

AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA
SPRING 2013

WHAT'S SO SPECIAL



ABOUT THIS OLD CAR???

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SPRING 2013

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In this issue:

ATSOTC welcomes publishable material for future editions. Send your submissions to the above address or to the Assistant Editor at assistanteditor@cougarclub.org. Our next issue is planned for the **Summer**. Please send your submissions no later than June 1.

Membership -- RATES (Since 1/1/10)

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

- FREE for members who submit a substantial article or make regular contributions to the newsletter
- \$20 for members who receive the newsletter by email.
- \$30 for members who receive the newsletter by postal mail to a U.S. address.
- \$35 for members who receive the newsletter by postal mail to a non-U.S. address.

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

Advertising

Members may place a Cougar-related classified advertisement of up to 100 words per issue at no charge. Non-members may place classified ads at a rate of 10 cents per word, which is currently waived on a case-by-case basis due to the inaccessibility of ads on the website.

Display advertising rates are also available. Contact Kamran Waheed for details at assistanteditor@cougarclub.org

Disclaimer

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

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*Dedicated to the appreciation and
preservation of the Mercury Cougar.*



Temporary

Letter from the Editor

By Rob Merritt (#8323)
Temporary Editor

Spring has not quite sprung here in Northern Minnesota. A series of late-winter snow events have left a blanket of snow and kept my snow shovel busy for the last few weeks. Perhaps by the time this issue of *At the Sign of the Cat* has been delivered, the annual rebirth will start pushing tulips through the frosty ground (for the deer and rabbits to devour before they bring color to their drab surroundings). American poet T.S. Eliot wrote that April is the cruelest month. I tend to blame March for that. March always teases us with a few warm days of melting snow – only to slam the cabin door shut with another blizzard. In April, we can at least have some confidence that it will snow only a few more times before the lakes give up their ice.

Quite a bit happened in the CCOA over the winter. As reported last issue, Gavin Schlesinger joined the Board as the Club Services Director, filling a long vacant seat. Gavin has brought enthusiasm and a “get it done” attitude that already is producing results, including the new CCOA Facebook page – lots to “like” there. Along the same lines, Webmaster John Rotella has completed and published phase one of the web site remodeling. It’s kind of like our Cougars – you assess what you’ve got yourself into and make enough repairs and improvements so you can start driving around. Next, plan the major overhauls to take it to the next level. John is somewhere between a major tune-up and a full-blown restoration with the CCOA website. If you haven’t visited lately, take a look. The CCOA also welcomes our new Tech Advisor, Greg Taylor. Read Greg’s introduction later in this issue and start thinking up questions to ask him. Kamran Waheed – a guy who wears many hats in the CCOA – decided to try on another. Read his article on the new Specialty Registry for Cougar Wagons.

The volunteers, like those just mentioned, are what make the CCOA function. If you’re interested in taking a more active role in the Club,

feel free to throw your hat in the ring. We always have more ideas and plans than brains and muscle to carry them out.

Of course, submissions for this newsletter are always welcome, and don’t require the kind of on-going time commitment of a regular volunteer role in the Club. As “temporary” editor, I get the distinct pleasure of being the first to read a lot of the stories and articles submitted. The Original Owner stories were some of my favorites, and I hope more of those will continue to filter in. We have a couple more for this issue, and a couple of our newest members report that they purchased their Cougars brand new from the dealer. I know there are still some other folks out there “getting around to it.” Nevertheless, since the Original Owner well seems to be running dry, we decided to start a new series, suggested by one of the Original Owners, Anna White (#3913). Anna thought it would be interesting to read the reminiscences of the Original Members in the CCOA. I agree!

Nostalgia, obviously, is a big part of our hobby. What better way to capture some of that than by featuring the stories of some of the earliest members of the Club. To that end, we sent out a brief questionnaire and invitation to the members with the 50 lowest member numbers still in use. We’ve already received a number of letters back, and will kick off the series with a couple of them in the pages that follow. If you sent in your response and don’t see it here, don’t worry. I’m just in the enviable position of having more articles than space at the moment. I plan to use all of the stories submitted. If you did not get the invitation, but have a story to tell from the early years of the Club, feel free to send it in.

Before turning to the stories, the SEMA Action Network (the nationwide partnership between car clubs, enthusiasts and the Specialty Equipment Market Association) has announced that Friday, July 12, 2013 as “Collector Car Appreciation Day.” As in past years, SAN is working to secure Congressional recognition of the day’s significance. Check out SAN’s website for more information and events near you. www.semasan.com .



Original Owners

Part of an ongoing series of stories from people who got their Cougar brand spanking new. If you're an Original Owner of your Cougar... send in your story and get a year's free membership as a token of our appreciation.

SECOND GENERATION CAT PASSED TO SECOND GENERATION OWNER

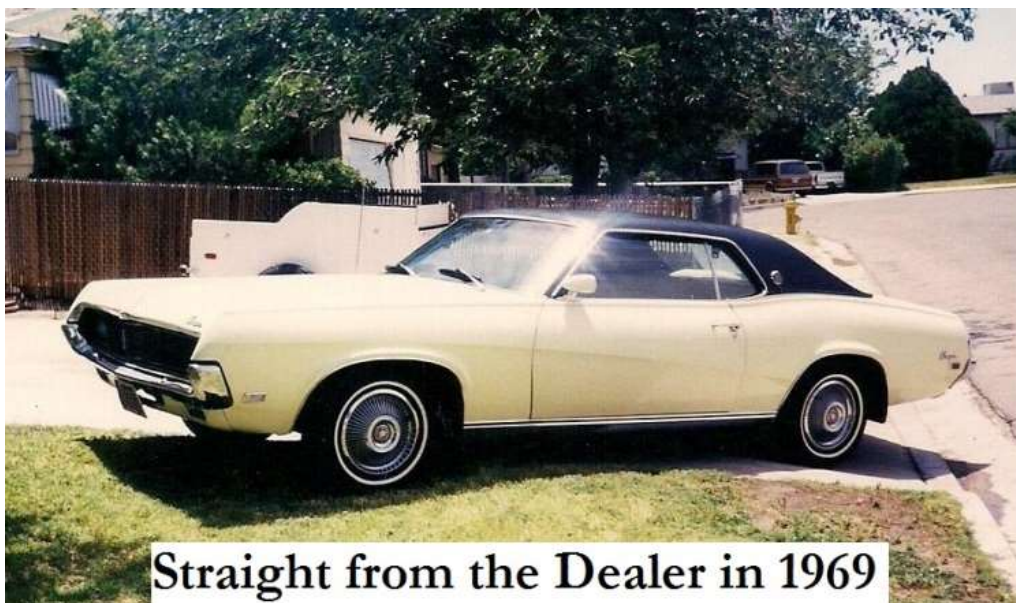
By: **Don Vanhook (#8530)**

Barstow, California

On April 9, 1969 my Father (Gilbert Vanhook) purchased a XR-7 coupe from the local Mercury Dealer (Dee Motor Co., Inc.) here in Barstow, California; total price was \$4,379.45.

The Cat was the family transportation and was pretty much kept around town here in Barstow. Mom and Dad drove it to Virginia one time. During the trip one morning in Shamrock, Texas, Dad went to a gas station to service the car in order to continue their trip. When he and the service station attendant opened the hood to check the oil, a large rat ran from under the hood of the car. During the night, a rat took up nesting inside the hood insulation. The rat had made a large hole in the front of the insulation right above the fan. Of course, Dad claimed that it was the biggest rat in Texas.

The XR-7 was garaged up until 1981 when Dad purchased a 1981 Grand Marquis which was parked in the garage and the Cougar had to be parked on the street in front of the house. I am thankful that he didn't trade it in on the Grand Marquis or put it up for sale. I always told him that the Cougar was worth more money than the Grand Marquis, but he said I didn't know what I was talking about. Even after Dad purchased the Grand Marquis, Mom still drove the Cougar for a while because it was a smaller car and at the time, she did not want anything to do with the larger Grand Marquis. Unfortunately while the Cougar was parked on the street, the stock hub caps and the XR-7 trunk emblem were stolen.



In 2000, my wife (Bonnie) and I got involved with a local car club, Saturday Night Cruisers. At the time, the only car I had that was a classic was my 1950 Willys Jeepster that I purchased from my Dad several years earlier. The problem was that the Willys was in the garage covered with boxes and other things and it had not been started in over 25 years. So, we went to Dad and asked to use the Cougar. He consented and the Cougar was used to take to the car club meetings and cruise Main Street with other car club members. On Feb 17, 2001 we formed a new car club and named it "Just Cruisin' 4 Fun". A car show was planned and in April 2001, the Cougar was displayed in its first car show along with the '50 Willys that I finally got out of the garage and running.





One of my favorite pictures is the one with my Dad and I in front of the Cougar at the 2001 Just Cruisin' 4 Fun car show at the TA Truck Stop in Barstow. The Willys Jeepster next to Dad is the one I finally got out of my garage and is another story. Dad taught me how to drive in the Willys when I was 15.

Following this car show, Bonnie and I started taking the Cougar to other car shows in the High Desert. In June, 2002 the Cougar won its first car show award, a 3rd place in Best Stock Award at the Ft. Irwin (U.S. Army) Craft Shop Car Show. Dad could not believe that the Cougar won something at a car show, but I think he enjoyed it as much as I did.

In the summer of 2003, Dad called me and ask me to come over to the house. On arrival, I got a prize that I had been wanting to ask for, Dad gave me the pink slip to the Cougar and told me to take good care of her. The Cougar had about 62,000 original miles at this time.



Now I'm the proud owner of a '69 XR-7. The first thing that happens is new wheels as I did not like the Lincoln hub caps Dad had put on after the original caps were stolen. I chose the Chrome rims with the small chrome button hub caps. Next, the Cougar got a new paint job in the factory color of light yellow; the original paint was wearing a little thin, especially on the hood and trunk lid. I also ordered a new XR-7 emblem for the trunk lid.

Then, bad news came, Dad passed away on January 24, 2004. To honor my Dad I applied "In Memory of our Dad Gilbert Vanhook 1922-2004" on the driver's side fender.



Since 2004, the Cougar has been in many car shows and has won several awards, from top 20 to first place in Best Stock Class. In almost every car show we attend in the High Desert, our Cougar is the only Cougar entry. We usually see two or three other Cougars at the Big Bear Lake, California Car Show in August that we attend every year. It is beautiful in Big Bear and to end the event, they always cruise around Big Bear Lake. People line up along the route to see all the classic cars pass.



Everybody wants to hear the roar of the engines, so it's always fun to get on the gas pedal.

Original Owners

1968 WAS A GOOD YEAR

BY GAVIN SCHLESINGER (#9090)
CLUB SERVICES DIRECTOR



Terry Smith decided he needed a new car after returning home from the service. Terry happened upon a local Chicago, Illinois Ford Lincoln Mercury dealership, and in the used car area was a clean looking Augusta Green 1968 Mercury Cougar, with standard Saddle interior and only 500 miles on the odometer. The GT badges grabbed his attention.

The Ford used car salesman, knowing everything there was to know about the like-new Mercury Cougar, quickly told Terry that the car was a big block 390 car. Terry who was very interested in the car became even more interested after opening the hood and seeing to his surprise the numbers 4...2...8 on the air cleaner! Terry quickly closed it so that the salesman did not see his error and adjust the price of the car.

Terry was a carpenter by trade and began to use his shiny new 1968 428CJ Mercury Cougar to commute back and forth from work. Terry commuted with his father and the two of them would take turns driving Terry's new Cougar. No matter who was behind the wheel, neither Terry nor his father missed an opportunity to show other drivers who truly had the fastest car on the road.

Time passed as it always does. Fast forward a few years, Terry transitioned from being single to married with children and then single again. He

found himself living in an apartment in the Chicagoland area with his daughter while his son lived with his ex-wife. Terry stopped commuting in his Cougar as the oil shortage in the 70's caused fuel to become extremely expensive, so Terry purchased a more economical vehicle to drive.

Terry headed off to work and frequently he would hear from his friends that your car was out today, was it you driving it? The quick answer was no, and it did not take Terry long to realize that his son had taken a liking to the fastest car in town! His son would come over while Terry was at work and take the car out to race people for money during the day.

Based on the unwanted and unauthorized use of his Cougar, Terry thought it best to store the car elsewhere while it was not being used, at least by him. First the car was in a Chicken Barn for three years, and then moved to a Horse Barn for 17 more.

Terry wanted to bring his beloved Cougar back to its former glory. In 2007, he contracted Chris Daum (C.C.Over Haul Inc.), who he was referred to by John Miller (Emil's Garage), to bring his car back into action.

As you can see from the photo, Terry's 428CJ Cougar was well protected under 20 years of dust.



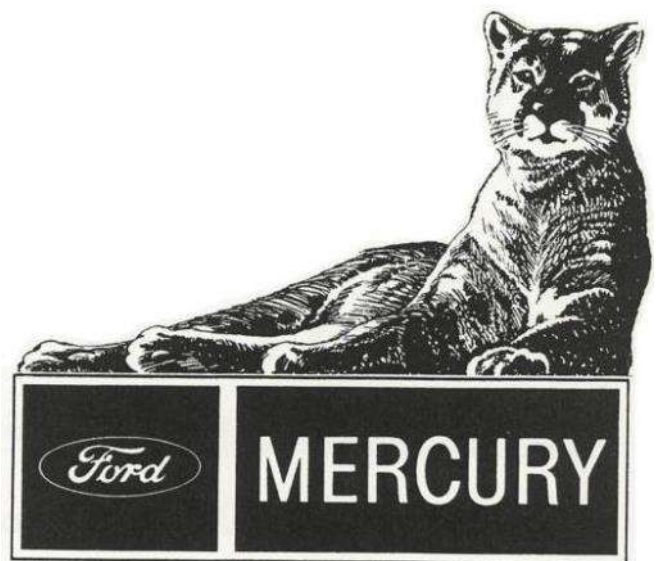
Chris and his dad (a master auto builder) had their work cut out for them restoring the body and paint.

Terry then hired Mike Yank, (Speed Performance Engineering) and Sons to rebuild the Cobra jet. Mike, a one-time circle track racer, (Milwaukee mile track ,428 Torino) and FE Ford specialist handled everything in house.



Terry is a lucky man. In 2010, he married his soul mate Kathy, and today he and Kathy enjoy cruising the streets of Arizona and blowing the doors off of anyone who challenges his pristine 1968 Mercury Cougar!

After retiring from the carpentry trade in Illinois, Terry moved to Denver, Colorado for two years before finally settling into a suburb of Phoenix, Arizona and joining the Arizona Cougar Club.



Original Members

The following stories are the first in what we plan to be an ongoing series of stories from long-time members of the Cougar Club of America. If you have a story to share of the early days of the Club, write it up, send it in and get a year's free membership as a token of our appreciation.

The first story comes from Dee and John Baumann (#1229) of Holland, Michigan. Many people know the Baumanns through the business they made out of their hobby – John's Classic Cougars. Their contributions to the Cougar community goes well beyond that. Dee filled the pages of *At the Sign of the Cat* as its editor from 1984 to 1995 – the longest run of any CCOA editor. She also served as Membership Director in the early 90s. John was the President of the Club from late 1985 to 1995. Without further ado, here's their story.

HOBBY, OCCUPATION, LIFE AND LOVE

By: Dee and John Baumann (#1229)

Oh My Goodness...
How Fast Time has Flown By.

THANK YOU Rob for, some time ago, printing the first issue of *AT THE SIGN OF THE CAT* from Tom Jacobellis! Sure brought back LOTS of memories & reminiscing for us! After all...if it hadn't been for Tom & the CCOA, John's Cougar Central (John's Classic Cougars) would probably never have come to be and we would have missed out on SOOOOOOOOOOOOOOO many good friends & fabulous times with our Cougar Friends!!!

Our first Nationals was in Winchester, VA in 1984. What a trip...3 small kids, a LOAD of parts to sell, & a quick trip with the kids to Washington DC. We met LOADS of wonderful people & have had great friendships ever since. Tom talked to us many, many times on the phone before we were actually able to meet him. He had asked if we would "help" him with the Club & talked to Dee about "helping" him with the Newsletter. Well, after the VA Nationals, that "helping" actually turned into a job that was done here in Holland Michigan for a lot of years. What Fun!! Sure miss it sometimes...but then reality sets in again. Tom wanted John to "help" him with the Club & eventually that turned into John becoming President for a lot of years. Good grief... if it hadn't been for Tom's input & support, John would probably still be in the factory he was working in & I would probably have kept my job as the secretary of our kids' Christian School. Hmmmm. . .maybe JCC wouldn't even exist! YIKES! We would have missed out on helping so



many Cougars stay on the road and you having as much fun with your Cougars as we have had with ours!!

John's Classic Cougars was fully taking up all our time by the time John asked to let someone else take over the Club. So when the leadership decided it needed to go to the west coast and to Canada we were relieved to be able to let someone else take over the daily business of the Club. Tom had pretty much dropped into the background awhile back & there was a lot of pressure in running the Club. We still wanted to be involved, just not in charge. Thanks guys!

I don't think we missed many Nationals after we went to the VA show. We put on several by ourselves and helped with many others. (Holland in 1986, Dearborn in '87 and back to Holland in 1992, etc.) A LOT of work for everyone, but so totally worth it! Thanks everyone! You all did an awesome job!

So...that brings us to today, three kids and their spouses, and nine precious grandchildren! We still have the same '67 Dan Gurney Special and '70 XR-7 convertible. Mike still has his '70 Eliminator, Dave has a '65 Mercury Comet station wagon & John's Classic Cougars is still alive & doing OK in this economy.

We started our business in 1981 helping people find the parts & accessories they needed to keep their "Cats on the Prowl". We have spent years working on many, many reproductions for your car. Just be aware, NOTHING we have ever made for your Cougar was made outside the USA! We pride ourselves in the quality of our products and we know that since we have made that decision, our customers have for the most part appreciated the effort. Sure, some of our parts are more expensive, but we don't skimp on quality. That is what we have prided ourselves on since we started making parts for our Cougars and yours. John always said if he wouldn't use it on our Cougars, he wouldn't sell it to a customer to use on theirs.

During all these years, we have reproduced 50+ parts for your Cougar. The first one we started with was the black plastic shifter slide & now we're doing all the lower quarter repair panels, the inner drop panels, the trunk floors, rear trunk floor cross-member panel, the fiberglass valance panels for your Cougars, the fiberglass front valance for your XR-7G, the Cougar XR-7 trunk lock insert decals, the '67-'68 & the '69 center grille insert decals, the license plates, the

headlight door insert decals, etc., etc., etc...the work goes on...more to come.



3053

We also have worked with Ford Motor Company for the past 12 years as an Officially Licensed Dealer with Ford. All the parts we make are inspected by Ford & if they don't pass their inspection, we either get them revised to where they do, or we can't put them on your Cougar. It has been a wonderful experience for us and we KNOW the quality of our products is there, otherwise they would not let us sell them to you.



Sure hope you have all enjoyed your CCOA experience just as we have!!



Original Members

The next story comes from Cecil and Doris Jones (#1015). They first learned about and joined the CCOA back in 1981. They tell me that the most important reason for them to join the CCOA was to meet other Cougar owners and hear of their experiences, as well as getting repair tips and sourcing parts. Many of you have probably met Cecil and Doris, as they have attended at least eight National shows, most with their XR-7G. Here's their story.

MY CAR! NO, IT'S MY CAR!

**By: Cecil & Doris Jones (#1015)
Rogersville, Missouri**

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, MO newspaper led us to go look at 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 seemed an XR7-G was a special model. Our daughter loved the dark aqua car and told her dad Cecil Jones that it was her choice. He said "Good, if you didn't buy it, I was going to." So 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, MT 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 its 302 engine. Wildlife were often spotted, usually deer, bear and moose on those jaunts.

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 now be, so we sent an inquiry to Old Car Price Guide. The editor sent a card saying he could not find the XR-7G 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 newspaper about the formation of the CCOA. We immediately mailed a check dated December, 1981 for \$12.00 to join. 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 being held in Blair, NE and decided to just 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 Mustang. Rod gave us a lead on where to buy a lens nearby and very reasonable as one of ours had a slight crack in it. We also learned from CCOA info 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



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

where it placed 1st in Special Interest. We met Virgil and Wilma Brown (#1315), St. Charles, MO, who had an Augusta Green XR7-G at home.



Cecil and Doris with their XR-7G at 1983 Omaha Cougar Nationals

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

A letter arrived from Bud Morgan, Tulsa, Oklahoma, in regard to interest for forming a regional Cougar Club. We arrived there in June, 1987 to find many Cougars lined up in front of his house, mostly from OK, Kansas and Missouri. It was decided to form the South Central Cougar Club with a goal of offering to host the CCOA 1988 Nationals in Tulsa. This was all accomplished; SCCC also hosted a District Meet there in June, 1990. We drove the "G" to St. Charles, MO for the 1990 Nationals, also attended Louisville, Kentucky in 2004 and Dallas Texas in 2005. At both those meets we visited with some former SCCC members who remembered us.

While at the Tulsa Nationals, freelance writer Tom Shaw took pictures and information on our XR7-

G. Tom became editor of Muscle Car Review sometime after that. Four years later a friend saw our car in Super Ford, March 1992 issue. 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 great color. So 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, New Mexico. They invited us to stay with them and attend the Balloon Festival that fall which we did. They also took us to see their other Cougars and beautiful cars.

In 1994 Wayne Wachter, (#5850) Baltimore, Maryland flew here and purchased the Caribbean Blue XR7-G that Cecil had bought in 1985. Later Wayne contacted us to also 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 #298 and #299.

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



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

At one time there were seven '67 or '68 Cougars here. In the mid 90's Cecil created a custom '67 convertible and painted it Madras Blue to match

At the Sign of the Cat

the XR7-G. We now have a '67 Lime Frost STD 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 "Whoopeeee."

Last August our phone rang and Cecil heard a big

"Whoopee" coming from her end. They had entered it in the "Cruisin Red Lodge" car show and won a favorite car trophy. Teresa Underwood (#9069) joined the CCOA in 2012. She and Blev (a former Ford mechanic for 25 plus years) were pleasantly surprised by the size and most enjoyable content of the ATSOTC.



Cecil with daughter, Teresa Underwood (#9069), "co" owners of the XR-7G -- and a lot of trophies lining the wall.



Cover Car Quiz....

So.... Have you figured it out? Perhaps you already knew the car and the answer. The 1970 XR-7 Convertible on the cover is none other than the first Cougar owned by Club founder Tom Jacobellis. Tom responded to our request for stories from Original Members, and included the photo of his first Cougar. He sent a lot more photos which we'll share in upcoming issues of *At the Sign of the Cat*. Here's another shot of Tom's Cougar after he restored it. Tom eventually sold the car and we hope its current owner appreciates the special provenance!



CCOA Welcomes New Tech Advisor



**By: Greg Taylor (#9115)
CCOA Technical Advisor**

Hi everyone. I am very excited and honored to become the tech advisor for the CCOA and to serve the Cougar community.

I have four children and a granddaughter and currently reside in Crawfordville, FL, just south of Tallahassee, where for the most part I can partake in tinkering with Cougars and driving them all year round! I am an Operating Partner of Fast Fine Classics, a restoration shop in Tallahassee. My business partner, Steven Litherland got a wild idea a couple of years ago to go into business for ourselves and thankfully we are still going strong. Check us out at www.fastfineclassics.us or on Facebook www.facebook.com/FastFineClassics to see our past and current classics

I have too many Cougars, some rust buckets, a couple of drivers, and a few projects in the works. My pride and joy is my 1st of 2 standard 68 1/2 428CJ Cougars. It's going to get restored one day, but for now I can get in it and drive when I want.



My current project is a standard 67, which I am modifying to be a daily driver. It has a 302 mated to a 5 speed transmission, disc brakes from an 05 Mustang, Classic Auto Air, air conditioning, and an electric head light conversion. Alex and Mary, my two youngest children, have helped out a lot on bringing this project to life.





Growing up in the Panama Canal Zone didn't give me much opportunity to see or ride in muscle cars of the day. My first Cougar experience was coming to the states for summer vacation in the early 70's and

riding with my cousin in her 69 Cougar. My parents bought mostly Fords and we drove around in Galaxie wagons and LTD's. From this, grew my interests in classic Fords. Before moving to the United States in 1981, my father promised to buy me a car of my choice when I turned 18, if I didn't drink, smoke, do drugs, and got good grades. So my wheels started turning, and the early Mustang became my dream car. So my 18th birthday was upon us, and I told my Dad I had found a car and wanted to bring home to show him. At this time, he had an injured back and was quite grateful that someone would bring the car

Still dreaming of the Mustang for the next few years, I watched the prices of the Mustangs go up, and being out on my own now, I couldn't afford much. I was still looking for a car and one day in 1987, a friend invited me to go the Charlotte Auto Fair. There I came across a 1969 Mercury Cyclone CJ. We struck a deal and I had a Mercury muscle car.



Fast forward to 2001, I had gone through several more cars before I bought my second Cougar, a standard 1968 1/2 428CJ (**Cougar 500**). I kept it for several years and then traded it for three 69 fastback Mustangs. What was I thinking! Fortunately, I had the opportunity to get it back and it's still with me. I have acquired many Cougars since and dedicated my time to the

Cougar and now to the Cougar community.

Please feel free to contact me for any and all of your how to questions, as trouble shooting Cougars is what I do for a living. Whether you are a do it yourselfer seeking technical advice, or you would like contract Fast Fine Classics for your



to us to look at. The gentleman selling the car drove over his Brittany Blue 1967 Shelby GT 500. I was so excited and called my Dad outside to see



it. It was a great car and only \$8,500! He rolls out in his wheel chair

and his jaw dropped. YOU'RE NOT GETTING A USED CAR! My heart sank. So we went and ordered a 1985 Mustang GT.

professional restoration, I am always available to help in any way possible. I look forward to working with the CCOA and assisting the members of the classic Cougar family in any way I can.



Two Tone Registry

By Kamran Waheed (#3679)
Two Tone Registrar



WOW! This is the very first update for the two-tone registry since it was established in the spring of 2003. As with anything new, it takes time before it becomes well known and the beginnings of the two-tone registry was no different. However, I am happy to report the registry has become known and several two-tone owners have registered their Cats and many others have been reported by CCOA members. I would like to thank all of you who have registered your two-tone Cats as well as reported them. I would also like to give a special thanks to our own Phil Parcels who provided me with all of the two digit/letter paint code cars he had registered in the national database.

The two-tone option was only available from '67-'70 and could be ordered on any model except the XR-7G, GT-E and Eliminator. Like with vinyl top cars, two-tone cars had a strip dividing the top and body color. However, at this time it's unknown whether or not all two-tone Cats came with a chrome dividing strip or a color keyed vinyl molding as vinyl top Cats did. Hopefully as time goes on more info will become known as to the dividing strip and it can be determined whether or not all cars had the chrome strip or if there were a mixture of chrome and vinyl dividing strips.



A buyer could choose from array of two-tone color combos in '67 & '68, but in '69 & '70 only two colors were available for the top; white or black. However, a buyer could special order a

color combo of their choice. So far there is one two-tone with a special order paint in the registry; a '69 XR-7 with a white body and a red top. There are also some interesting color combos as well. One of the most interesting color combos registered is a '69 XR-7 with the paint code of W4 (Yellow body with a Medium Emerald Metallic top). I haven't seen a picture of it and can only imagine what it would look like. Sounds like an interesting color combo though! Another '69 XR-7 with an interesting color combo has a paint code of IM (Medium Lime Metallic/White top) with a trim code of 6D (XR-7 Leather-Red). Now that's interesting, a green car with a red interior. There's even a '70 STD in an Eliminator color: color code DM (Competition Yellow/White top) with a trim code of AA (STD-White Corinthian vinyl/white ruffino black accents). I don't know about you, but I haven't seen very many Cats (classic ones) with cloth seats. Some Cats did come with cloth seats and so far there are two two-tone Cats with cloth seats. Both are '69 STDs with the color code of 2A (Light Ivy Yellow/Black top) and trim code of KY (Décor Cloth-Nugget Gold). Are there any more cloth seats two-tones out there prowling the streets?



How many right hand drive Cats have you seen lately? Well, there's a two-tone '67 STD with a right hand drive and it's in Australia! Another exciting discovery is a '67 STD DGS with a bench seat! Not many of those around, only one in the registry so far.



I am very pleased with the progress the registry has made since its establishment and look forward to adding more two-tone Cats as more are found and reported. So, keep your eyes peeled and report any you may find and even buy! The registry also welcomes any information you may come across on two-tones as well as pictures.



As of January 1, 2013 there are 369 VIN #s of known two-tones in the registry. Some are in original condition while others are in a "work in progress" state and some are in "Cougar heaven".



If you own one of these unique Cougars and have not registered it yet, please send me your contact information along with the VIN and data plate information, as well as any other documentation stating that it's a factory two-tone. Pictures would be great too. Send Two-Tone registrations and inquiries to Kamran Waheed, twotones@cougarclub.org 1410 Hamilton St, Jacksonville, FL 32205-7349

As you'll see in the production break down, two-tone Cats were a low production car and not many are left. All statistics are courtesy of Marti Auto Works and copyrighted and cannot be copied or reprinted without written permission from Marti Auto Works.

Model	1967		1968		1969		1970	
	Produced	Registered	Produced	Registered	Produced	Registered	Produced	Registered
Standard	7,739	100	2,804	48	1,995	107	1,125	10
XR-7	576	18	372	18	173	6	89	3
XR-7 GT	36	2	14	1	17	0		
Std GT	173	4	17	1	66	0		
DGS	909	2	270	0				
Bench	480	9	106	4	79	3		
SS Pkg A					436	3		
SS Pkg B					151	1		
SS Pkg C					6	0		
SS Pkg D					8	0		

Two Tone Registry Data



1967						
Paint code	STD	XR-7	XR-7 GT	STD GT	DGS	Bench
WM	3	2	-	-	-	-
FA	-	-	-	-	1	-
6A	-	1	-	-	-	1
IM	5	-	-	-	-	-
4M	1	-	-	-	-	-
6E	1	-	-	-	-	-
8A	4	1	-	-	-	-
8M	-	1	-	-	-	-
AM	6	-	-	-	-	1
BA	3	-	-	-	-	-
BM	5	1	-	-	-	-
DA	1	1	-	-	-	-
DM	6	2	-	-	1	2
FM	4	1	-	-	-	-
EM	2	-	-	-	-	-
IA	7	1	-	-	-	-
IM	6	2	-	1	1	1
KM	2	1	-	-	-	-
MA	3	-	-	-	-	-
OM	1	-	-	-	-	-
QA	3	-	-	-	-	-
QM	3	1	-	1	-	-
QK	1	-	-	-	-	-
TA	1	-	-	-	-	-
TM	12	-	-	-	-	-
VA	5	-	-	2	-	-
VM	7	1	-	-	-	1
XA	2	1	1	-	-	-
XM	2	-	1	-	-	-
YM	5	1	-	-	-	-
ZA	6	1	-	-	-	1
ZM	-	1	-	-	-	-

1968						
Paint code	STD	XR-7	XR-7 GT	STD GT	DGS	Bench
BA	2	1	-	-	-	-
BM	2	2	-	-	-	-
DA	-	1	-	-	-	-
DM	2	2	-	-	-	1
FM	2	3	-	-	-	-
IA	4	-	1	1	-	-
IM	4	2	-	-	-	-
MA	1	-	-	-	-	-
MT	-	1	-	-	-	-
NM	1	-	-	-	-	-
QM	1	1	-	-	-	-
OM	1	-	-	-	-	-
RA	1	-	-	-	-	-
RM	2	-	-	-	-	-
TA	1	1	-	-	-	1
TM	8	2	-	-	-	1
UM	3	1	-	-	-	-
WA	4	1	-	-	-	-
WM	1	-	-	-	-	-
YA	5	1	-	-	-	1
YM	3	2	-	-	-	-
6A	1	-	-	-	-	-
6M	-	1	-	-	-	-
AM	1	-	-	-	-	-

1969						
Paint code	STD	XR-7	XR-7 GT	STD GT	Bench	SS Pkg.
TM	14	1	-	-	-	-
2A	7	-	-	-	-	-
2M	2	1	-	-	-	-
4M	11	-	-	-	-	-
6M	6	-	-	-	-	-
BM	4	-	-	-	-	1(A)
CA	1	-	-	-	-	-
CM	7	1	-	-	-	-
DM	1	-	-	-	-	-
DA	2	-	-	-	-	-
EA	1	-	-	-	-	-
EM	6	-	-	-	-	-
FA	2	-	-	-	-	-
FM	3	-	-	-	1	-
IM	5	1	-	-	-	1(B)
IA	2	-	-	-	-	-
GM	1	-	-	-	-	-
MA	1	-	-	-	-	1(A)
PM	7	1	-	-	2	1(A)
SA	5	-	-	-	-	-
SM	3	1	-	-	-	-
TA	2	-	-	-	-	-
W4	1	-	-	-	-	-
WA	3	-	-	-	-	-
WM	3	-	-	-	-	-
YA	3	-	-	-	-	-
YM	5	-	-	-	-	-
Spcl	-	1	-	-	-	-

1970		
Paint code	STD	XR-7
GM	3	1
6M	1	-
9M	1	-
DM	1	-
KM	1	-
CM	1	-
QM	-	1
SM	1	1
TM	1	-



New Specialty Registry Wagons!

By Kamran Waheed (#3679)
Wagon Registrar



How many Cougar station wagons have you seen lately? My guess is that the answer would be: not lately or have never seen one. Neither answer would be surprising because Cougar wagons were only produced in two different years: 1977 and 1982. Cougar wagons are quite unique and not many were made in either of the years and they rarely are seen today.

The 1977 Cougar Station Wagon actually was a Ford LTD Country Squire wagon with a Cougar grille and emblems, called the "Cougar Villager."



Some wagons came with the Brougham package. The standard engine for the Cougar wagon was the 351 2v; the 400 2v was optional.



In '82 the Cougar station wagon returned for another and final year. Only two trim packages were available on the Cougar wagons, GS or Villager. The Villager package added faux

rosewood body side applique, the GS package focus more on luxury.



Phil Parcels has helped me kick off the wagon registry by sending me the Cougar wagons he has in the national database. Thanks Phil!!!! So far there are 23 1977s and 13 1982s registered. Hopefully, Cougar wagons will become better known with the registry being established as we look forward to seeing how many more wagons are out there.

If you own one of these unique Cougar wagons and would like to register it, please send your contact info along with the data plate info and any other documentation you may have, including pictures, to the address or email below so it can be accounted for.

If you happen to spot a Cat wagon on the prowl and are able to catch it or see one in "Cougar heaven", please send the data plate info to the address or email below.

Kamran Waheed
C/O CCOA Cougar wagon Registry
1410 Hamilton St
Jacksonville, FL 32205 USA

Email: cougarwagons@cougarclub.org

Webmaster's Report

By John Rotella (#9102)
CCOA Webmaster

I'm John Rotella, the owner-author-operator of the Thunderbird Registry. I have been maintaining that site since its inception in 2002. The name speaks for itself; my lifetime devotion to FMEL products in general is what motivated me to volunteer to work on the CCOA web site.

The club's web site at www.cougarclub.org was refreshed and re-organized the first week of February. While not a major design breakthrough, it hopefully is more search-engine-friendly which will enhance the club's visibility.

I tried to give some continuity of appearance to the tech articles as well as optimizing them for key words. These tech articles are really great assets and do not get stale, ever. They are always relevant and I hope we can get more contributions in this department.

The "decoder book" page at <http://cougarclub.org/registry/decoder-book.html> has a lot of VIN and code information in fly-over balloons so you don't have to leave the page or get an actual browser window pop-up.

A key value of the Club is to document all Cougars, living or dead, regardless of location. Keeping that in mind I gave a significant amount of exposure to the decoder and Registry sections. Any club member can register a Cougar, whether or not they own it. You can also register a Cougar based on a document, owner's manual, or loose data plate that you happen to see at a swap meet. So, this is my plug to encourage you to participate actively in the Cougar National Database. Every bit of information we collect adds to that key value of documenting Cougars.

Keep in mind that just because a Cougar is already known to the National Database, a current update, picture, or description is appreciated and becomes part of that car's permanent record.

There is a new contact form on the site at <http://www.cougarclub.org/about/contact.html>. Use this form to send a message to the club and it will be directed to the appropriate person.

Future plans for the site include a new design theme and interactive member pages. Members will have access to chat rooms, photo galleries, and a club forum. However these upgrades will take place later in the year as the web site must be moved to a more modern server. Any and all suggestions are welcome



Check out the new CCOA home page at www.cougarclub.org

and will be considered. Please write to me using the aforementioned contact page.



By Gavin Schlesinger
Club Services Director

In the digital age more and more Cougar Enthusiasts are turning to the Internet for information and entertainment. On January 25th 2013, the CCOA launched its Facebook page...



The new CCOA web page has a link to the Club's Facebook page in the upper right hand corner. Our goal is to leverage both the web page and the Facebook page to better serve our membership. The web page will still house all of the content and contacts to help inform, guide and educate our membership, and the

Facebook page will assist with Member and Regional Clubs posting photos, stories or event information.

Using Facebook in addition to our new and improved web page, we now have more ways to serve our membership, and that's something to



Cougars in Miniature

Bill Quay #1515

This article deals with another 10 Inch plastic toy Cougar that was an afterthought to the Cougar Promo that was offered by your local Mercury Dealer. These were released by a toy company known as Gay toys. As with the "promo" toy Cougar, there are no markings on these toys to denote the manufacturer's name, or the country of origin. I have seen these in two colors: the Orange and Yellow that are in the picture. Both had the large Black hood scoop with a blacked out front grill and rear tail light assembly. They also had the 1968 on the license plate. I have seen these with the White interior and with a Black interior. As with the Promo toy, these were made of a soft plastic that would withstand years of running into the furniture.



Financial Director's Report

Greg Fritz #5269

finance@cougarclub.org



Balance Sheet		
	As of 9/30/2012	As of 12/31/12
Assets		
US Bank	14,820.62	14,506.36
PayPal	10,520.68	11,219.25
Total Cash	25,341.30	25,725.61
Accounts Receivable	-	-
Total Current Assets	25,341.30	25,725.61
Inventory Assets	877.00	877.00
Fixed Assets	-	-
Office Furniture/Equipment	-	-
Total Fixed Assets	877.00	877.00
Other Non-Current Assets	-	-
Computer Software	-	-
Total Assets	26,218.30	26,602.61
Liabilities		
Current Liabilities	-	-
Long Term Liabilities	-	-
Total Liabilities	-	-
Equity	23,976.14	26,218.30
Current Earnings	2,242.16	384.31
Total Owners Equity	26,218.30	26,602.61
Total Liabilities & Equity	26,218.30	26,602.61

Income Statement		
	As of 9/30/2012	As of 12/31/12
Revenue		
Dues - Checks	2,285.00	680.00
Advertising	-	-
Calendars	-	-
Merchandise	-	-
Donations	-	-
PayPal - Dues	890.00	730.00
PayPal - Merchandise		
Total Revenue	3,175.00	1,410.00
Expenses		
Postage	271.08	-
Office Supplies	48.51	-
Advertising Refunds		
Bank Fees	-	4.00
Checkprint Charges		
Newsletter	454.80	990.26
Web Site Fee	119.40	-
PayPal Fees	39.05	31.43
Legal Fees	-	-
Merchandise Cost	-	-
Merchandise Refund	-	-
Memorial	-	-
Nat'l Show Expense	-	-
Total Expenses	932.84	1,025.69
Net Income	2,242.16	384.31

eBay Cats a sampling of recent auctions compiled by Kamran Waheed.

See an auction result that you think should be featured? Send the link to assistanteditor@cougarclub.org

Condition: #1 Excellent; #2 Very good; #3 Average; #4 Fair/Poor; #5 What are they thinking?



Year/Model: 1977 Villager Brougham Wago
VIN: 7H96H5xxxxx
Miles: 39,407
Condition: 1
Final bid: \$5,000
Total # of Bids: 15

Comments: This rare Cat wagon has been stored for 30yrs and has 39k orig miles! NO rust at all, like new in/out. Bought at estate sale, cleaned gas tank and put new fuel pump on and it started right up. Tires are brand new, but are 30yrs old. This wagon could be a museum piece, it's in that good of shape!!



Year/Model: 1978 Four Door
VIN: 8H92F6xxxxx
Miles: 86,267
Condition: 2
Winning bid: \$1,500
Total # of Bids: 21

Comments: Only two owners have driven this 4dr Cat and put just 86,267 miles on it. Brand new paint job done by Maaco. Engine sounds & runs great and tranny shifts good. It's mechanically sound and the suspension is good. Interior is in very nice shape with no rips or tears, headliner is good and dashboard has no cracks. Tires are good. May need some exhaust work.



Year/Model: 1973 XR7 Convrt.
VIN: 3F94QXXXX
Miles: 82,176
Condition: 1
Winning bid: \$17,901
Total # of Bids: 40

Comments: This XR-7 convert has the rare 351CJ with only 82k miles!! The body is very solid and laser straight, the interior is all original and looks new as does the top. Runs and drives as new in every way. Cat is as good as they get, a true museum condition car.



Year/Model: 1968 Standard
VIN: 8F91J5XXX
Miles: 116,400
Condition: 1
Winning bid: \$9,000.00
Total # of Bids: 10

Comments: 2-owner Cat with 116k miles on its 302 4v-still runs strong. Stripped to bare metal and all glass was removed. Painted in its factory color. All original body panels, floor and trunk pan. PS, PB, & factory console. Have original warranty card and owner's manual. No Rust ever, all glass is the original Carlite. Never wrecked!



Year/Model: 1970 XR7
VIN: 0F93Hxxxx
Miles: 53,000
Condition: 1
Final Bid: \$17,100
Total # of bids: 10

Comments: Houndstooth top and black interior. 351C with FMX trans. Lots of work done including brakes, suspension, bumpers and under the hood. Several upgrades including halogen headlights with relays, magnaflow exhaust, Petronix ignition, etc. Beautiful car inside and out and under too.



Year/Model: 1997 30th Anniv.
VIN: 1MELM62Wxxxxx
Miles: 58,000
Condition: 1
Final Bid: \$4,250
Total # of bids: 5

Comments: Painted in the 2nd color issued for the 30th edition. The original owner was a senior gentleman who truly loved and babied this special, rare Cat, but also wanted some performance goodies with flowmaster dual exhaust and a tasteful set of alloy wheels with meaty Goodyear radials. This Cat has the optional V8 which has been regularly serviced and maintained. This Cat purrs great and runs terrific!!!

MEMBERSHIP REPORT

Rob Merritt (#8323)

If you know someone who enjoys Cougars, but who isn't a CCOA member, feel free to share this newsletter with them and invite them to see the web site at www.cougarclub.org.

JOHN DAY
SHARON OSBORNE
ANTHONY PAOLO
GARY CHANDLER
PETE SHARP
BILL SANDY
CONRAD HOLUK

TAYLORVILLE KY
MOUNT AIRY MD
LONG BEACH MS
ROXBORO NC
OMAHA NE
WINCHESTER VA
MONTESANO WA

NEW MEMBERS

Joining the Club since the last *ATSOTC*, are the following new Members:

TIM & MOLLY POLIDOROFF SAN MATEO CA
KENNETH GOLDMAN SANTA CLARA CA
TED MOOERS TUSTIN CA
RONALD COHEN DENVER CO
GREG TAYLOR CRAWFORDVILLE FL
PETER FOLEY WINTER PARK FL
LARRY STONECIPHER SPRINGFIELD IL
PATRICK TURNER FORT WAYNE IN

Welcome to the new members!

RENEWING YOUR MEMBERSHIP:

If you receive the newsletter by mail, keep an eye on the address label. If your renewal date is coming up, it will show that date on the label. No date – no worry, you're not coming due for a while. For email readers, the email sending the download link will notify you if it's time to renew. If your renewal is due, use the handy PayPal button at www.cougarclub.org/about/join.html or use the form below or from the web site. Be sure to let me know if you change your postal or email address.

CCOA MEMBERSHIP FORM

Dues are: \$20 for members who receive the newsletter by email (valid email address required). For members who want the newsletter by mail, the dues are \$30 for U.S. address or \$35 for non-U.S. address (payable in certified U.S. funds only)

Name: _____

E-member (\$20) _____ U.S. mail member (\$30) _____ Non-U.S. mail (\$35) _____

New Member _____ Renewal _____ (If renewing, note any changes below)

Address: _____

City: _____ State/Province: _____ Postal Code: _____

Country: _____ Phone: _____

E-mail: _____

(please include email even if choosing regular mail membership)

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

Yes _____ No _____

Tell us about your Cougar(s):

*To join or renew, please fill out this form and mail it with payment
(Make checks payable to CCOA)*

Rob Merritt
Membership Director
28 West 8th Street
Duluth, MN 55806-2515

Classified Ads

Send your "Wanted" and "For Sale" ads to assistanteditor@cougarclub.org or membership@cougarclub.org. Please send them by **June 1** to ensure inclusion in the next *ATSOTC*. Ads run twice unless renewed.

FOR SALE: Body and Collision Parts catalog sheets. 15 pages of parts identified for 1969 Mercury Cougar \$12.00 USA. Checks only.
panther@cougar-cats.com

*

Wanted: Carburetors part # on air horn C8OF-AB & C8OF-AA; FE distributors Part # on housing C8OF-D, C8OF-F, C8OF-H. 1968 red dash pad. (314) 351-1789 Keith Litteken St. Louis MO or email: kslitteken@aol.com

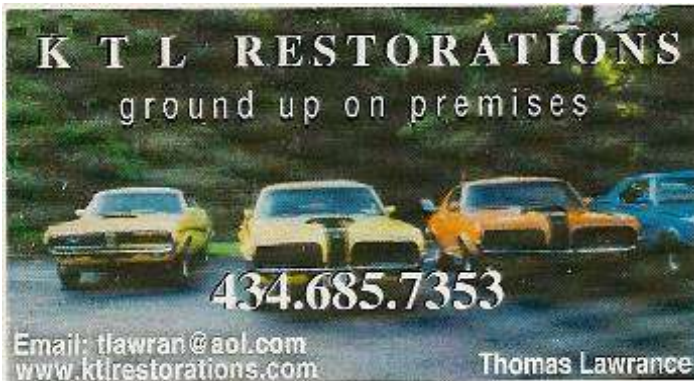
/

Wanted: Roof emblems for 1969 Cougar XR7. **For Sale:** Cougar Car Cover \$50. Call Gail at (540) 896-6525 (leave message). Linville VA.

//

FOR SALE: PARTS. 1968 stroker 302: Eagle 347 rotating assy, ported & polished heads, roller rockers & stud girdles, Ultradine solid lifter cam, Edelbrock Victor Jr intake, Holley carb, MSD dist, ARP main & head studs, etc. \$4,800. 1967 GT 390 carb cast # C7OF-9510-A, list 3793, date784, good core \$250.00; 390 short block \$450.00; N.O.S. 87-88 Cougar red headliner part number E7WY-6651916-ABD, \$150.00; 1972 351C 4V intake, \$100.00; 351W heads, cast #E7TE, date codes 4B16 & 4B18, \$100 for pair. 1965 289: heads, date code 4L17, \$200; distributor, date code 4KB, \$150 (314)351-1789 Keith Litteken St. Louis MO or email kslitteken@aol.com

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Email: tfawran@aol.com
www.ktlrestorations.com
Thomas Lawrance



Randy Goodling
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Elizabethtown Pa 17022-9401
717-367-6700
CCOA Chairman
bosscat@dejazzd.com
Member PFCP



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Dream Car Builders
Fast Fine Classics
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Tallahassee, Florida 32310
www.FastFineClassics.com
Greg Taylor
Managing Partner
(850)728-3953
Greg@FastFineClassics.com



Regional Reports & Events



FordNutz Cougar Club - Vancouver BC

BY: HEATHER WHITAKER
(#7477)

EVENTS DIRECTOR

At this time of year there's not much to report but I *will* say that the annual club Christmas dinner was, by all accounts, a huge success. On December 8th, we gathered at the home of our treasurer who had prepared 12 ½ pounds of ham, nearly 9 pounds of chicken and a big roaster of scalloped potatoes. The balance of our incredible feast was provided by the 26 guests in attendance who gathered in groups throughout the house. In the giving spirit of the season, donations were again collected for the local food bank which is always grateful for the help.



As dinner settled on our waistlines, we had activities to get us up and moving while testing our knowledge. Our hosts had set out a number of car parts on the shop bench for us to identify and elsewhere there was a company logo contest which was a little easier on the brain. By nine o'clock, with prizes awarded and the hilarity dying down, the time seemed right to call it a night and say our goodbyes with the promise to do it all over again next year. In February there were fourteen on hand for a leisurely breakfast at a local restaurant where we visited and got caught up on our various winter projects. After breakfast, we were off on the short drive to the Canadian Museum of Flight at Langley airport.

For a small museum, it's amazing how much can fit inside one building - actual aircraft, hundreds of

models, artifacts from WWII and video displays of great historical significance.

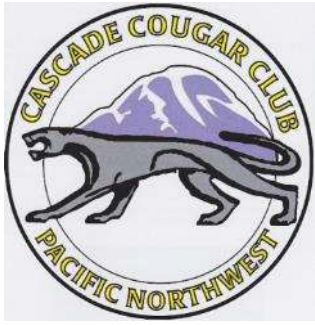


We discovered the rich history of Canadian flying innovations but it was a little disappointing that the main focus appeared to be military. There was little or no mention of the "bush pilots" who are world famous for their skill and bravery flying into remote logging camps and small villages hidden deep in the mountains. Jack Schofield, father of fellow Fordnutz member Brian, is one of those innovators who, although recognized in the BC Aviation Hall of Fame, is disappointingly not mentioned in this local museum...and, did you know that in the mid-50's Canada developed and built a futuristic delta wing interceptor which was way ahead of anything of its time – the Canadian equivalent of putting a man on the moon?



Unfortunately, with only five planes built, the Arrow project was suddenly shut down amid controversy and clouds of suspicion resulting in the company's bankruptcy, not unlike the fate of the Tucker automobile.

Winter outings are a good way to keep in touch with fellow club members while we wait for the weather to clear and wrest our cats out of hibernation. – sometimes we even gain a little education along the way. There are still more Fordnutz adventures slated for the coming months as winter slowly turns to spring so stay tuned for the next installment from the "Great White North".



Cascade Cougar Club

BY: HEATHER WHITAKER (#7477)

ACTIVITIES

I do believe that Cascade's first outing of the year was

a great success. In January nineteen of us shared breakfast (well, not *literally*, but you know what I mean) at a local restaurant then with the day's "appetizer" behind us it was off to the LeMay (America's Car) Museum for our

main course. This museum is a very well-planned building with ramps, stairs and elevators to give patrons plenty of options for getting around. There is seating everywhere to rest weary legs or to simply sit and watch the video displays behind many of the historic vehicles and there's even a restaurant that serves light fare.

Complementing the expected examples of historic Big Three production, we found such beauties as the Packard, Hudson, Duesenberg, Tucker, Pierce Arrow and many more.



The Grand Hall of the LeMay Museum



Early Electric Car

A Solar Vehicle

There were electric cars from the turn of the *last* century, solar-powered cars and race cars of every type, including the famous nitro funny car, Chitown Hustler (which I've had the pleasure to watch make its burn down the quarter mile in years past). Like many museums, some displays are permanent while others are on loan from collectors all over North America to be routinely rotated in and out, so on each visit there is something new to "wow" us. As one Cascade member said, "How sad would it be if no one thought to collect cars until 1970 or even later?" Lost would be the visual impact of those

beautiful hood ornaments, "art deco" grilles and body designs not to mention examples of technological advances of the day. Thankfully we can be counted among those who appreciate and love *our* favorite Dearborn products of years gone by and we can all be proud to drive our classics for others to appreciate.

February 23rd was a "brisk" almost spring-like day when eleven of us met for breakfast at the rowdy 5 Point Café located in the shadow of Seattle's

Space Needle. Upon our arrival the only seats available were in the bar area which already had a number of patrons sipping Bloody Maries amid the din of heavy, unrecognizable music. However within minutes an area opened up on the restaurant side large enough to fit our group.



After breakfast we were off on a brief walk to the EMP (Experience Music Project) and Science Fiction museum a few short blocks away. The music section of this museum paid homage to Seattle area rock legends including Kurt Cobain of Nirvana fame and guitar master, Jimi Hendrix. There was a "Guitar Room" following the history of the guitar and other stringed instruments with many examples on display that once belonged to legendary musicians from America and Britain as well as an area on the history of the leather jacket. Other sections included an interactive area, sound lab and video game section. It was a true step back in time to once again hear the sounds of "Pong" on Atari's first commercially successful console, up through the Mario Brothers and on to the incredible sounds and graphics of Halo

and other video games of today – very interesting. Downstairs was the science fiction and horror film area where we saw costumes worn and weapons used by actors from Star Trek, Star Wars and many other famous movies from our past. There were even individual “rooms” showing video clips of famous films like “Psycho” and “Saw” comparing the old and new with interviews and commentary. There’s just so much to see and do that it’s difficult to fit it all in before exhaustion takes over. All in all, it was a wonderful experience and one which deserves to be visited again and again as displays and features are changed and improved. For example, there’s a whole new Fantasy section (no, not *that* kind of fantasy) opening in April, so if you live in the Puget Sound area, maybe you could visit the museum on your own in the future.

In the Pacific Northwest, we spend many winter hours locked away in garages and shops, repairing and maintaining our classic Cougars, often losing touch with fellow club members along the way, so we feel it’s very important to organize activities that will keep us together. As we anticipate warmer (drier) weather, more events are planned to this end until spring arrives and, sun glinting off polished chrome, we hit the open road sending those odometers spinning. Let’s keep those cats purring.

Visit our website at www.cascadecougarclub.com



OHIO

BY: BEN BRACE
(#2796)



Registration is open for the 2013 Classic Auto Show & Cruise-In benefiting the Arthritis Foundation. The dates are July 11, 12 & 13, 2013.

Again this year the Cougars will have their own show-within-a-show and their own reserved parking area. What started out 31 years ago as just a Saturday afternoon show now covers 3 days with a Friday night Cruise-In where over 100 six foot trophies are handed out.

This will be the second year for the "Rolling Legends Tour". This year the "Rolling Legends Tour" is heading for the Mid-Ohio race course in Lexington, Ohio where we will have a couple turns on the race

track with our cars before heading south to Westerville, Ohio to the "Right Stuff" Warehouse for a cook-out.

Come on out to Dublin, Ohio (NW Columbus) on July 11, 12, 13 for a great car show! Check out the Autoshow at www.arthritisautoshow.com where it’s now all up to date with last year’s winners (check the Cougar winners out!) and a new photo gallery.



M60 Cougars

By Barrie Dixon (#156)



Like just about everywhere north of the Mason-Dixon, winters here in the UK can be miserable.

This year it didn't help that my wife, Jeanette, had a horse riding accident that put her in hospital over New Year's. I'm not going to bore you with all the details because she's doing fine (and so is her horse!). However, she takes pleasure in telling people she broke her leg by not falling off a horse. It's true! Link went one way, Jeanette went the other and she was hanging on like a Rodeo stunt rider when her thigh bone snapped. Anyway, a week later she was out of hospital with a pinned up thigh bone, a couple of surgical cuts on her leg, a couple of Band-Aids and, like I said, she's doing fine.

What this incident has meant is I had to be pretty much on call all through January and February in case Jeanette needed me, so my poor little Cougar hasn't left its cozy garage since Christmas. Now, that isn't normally a bad thing with snow and ice laying around at that time of year, but it did mean that I had a dead battery when I eventually came to fire my 289 into life. I charged the Optima battery up, the car fired up and ran well; I left it alone for a few days and the battery was dead again. As I can't see any obvious signs of a short circuit anywhere, I figured I must have a bad battery, so I invested in another Optima red top, charged it, fired up the car and it ran OK once again.

So far, so good! Because of Jeanette's condition and a run of bad weather, I didn't get the chance to run the car again for another week. Would you believe it, the new battery was dead this time! I figure either I

have a really bad short circuit somewhere or Optima batteries don't like cold engine bays and temperatures below freezing that much. As I'd checked for the former and couldn't find a problem, I had to go with the latter. So what I did, during a run of slightly better February weather, was buy some new battery cable, a bunch of clamps and two isolator switches: Now I've got a battery just where you might expect on a 67 Cougar and another in the boot, on the off-side. Or, in American, I've fitted it to the right side of the trunk. Well, with the price of Optima batteries here in the UK, I wasn't going to waste what turned out to be a perfectly good, if not so young, battery. Would you?

Relocating the battery to the back end was easy enough, I had to make a tray to place it on and that took me a few days working for an hour here and there with the temperature hanging around the freezing point. Figuring where I was going to lay 16-feet of power cable took a little while, but the hardest part was where I should fit the isolator switches. Even on a 289 there isn't that much room to fit two brackets under the hood, so I have one on the right suspension tower and the other one close to the battery in the trunk/boot (take your pick!).

Next job, before "the season" begins, is to rewire the windows. The driver's side is fine, but the other three are a tad lazy, probably because of the mass of excess wire that came with the installation kit. That and the GM switch plates are going the way of the dinosaur and four small switches are replacing them on the console. And then I'm going to try and hit my goal of getting more miles each year on my Cougar. Let's face it, 1000-miles a year is a little bit sad for a 46-year old car, isn't it?

CCPA/NJ & DCC TEAM UP

By Stu Nembrotti (#8906)



The Delmarva Cougar Club and the Cougar Club of New Jersey & Pennsylvania are teaming up to try and get as many vintage Cougars to the Jefferson 500 vintage race at Summit Point Motorsports Park (May 16 – 19) as possible. This event has everything; car racing, car show (Saturday), even parade laps and/or rides in race cars for a donation to charity.



An area of the show field will be set aside for our Cougars.

DCC members and Summit Point hot shoes Jim Karamanis, Jerry Boyer, and Ralph Pagington will take people around the track in their Cougars. Camping will be available for the weekend for those who so desire. Ralph and the gang from ELB Racing will be staying at the track.

We are lucky to have a vintage event so close-by and we should take advantage of it. For more info, please go to: www.vrgonline.org or www.jefferson500.org

When Racing at Summit, the club stays at the Travel Lodge in Winchester; it's cheap, clean and have not had any trouble parking a 53' enclosed trailer in the parking lot. Cracker Barrel, I-Hop and a Steak house are all in or next to the parking lot and within easy walking distance. It takes about 25 minutes to get to the track. The club has been staying there since the eighties, around \$69.00/night with AARP discount.

We hope to see as many Cougars that weekend as we saw in Lancaster PA two years ago.

Any questions let us know.

CCNJPA.com Stuart Nembrotti or dconline.org Phillip Payne

International Mercury Owners Association

BY: JERRY ROBBIN
IMOA PRESIDENT

CCOA members are invited to be part of largest Mercury Vehicle Car Show - Mercuryville In Springfield, IL on September 27th-29th, 2013 as Part Of The Route 66 Show. Registration for the 2013 IMOA Mercuryville Show is Officially Open! Registration is going very well and we are expecting a record turnout for Mercury vehicles. This Will Be The Largest Gathering Of Mercury Vehicles At Any One Show So Make Sure You Are Part Of This Mega IMOA Event.

Registration forms for the show are on the following pages.

Please contact me with Any Questions info@mercuryclub.com or 847-997-8624



Mercuryville

2013 September 27-29 Springfield, Illinois

Being Held In Conjunction With The Route 66 Show

Name _____

Spouse's Name _____ Address _____

City _____ State _____ Zip _____ # persons attending _____

Day Phone _____ Eve Phone _____

E-mail _____ Cell Phone _____

Vehicle 1 Judged: Yes ___ No ___ Year _____ Model _____ Style _____

Vehicle 2 Judged: Yes ___ No ___ Year _____ Model _____ Style _____

Vehicle 3 Judged: Yes ___ No ___ Year _____ Model _____ Style _____

*Definitions: Model=Custom, Monterey, Montclair, Park Lane, Comet, Cougar, Marauder, Montego, Marquis, Sable, etc.
Style = convertible, coupe, 2-door, 4-door, hardtop, hatchback, pickup, sedan, station wagon, etc.*

*Please indicate **any** modifications that have made your vehicle different from the factory stock version it represents:*

Vehicle 1_(1 car included with registration fee) _____

Vehicle 2_(\$25 additional for @ add'l vehicle(s)) _____

Vehicle 3_(\$25 additional for @ add'l vehicle(s)) _____

Only vehicles 25 years or older can be entered for judging (1988 or older year model). All vehicles, regardless of year, are eligible for participant's choice awards and we encourage you to bring your Mercury.

You do not have to be an IMOA member to register for the show

**Vehicles cannot be entered for judging after August 15, 2013.
You must register for The IMOA show before you make hotel reservations!**

Hotel Reservations Special IMOA Rates, including an Extended Continental breakfast
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**IMOA will provide you with a Code # to make your room reservations
Our Block Of Rooms Will Not Be Available after 8/15/13
Limited rooms are available so register early, first come, first serve basis**
[Http://www.northfieldinn.com/](http://www.northfieldinn.com/)



Mercuryville

2013

September 27-29
Springfield, Illinois

Fees	Price Each	Extension
<p>Early registration Fee (discounted price prior to 8/15/13) (All prices include (2) people, (1) goody bag, (1) T-shirt with or without a car)</p> <p>After August 15th, 2013 show registration fee will be \$50</p> <p>Indicate T-shirt Size: L () XL () XXL () XXXL ()</p>	\$40	\$40
<p>Additional Guests Specify quantity: _____</p> <p>Additional Cars Specify quantity: _____</p>	\$10/ea. \$25/ea	\$ _____
<p>Banquet/Award Sit Down Dinner-Saturday Eve 9/28/13</p> <p>Specify # Individuals Attending _____</p> <p>Chicken _____ Beef _____</p> <p style="text-align: center;">Casual Attire</p>	\$35	\$ _____
<p>Abraham Lincoln Presidential Library Museum Tour \$15.00 @ Included Transportation! Tour will be 9/27/13 Friday at 11am. Boarding will start at 10am</p>	# of adults _____	\$ _____
<p>Additional T-shirts will be available for sale by the promotion company running the Route 66 Event at the Show)</p>		
	Total Enclosed	\$ _____

I accept and assume full liability for any injury or loss to me or my property, agents, or employees at any time and from any cause on the premises of the show. I expressly release the International Mercury Owners Association and its agents or employees from any liability for such loss or injury and agree to provide and pay for my own insurance.

Signature _____

We are pleased to accept ___ American Express ___ Discover ___ MasterCard ___ Visa
Please complete the information below:

_____ Security Code _____ Mo. _____ Yr. _____
Account Number _____ Expiration Date _____

X _____ \$ _____
Cardholder Signature _____ Amount _____ Date _____

Please return this form with your payment to:
The International Mercury Owners Association, P.O. Box 1245, Northbrook, IL 60065-1245
If you have any questions contact Joe Blair at 561-310-1500 or Jerry Robbin at 847-997-8624, fax# 847-272-1850..



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