most of its original paint. (Jack did paint the hood scoop and stripe silver). The interior is all-original but had been removed and stored in Jack's basement, so it really needed cleaning. The smog system is nearly new, stored in a box found deep in that basement along with some other miscellaneous parts. Even though the original engine block is long gone, the silver lining in that cloud is that the car has racked up only 17,000 miles in its fifty-four-year history. Thanks to Jack for having the foresight to store this car in his heated basement all those years!

The car is now on the road, so I made a trip back to Powell River (with it in the trailer) in October 2021 to see Jack and take him for a drive, which was a great surprise for him because he didn't know it was happening. That was a great rewarding experience.

The side windows still wear their class designation from the track (circa 1970) because I wanted to preserve Jack's racing history. He took most of the racing stuff off the car,

which is now being displayed proudly in my shop along with his trophies. I also have a full wall of racing memorabilia including pictures and parts that came off the GT-E. His headers are now part of my "car art" hanging from the ceiling in the shop. The Cougar still has several things to sort out, but I'm looking forward to some driving and maybe a car show in 2022.





KIETH HYATT
ORANGE CITY, FL
CCOA #10018

Let There Be Dashboard Light



The last part of the lighting systems that needed attention was the dreaded dash lights. I was not looking forward to working on it but everything else was done. I used to install stereo and alarm systems in the 1980s so I knew my way around a car's interior. However, every car is different, and I had not worked on a 1971 Cougar before. I didn't have too much trouble until I got to the instrument cluster because I could not see the connections on the back of it. I did not know how many connections or what type they were, so I blindly had to feel my way around.

I found the speedo cable but could not get it disconnected. I searched my manuals, which became frustrating because they had information about what I was working on scattered in different sections of the books. Even after reading all the info, it still did not say how to disconnect the cable. So, while I was looking, reading, and rechecking everything (including the pictures), I saw a little bitty note that said "press here" on a weird-looking plastic part around the end of the speedo cable—I managed to stick my phone in to get a pic of what

I could not see. I knew that the plastic part was a release mechanism that I tugged on, but I could not get it to release and could not see how it worked. Usually, they are obvious, but not this one. Nonetheless, I pressed it and out slid the cable.

I felt around in the dark some more and found a large cable and a wide connector with tabs at each end, which I pressed in and wiggled out. At that point, I was able to pull out the cluster enough to disconnect two small cables. One was for the tachometer and the other was for one of the bulbs. However, there was one more wire that was spliced into the illumination harness (by a previous owner) which I had to cut to remove the cluster.

I looked over the cluster, especially the flexible circuit board on the back. I spent years building and installing rigid circuit boards, so I was dismayed seeing this circuit board with a large hole for a Molex-type connector. It couldn't be more flimsy! But I went to work cleaning all the contacts as well as the wire harness connector. I heard that flat finger contacts

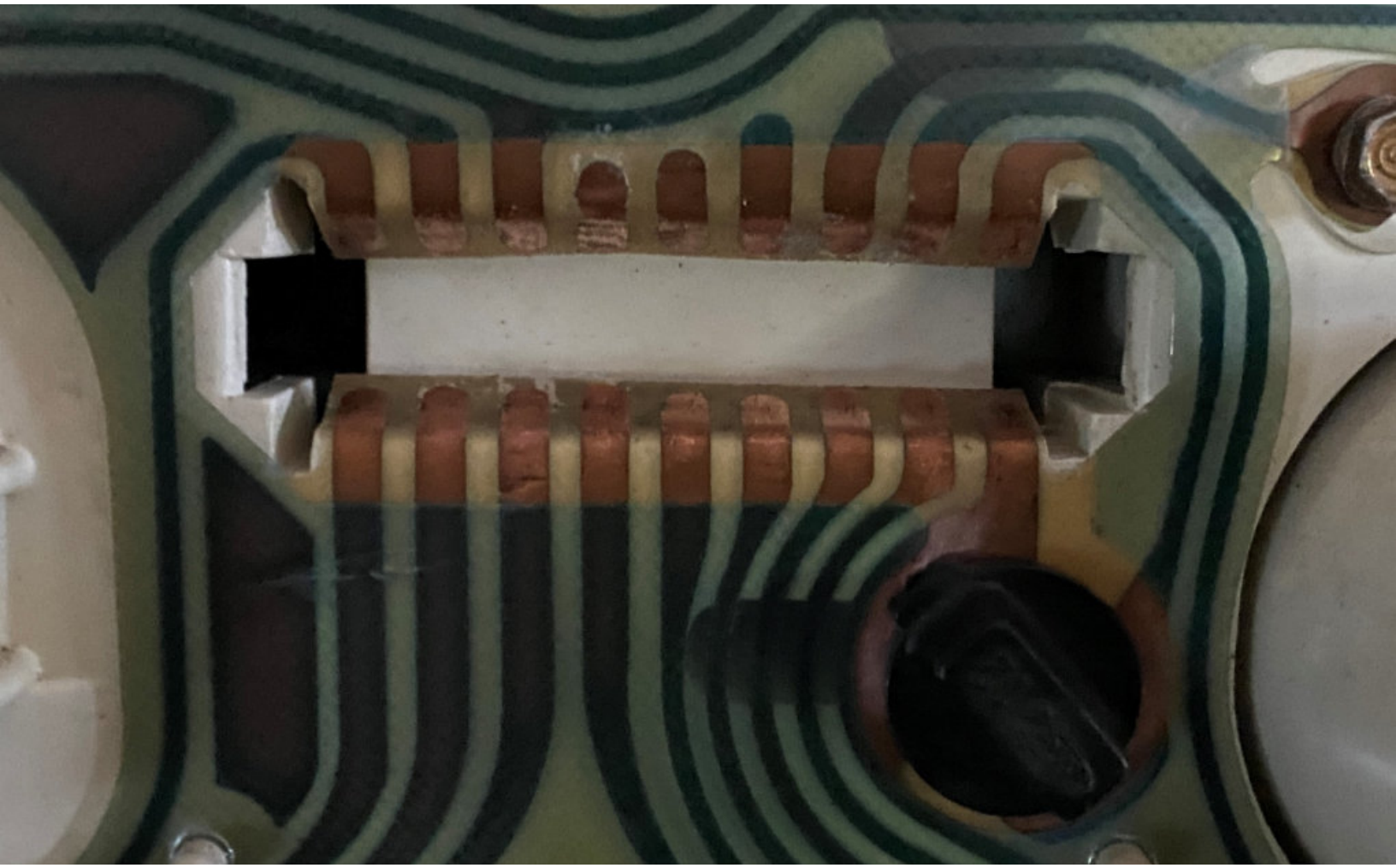


peel off, and that's just what happened when I started cleaning them even though I was careful. I used super glue to fix them and cleaned them again. A flat fingernail file works great for this but only file inward, not outward, so you don't peel off and break the contacts. Three of the contacts are not used and don't go anywhere so if they break off it's no problem.

While I was working on the cluster, I thought about how hard it was to see the gauges, etc. due to the lack of proper illumination. I don't care much for LED lighting because they produce harsh light, which hurts my eyes and gives me a headache. Replacing the standard bulbs would not make it any brighter, so I decided to get LEDs anyway, just not the super bright ones.

I bench-tested the cluster lights to confirm they all worked and then installed the cluster. Since I replaced the cluster bulbs, I replaced the rest of the dash and console bulbs as well. This included the radio, clock, amp, oil gauges, AC/heat control, and shift indicator. I put the dash back together and waited till nighttime to test everything—it all worked including the turn signal indicators. I can now see “paradise by the dashboard light” even during the day, so I'm glad I put in the LEDs.





NEW DEADLINES 2023

Do you feel lucky? Go ahead, make our day!
We round up submissions on a quarterly
schedule, so tear this poster out and post
it up on your saloon wall and tell 'em there's
a new sheriff in town looking for submissions!

Submission Due Date – Release Month:

January 31st, 2023 – Releases in APR

April 30th, 2023 – Releases in JUL

July 31st, 2023 – Releases in OCT

October 31st, 2023 – Releases in JAN



SUBMISSIONS

WANTED

Published
REWARD





1973



HISTORY FUN FACTS

Quick Facts

- The U.S. economy was plagued with high inflation, an oil crisis, rising unemployment, and the worst recession since the 1930s. The recession came about because of an OPEC oil embargo against the U.S., major government spending on the Vietnam War, a large Soviet purchase of corn, wheat, and soybeans during 1972, and a Wall Street crash that caused a bear market.
- Inflation tripled from 3.4% to 9.6% and put an end to post-World War II economic expansion.
- General Motors, Ford, and Chrysler laid off 100,000 workers. Wall Street was in a bear market, and stagflation presented a dilemma for U.S. economic policy.
- In May 1973, a gallon of gas cost 38.5 cents. By 1975, the price was up to 57 cents a gallon.
- In 1973, the average miles per gallon was 13. According to the EPA, "GM's fuel economy rose to 23 miles per gallon in 2017."
- The Senate Watergate Committee began to televise its hearings, the U.S. Supreme Court legalized abortion, and the Endangered Species Act was passed.
- President Nixon signed legislation that approved construction of the Alaska pipeline.
- Martin Cooper invented the first handheld mobile phone, and Nathaniel Wyeth received a patent for shatter-resistant beverage bottles.
- Magnetic resonance imaging (MRI) was invented by a team led by John Mallard.
- Billie Jean King and Bobby Riggs competed in "The Battle of the Sexes" exhibition tennis match during September of 1973.
- The Sears Tower is completed during May. The 108 floor 1,729 foot tall structure became the tallest building in the world.
- NASA launches the Mariner 10 Mercury probe spacecraft.

Sport Facts

- World Series Champions: Oakland Athletics
- NFL Champions: Miami Dolphins
- NBA Champions: New York Knicks
- Stanley Cup Champs: Montreal Canadiens
- Wimbledon (men/women): Jan Kodes/Billie Jean King

Biggest Television Shows

- All in the Family (CBS)
- The Waltons (CBS)
- Sanford and Son (NBC)
- M*A*S*H (CBS)
- Hawaii Five-O (CBS)

Born in 1973

- Monica Seles (December 2nd)
- Tyra Banks (December 4th)
- Monica Lewinsky (July 23rd)
- Kate Beckinsale (July 26th)
- Lena Headey (October 3rd)
- James Marsden (September 18th)





Three Cougars Consigned to Auctions in Las Vegas, Kansas City

With the world's largest collector car auction, Mecum Kissimmee 2023 (January 4-15), just two months away, Mecum Auctions will host auctions in Las Vegas (November 10-12) and Kansas City (December 1-3) before the close of the year.

Among the trio of Mercury Cougars consigned to the two auctions is a restored 1969 Mercury Cougar XR-7 (Lot F64) with a rebuilt matching numbers 351 Windsor V-8 engine and 4-speed top-loader transmission with Gold-plated shifter and 1920 crystal door knob. Its new White paint with Gold pearl with a new Black interior with Gold trim, including Cougar XR-7 on the headrests, and a multitude of specialty accents in all factors of the restoration.

To learn about consigning a vehicle with Mecum Auctions, please contact Zach Sowinski at 262-275-4247 or zsowinski@mecum.com.

For more information:

Mecum Las Vegas 2022 - Landing Page
<https://drive.mecum.com/las-vegas-cars-2022>

Mecum Chattanooga 2022 - Landing Page
<https://drive.mecum.com/chattanooga-2022>

MyMecum.com - Welcome Page
<https://my.mecum.com/my/welcome>

Mecum Magazine- November Issue
<https://monthly.mecum.com/issue/november-2022>

TV Schedule on MotorTrend
<https://www.mecum.com/tv-times/>

CCOA members receive a 50% discount on the \$200 Standard Bidder registration at Mecum Auctions. Check the CCOA website at www.cougarclub2.org for details about the discount.

CCOA Chapters may purchase a group ticket package of 15 tickets or more for \$15.00 per ticket (plus handling fee). Please email tickets@mecum.com to place your order.





Mecum Kissimmee 2023 Launches Consignments With XX

World's Largest Collector Car Auction January 4-15

Walworth, Wis. – August 18, 2022 – With a projected 4,000 consignments, Mecum Kissimmee 2023 will increase the standard for the world's largest collector car auction with a broad selection of American muscle cars, classics, Corvettes, exotics, trucks, Hot Rods, customs to cross the auction block with live coverage on MotorTrendTV and MotorTrend+.

Four Pontiac GTO Judge Ram Air IVs, two for the 1969 and three for the 1970 production years, are among the nine lots from The Chuck Cocoma Judge and Ram Air IV Collection. Also included in the collection are a pair of 1969 Pontiac GTO Ram Air IVs, a 1970 Pontiac GTO Ram Air IV, and a 1970 Pontiac GTO Ram Air Judge IV Convertible.

Mecum Kissimmee 2022 achieved a record \$217 million in sales to become the first-ever live collector car auction to exceed \$200 million. This sum exceeded the total hammer sales of \$127 million achieved at Mecum Kissimmee 2020.

Consignment positions to Mecum Kissimmee 2023 are now available with those to participate are encouraged to submit a Request for Position form now to ensure the auction placement.

Bidder registration starts at \$100 and can be completed online and on-site at the auction. For those unable to attend in person, enhanced remote bidding options are available, including both online and telephone bidding. General admission tickets are available in advance online for \$20 per person, per day, and for \$30 at the door and online after January 3; children 12 and younger receive complimentary admission.

For more information on Mecum Kissimmee 2023 and all other scheduled auctions, visit Mecum.com. Mecum's website is updated daily with the latest consignments and includes detailed descriptions and photographs of the vehicles to be offered. For schedule information, to consign a vehicle, or to register as a bidder for this and all Mecum events, visit Mecum.com, or call (262) 275-5050 for more information.

Auction Schedule:

Mecum Kissimmee 2023
Jan. 4-15, 2023
Osceola Heritage Park
1875 Silver Spur Lane
Kissimmee, FL 34744

Bidder Registration:

Options for in-person, telephone, and internet bidding start at \$100.

Admission:

\$20 in advance online, and \$30 at the door and online after Jan. 3—per person, per day; children 12 and younger receive complimentary admission.

Preview:

Gates open daily at 8 a.m.

Auction:

Vehicles:

Wednesday through Sunday, Jan. 4-8 at 10 a.m.
Tuesday and Wednesday, Jan. 10-11 at 10 a.m.
Thursday through Sunday, Jan. 12-15 at 9 a.m.

Road Art:

Monday, Jan. 10 at 9 a.m.
Road Art will also be offered prior to vehicles Jan. 6-9 and Jan. 11-16.

TV: To be announced.

(Note: All times Eastern Daylight Time)



OSCEOLA HERITAGE PARK - KISSIMMEE, FL • 4,000 VEHICLES

JANUARY 4-15, 2023





MIKE HOFER
EICHENRIED, GERMANY
CCOA #9580
Photos from the club

Cougars Prowling Thru Berlin - Part 2



Organizer Laura Schmidt-Salzer.



Photographer Lea is always close in her Porsche.



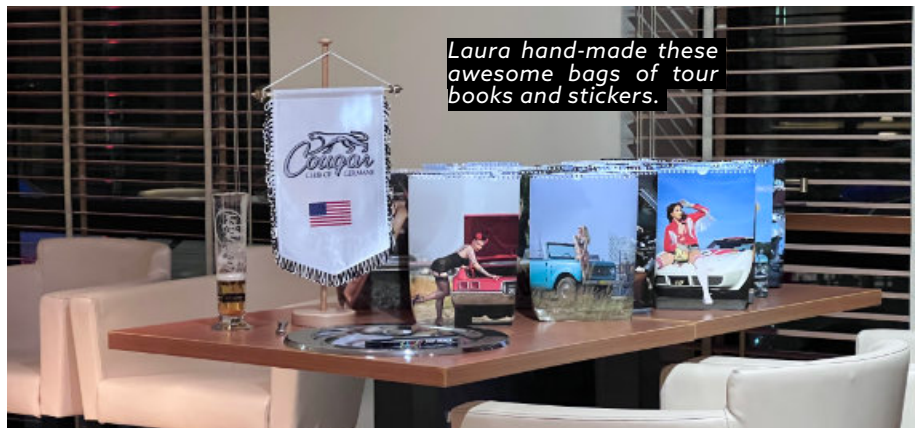
Line-up at Olympic Stadium
Berlin built in 1936.



Welcome speech by Laura & Mike at Cruise-In Diner.



Laura explaining tour #2 through Berlin's outskirts.



Laura hand-made these awesome bags of tour books and stickers.



Adjusting Stefan's Carburetor at Stop in Grunewald.



Leaving for dinner at Route 66.



Prominent stop at Grunewaldturm near Wannsee.

Heading towards TV tower "Alex" in the former East Germany.



Living the life in Germany.



In the outskirts of Berlin cruisin' through the famous Grunewald.



Trilli fixing a fuel pump leak.



Spontaneous welcome party at VIP garage.





"Big Dave" showing lifetime passion for the Cougar.



Lunch at Cruise-in Diner.



Honoring Mark Lawrence at St. Sebastian cemetery.



Laura's tourbook and "Berlin ride" stickers for every participant.



Mercury Cougars all over Berlin.

Cougar MEMORABILIA & TOYS

Editor's Note: Dennis Pierachini display photos CCOA #54.

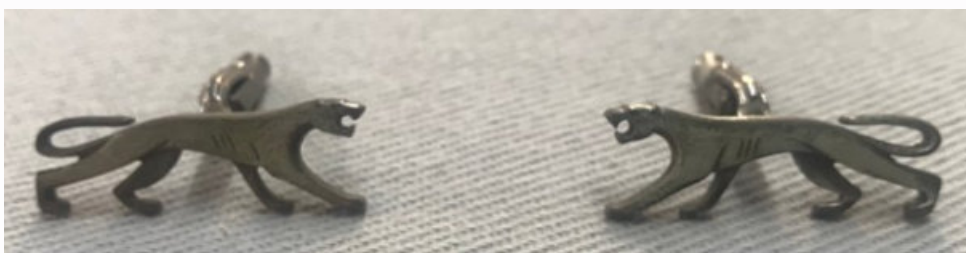
The Cougar hand puppet was made by Animal Fair, the same company which made the stuffed Cougars. Not sure of the date, but the tag looks just like the ones on the stuffed Cougars, so likely late 1960s.

The two keychains I mentioned earlier were first offered in 1977.

The upright Cougar with hat/red jacket is from 1980 and was made by Trudy.

Of the two walking Cougars, one is finished and the other is blank. DIF is an acronym for Ford's Dearborn Iron Foundry.

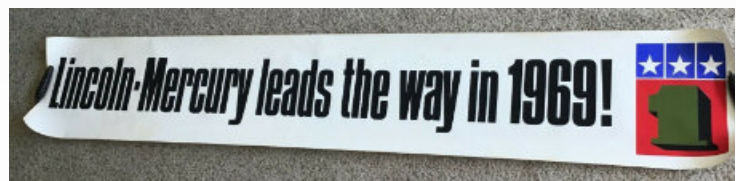
The last item is a belt buckle 1977 from around, before "1977".

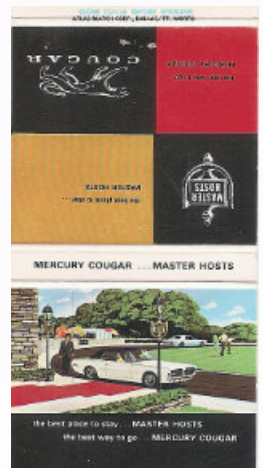
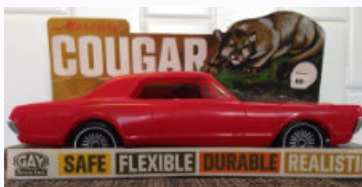
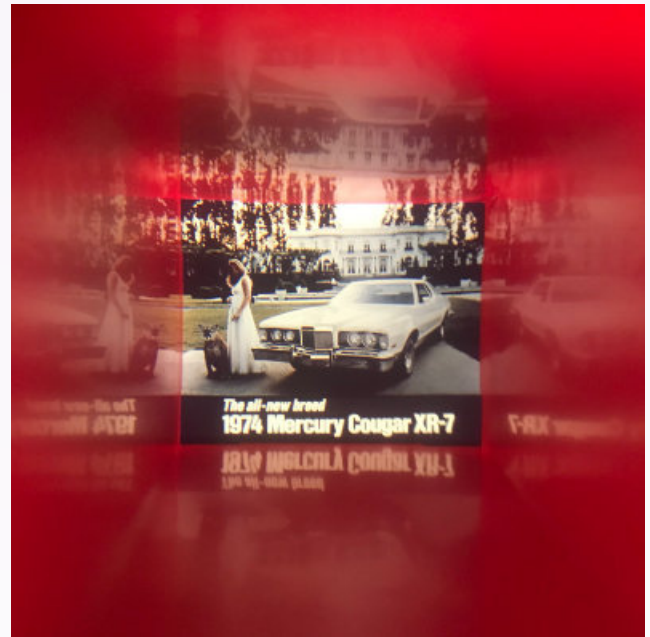














CCOA APPLICATION

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: _____

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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>

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Tell us about your Cougar!



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



Letter from the Editor

Happy holidays! This issue marks our return back to the regular schedule and finishes out the year. Don't worry, we will be back early next year to bring you our final issue from 2022.

It's been a wild run this year to get back to our regular schedule but here we are as promised! We are excited to continue the journey with you over the holidays and into the the new year!

Head over to our new ATSOTC Magazine Showcase that display all the covers that we have to date! <https://cougarclub2.org/collectibles/atthesignofthecat>.

We thank Old Cars for recognizing us again in the National Luxury category of the 2021 Golden Quill Awards!



Until next issue, stay safe out there!

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



www.cougarclub.org



atsotcmagazine.com

MEMBER REPORT



CHARLIE BROWN
Member Services Director
CCOA #8693

WELCOME TO CCOA

The leaves are starting to turn and it will soon be time to put our Cougars to bed for a few months, except for those if you in warmer areas... keep on rolling. Please share your magazine with a fellow Cougar enthusiast and invite him or her to become a member. Please continue to post pictures on the **CCOA** Facebook page because we love seeing Cougars on the road or in any state of rebuild. I want to wish all of you a safe and fun-filled holiday season and hope to see you at a car show/event sometime in the future.

CCOA membership for the last 2 months was fairly flat. I wanted to share some statistics.

As of October 31st, 2022, Cougar Club of America has 793 active members, up from 779.

From September 1st, 2022 to October 31st, 2022, a total of 45 members renewed their membership

From September 1st, 2022 to October 31st, 2022, we added 9 new 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!

WELCOME NEW MEMBERS

Joining the club from September to October of 2022 are the following new members: Welcome new members!

CCOA#	Member Name	City	State
10480	SCOTT DEARINGER & JULIE SEIER	DES MOINES	IA
10481	GARY MINICH	GRAIN VALLEY	MO
10482	SUSAN & JOHN MACARTHUR	PLEASANTVILLE	OH
10483	RHONDA BRAYBROOK	LUDINGTON	MI
10484	ANTHONY PAOLERCIO	FORT MYERS	FL
10485	DEB ZEINER	NEWTON	KS
10486	HONORATO DIAZ & JENNIFER GEORGE	PHOENIX	AZ
10487	PAUL ARNONE	CARMEL	IN
10489	JAY MANNING	FAIRFIELD	CA

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.

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| ILLUMINATION | LEALOVECARS | ROGERSVILLE |
| BASEMENTCAT | SPRINGFIELD | COUNTRYSIDE |
| FALLSEASON | CHATTANOOGA | IMPRESSIVE |
| DISCONNECT | BECKINSALE | WHOOPEEEEE |
| THEWALTONS | DASHBOARD | BEARTOOTH |
| BABYMOONS | DISTRICT | RUNNAMOK |
| TAILLAMP | CASCADE | PIERACHINI |
| PROWLING | VIETNAM | OLYMPIA |
| UNDERWOOD | OMAHA | FLAMMEN |
| CRUISIN | CONVOY | BERLIN |
| PIZZA | GALEN | |



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:



MERCURY COUGAR



Price: \$26,000

TOTAL BIDS → 42

Year/Model:
1969 Std. Convertible
VIN:
9F92M537204
Miles:
131,809
Condition:
1

Comments: Super-solid convertible Cougar with all original body panels. Has had only one repaint in its life in the original color of burnt copper. Although this car was repainted years ago, it still presents nicely, but there are plenty of scratches and imperfections. There are no serious rust issues and the floor pans are rust-free. There are no signs of any serious accident damage. All of the original trim is in great condition for its age. The interior presents well, with normal wear for the driver's seat. Has tilt-away steering, AC, power windows, and power top. The top shows some wear, but still functions fine. The air conditioning appears complete, but was not recharged after the engine was rebuilt, and the components appear to be in good condition; the recharge should be straightforward. The original 351W 4v and the FMX tranny have been rebuilt. The engine was reportedly just rebuilt and is spotless, though receipts were not provided. The FMX tranny was just rebuilt and does have receipt documentation. The braking, steering, and suspension all received a great deal of work, and receipt does are available. The work included rebuilt power steering control valve, slave cylinder, hoses, brake calipers and hoses, bushings, etc. The car drives quite well with tight steering and responsive braking. The tires and wheels are brand-new. The wheels are a 15-inch fully chromed version of the originals. The tires are Cooper Cobra 255-60s in the rear and 235-60s in the front.

MERCURY COUGAR



Price: \$4,100

TOTAL BIDS → 32

Year/Model:
Year/Model: 1994 XR7
VIN:
1MELM62WXRH629252
Miles:
86,799
Condition:
2

Comments: Only 86K actual miles on this XR-7 with the optional V8. This Cougar has power steering, brakes, tilt and cruise, dual front power seats including lumbar adjustment for both, cold air with good heat, and AM/FM cassette with a special sound system in the trunk for the CD player. All options work correctly. The interior is really nice with no rips or cigarette burns anywhere. The body is believe to be all original with no rust or damage. This XR-7 starts and drives great. The engine compartment is excellent, as is the trunk compartment--both look like new. The tires and wheels are really in fantastic shape. This is a real nice Cougar to cruise around town in or take to car shows.

MERCURY COUGAR




Price: \$20,000

TOTAL BIDS → 4

Year/Model:
1972 XR-7 Convertible
VIN:
2F94Q565117
Miles:
94,419
Condition:
3

Comments: All-original XR-7 convertible with the optional 351CJ with only 94k original miles. Runs great. This Cat is solid and rust-free. This XR-7 is mainly used for weekend drives. Only reason for selling is to devote time and resources to a 1969 Cougar convertible project.

MERCURY COUGAR



Price: \$5,851.57

TOTAL BIDS → 8

Year/Model:
1973 Std. Convertible
VIN:
3F92H572519
Miles:
69,000
Condition:
2

Comments: Health forces sale of this 10-year project. Nearly everything is new or rebuilt including: brake system, cooling system, transmission, fuel system, ignition, top, and much more. Has five new tires. Needs under-dash wiring system and the power steering leak repaired to complete car. This is a great "Saturday Night Cruiser". Cannot verify mileage or history prior to 2013.

MERCURY COUGAR



Price: \$28,000

TOTAL BIDS → 1

Year/Model:
1967 Standard
VIN:
7F91A608861
Miles:
57,844
Condition:
2

Comments: This Cougar was professionally rebuilt to original, with mostly matching numbers including engine, transmission, and rear end. Runs and drives perfectly. Underneath, the car is clean and oil-free. The paint is in very good shape, with very few nicks and scratches, but is not show-quality.

MERCURY COUGAR



Price: \$20,100

TOTAL BIDS → 24

Year/Model:
1969 XR-7 Convertible
VIN:
Not listed
Miles:
79,000
Condition:
2

Comments: All-original (except for new top) XR-7 convertible with 79k miles. Runs great. Always garage kept. The carburetor was just cleaned. Needs interior work. Not a show car, but can be a nice daily cruiser the way it is or do a full restoration and make a great show car. Comes with original manual.



Submissions

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?

*We prefer the article to be a Word document or pdf.

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

- Due to email limitations, large-format files should be sent via WeTransfer.

<https://wetransfer.com/>

Send to: submissions@cougarclub.org & editor@cougarclub.org



ANSWERS

E	L	X	E	E	D	A	S	H	B	O	A	R	D	D	W	H	F	E	W	N	E	O	B		
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Got Back Issues? Check out Our Backs!



@

[https://cougarclub2.org/
collectibles/atsotc](https://cougarclub2.org/collectibles/atsotc)

Or use this back scratcher

