

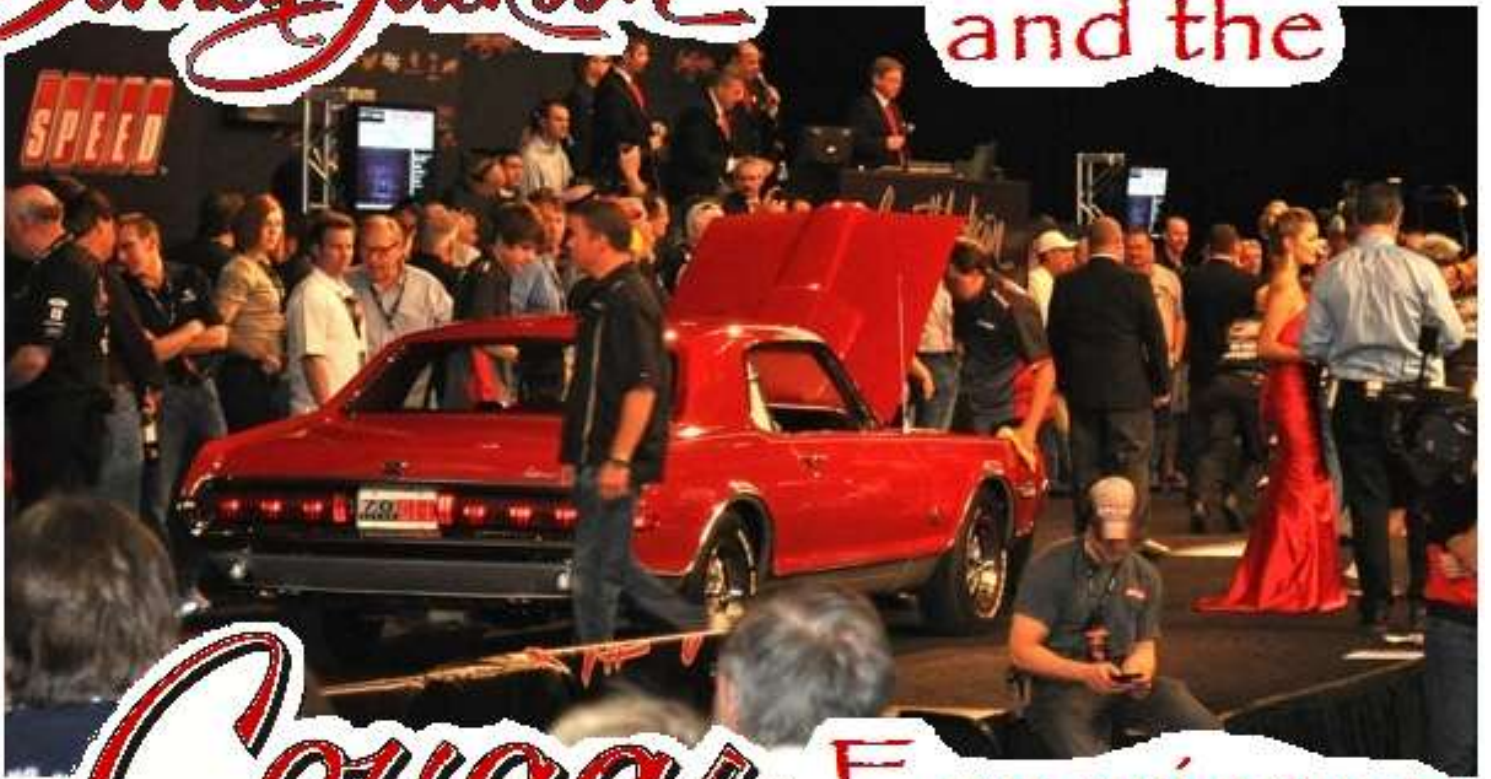
AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA

APRIL 2011

Barnett-Jackson

and the



Cougar

Experience

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APRIL 2011

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

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

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

- \$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.

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.*



Letter from the ^{Temporary} Editor

Rob Merritt, CCOA # 8323.

Membership@cougarclub.org

Thanks to all who contributed material for this issue. I want to get the next issue out before the National Show, which is being hosted by the Cougar Club of New Jersey and Pennsylvania. So send any submissions no later than **June 1**.

Speaking of the **Nationals**, it looks like it's coming together nicely and should be a great time. Look toward the back of this issue for more information on the show, including the schedule of events and an updated sponsor list (still a few spots open!). If you plan to go, with or without a Cougar, consider offering a hand to the hosts. Contact Stu Nembrotti at ww2gamer@optonline.net if you'd like to volunteer to help with the show.

At the request of SEMA Action Network (SAN), Senator John Tester (D-MT) and Senator Richard Burr (R-NC) have introduced Senate Resolution 115 in the United States Senate, officially designating **July 8, 2011** as "**Collector Car Appreciation Day**." This is the second year for this event. The resolution states that the Senate "recognizes that the collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States," and encourages Federal agencies and the people to support events and commemorations of the hobby. We hope Congress acts swiftly on this vital legislation and that all CCOA members show their support on Collector Car Appreciation Day!

In other "legislative" news, some of you may have received notice of an alleged *New York Times* article stating that the U.S. Congress was considering a tax on collector cars. Hopefully, you know by now that the article was an April Fool's Day prank from the Shelby Club's newsletter. The article

inadvertently reached a wider audience, which was unaware of the Shelby Club's annual prank. It went viral. Rick Kopec for the Club has indicated his regrets for any confusion or embarrassment to automobile collectors and enthusiasts caused by the prank. He summed it up by urging, "And finally, please do not contact Senator Schumer's office. He already has his hands full with real issues of importance."

Our cover story is Brian Aust's article on his restoration of the GT-E that he took to the televised auction at Barrett-Jackson in Scottsdale, Arizona. Brian and others shared "real-time" updates on all of this at the mercurycougar.net forums. You can still read the comments using the search function on that web site. What an amazing time for Brian (who, I'm betting, felt many gastrointestinal butterflies as the Car approached the block). Thanks for sharing, Brian.



Share your Cougar news and articles with the CCOA by sending publishable material to me or Kamran.

A Word from the ASSISTANT EDITOR

Kamran Waheed (#3679)

assistanteditor@cougarclub.org

I hope all of you are enjoying the beginning of the season so far. There are many great shows scheduled this year, so I encourage all of you and your cat(s) to get out to as many shows as you can throughout the year. Don't forget about the CCOA Nationals in Bridgewater, NJ this July 15th-18th. The CCNJPA will be the host of the Nationals and will be a great show. A registration form can be found further in this issue. Fill it out and send it in as soon as you can and make your summer Plans now!!

I hope all of you are able to attend as many shows as you can throughout the year. These shows are for you to enjoy with family and friends and of course your cougar(s)!!!!!!

Until next time, keep those cougars safe and running strong.

MEMBERSHIP REPORT

Rob Merritt (#8323)

Membership@cougarclub.org

Greetings fellow Cougar enthusiasts!

If you're moving or change your email address, remember to send me an update. Seems like we lose track of a couple of members with every mailing due to changes.

RENEWAL INFO:

We're back to the regular, annual renewal schedule. Everyone whose dues were due should have received a postcard reminder. If you subscribe to the printed version of the newsletter, the mailing label will also show a date if your renewal is due. Regrettably, if your renewal date was 1/1/11 and you don't renew, this will be the last issue you receive. We hope that doesn't happen!

The next round of renewals are coming up July 1. If you're in that group, you'll get a postcard reminder in a few weeks, but feel free to renew any time using online renewal with PayPal at: <http://www.cougarclub.org/about/membership.aspx>. Or use the form printed in this newsletter on page 24 to send a check or money order.

Annual membership costs are:

- \$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.

COMPLIMENTARY NOTICE OF THE ELECTRONIC NEWSLETTER.

Members have asked if they can still get the email version if they subscribe to the printed version of the newsletter. Despite great inconvenience to billions of electrons, you can receive the e-version of the newsletter by sending an email (using your

preferred address) to membership@cougarclub.org. Put "ATSOTC E-version" in the subject line. I'll add you to the list and you'll still get the printed version later.

NEW MEMBERS

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

KEVIN EBERTS	SERVING IN IRAQ
JOHN P. RITCHIE	ORANGEVILLE, ON CANADA
RICHARD ETHIER	MIRABEL, QC CANADA
MICHAEL NELSON	PHOENIX, AZ
RAYMOND KATSANES	SAN FRANCISCO, CA
NATE FICHTER	WESTMINSTER, CO
THOMAS MCCAULEY	WEST PALM BEACH, FL
JAY NOVICK	GLENVIEW, IL
AMY SCHWARZ	SYCAMORE, IL
KENNETH ROGERS	BARDSTOWN, KY
WILLIAM ROGERS	NEW BEDFORD, MA
KENT BALOGH	LEWISTON, MI
DAVE FRANK	CHERRY HILL, NJ
JOHN SCHIAVONE	LOCKPORT, NY
EDWARD GREENBERG	NEW YORK, NY
RYAN CONROY	WEST ISLIP, NY
STEVEN PORPORA	AKRON, OH
MITCH MANLEY	GAHANNA, OH
SMITH CHRIS	LOUISVILLE, OH
RON ZEILER	NEW KENSINGTON, PA
JENNY MORIAK	CARROLLTON, TX
THOMAS CORCORAN	OAK HARBOR, WA

Welcome to the new members!

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.



KEEP YOUR CATS PURRING!

Regional Reports

COLUMBUS OHIO

BY: BEN BRACE (#2796)

"Where the Legends Roll!"



The 2011 Arthritis Foundation Classic Auto Show and Cruise-In; July 8 & 9, 2011 at the Metro Center, Dublin (Columbus), Ohio. Class 40 is the Mercury Cougar class, includes all Cougars, 1967-1999. Parking on grass this year!

More info at www.arthritisautoshow.com or contact Ben Brace at 614-795-6627 or benbrace@benbrace.com



GREAT LAKES COUGAR CLUB

BY: JIM MEGANNETY, PRES.
(CCOA #5141)

As of this writing, another regional Cougar Club has ceased operating. In late November the Great Lakes Cougar Club directors made the unanimous decision to end the club effective January 1, 2011. This decision had been a long time coming. Our club was a cross border club serving western New York and southern Ontario, the cross border issue and the new rules requiring road entry users into the United States and Canada to produce passport probably had some effect on us. The problem here in the Niagara region is traffic heading in both directions is usually horrendous, weekends and holiday weekends in both countries it is usually best to stay away from any border crossing.

This year the GLCC also lost our annual Ford show in the Buffalo area due in part to another Mustang club moving in and changing all the rules, the lack of club participation from our members was a factor as well. We had gone from a high of close to 50 members in the early days when this club was formed in 1994 to close to 20 current members, we

had switched to a electronic newsletter a few years ago in order to cut down on printing and postage costs.

The one person I would like to thank is Troy Allen of Ontario who on his own time designed and built a fine website for us, free of charge. Troy was one member of this club who wanted to see us survive. I have left the door open with Troy and myself to someday consider a Cougar Club in southern Ontario, if people are interested. Once again, thanks Troy and the other directors of this club who tried to make things work, a very dedicated group of people. Our last act as a Cougar Club was to sponsor the 67-68 XR7 class at the New Jersey and Pennsylvania Cougar Club show in Bridgewater, NJ this coming July, I wish them all the best of luck for a successful show.



LONE STAR COUGAR CLUB

BY: KAMRAN WAHEED
(#3679)

LSCC-Editor

The LSCC kicked off the 2011 show season with our annual showing at the Dallas Autorama in February. Once again, it was a great success this year and enjoyed by all who attended.

The Cats on display were the usual top quality that we are used to seeing at this show and every possible space was utilized.



This year we decided to do a convertible theme and had six convertibles Cats on display. Many of the exhibitors and the public commented on the all convertible display!!



All the convertibles won awards: Dr. Joe Valenti's '69 XR-7 428 CJ and Dwain Barker's '73 Standard won "Best in Class". Dr. Joe Valenti's '69 XR-7 351 4v and Gene Mullenberg's '69 Standard took home "Outstanding in Class". Matt Slay's '69 Standard and Gene Mullenberg's '72 XR-7 captured Class awards.



In addition to the burnout contest, "Bigfoot" was there to crush a few cars and several dragsters cranked it up so the crowd could hear them "cackle".



A BIG thank you to all the LSCC members that were there to help with marking the floor, car move in, awards presentation preparation and the burnout contest along with other duties that popped up.

We had great club participation this year and it showed. LSCC members really stepped up to the plate for this event and the effort was noticed and appreciated by everyone affiliated with the show. Jimmy Austin, the Summit Team, and the ISCA judges all made comments on how well LSCC members handled our part of the event.

Our next annual show will be the AER show in Carrollton, TX the first Saturday in May. For more information about this show and other shows in the area and more about the Lone Star Cougar Club please visit our website:

www.lonestarcougarclub.com



How Much Is a GT-E Worth On The Open Market

By Brian Aust (CCOA #8424)

Editor's note: Brian wrote this article for the Cascade Cougar Club's newsletter, *The Prowler*. It is reprinted here with permission from the author and the Club. Thanks! You can check out the Cascade Cougar Club at www.cascadecougarclub.com.

My journey with "Gunner", a red 1968 Cougar GT-E 427, began after a vacation to Scottsdale, Arizona in 2006. I had owned my first ever classic Cougar for about a year thus far. It was an 68 XR7-G. After

a lifetime of admiring and loving the look of a Classic cat any time I'd seen one on the road, I had finally found myself in a position where I could afford a classic car, and could have space at my home to

store one and perhaps tinker with one, mechanically and cosmetically. I can't remember ever lusting for a classic of any kind, other than a 67-68 Cougar. It has always been in my fantasies. There is just something about those sequential turn signals, the body lines, the luxury, and the overall look of these beautiful cars. Gunner, by the way, is my yellow Labrador Retriever who died in 2010. He was a fixture in the shop and around me whenever working on a car, an engine, and whenever something was happening. It was suggested to me that I pay tribute to him through the name of a car. It seemed fitting.

After diving head-long into the hobby in 2005, I started collecting Cougar memorabilia of every kind-magazine articles, posters, models, toy cars, advertising items...and this Cougar called the GT-E kept coming up in my searches. The internet was in full-bloom, and there were some nice reference pages available to learn all about the GT-E, just like what exists for all Cougars. Mercurycougar.net was an invaluable forum for me to ask all kinds of questions (many of them dumb ones!) and I gained friendships and contacts all over the world eventually. And furthermore, there are some of the

best businesses for Classic Cougar Parts and cars, as it turns out, right up the road from me here in Oregon. Don Rush at West Coast Classic Cougar took me in to his junkyard and warehouse and

office, talked to me extensively, and guided me in purchasing my first Cougar back in 2005. I had no idea how valuable this relationship would be in the coming years. Jim Pinkerton, the GT-E Registrar, was right up in



Seattle, WA. John Benoit at Cascade Classics provided me invaluable restoration tips and advice for years, also. In addition, many folks in the Northwest-Seattle and Portland especially, were always around via phone or email whenever I had a question about this hobby. It has been a really fun hobby, as a result of all the terrific friendships and contacts I've met. I think anyone in the hobby will say that this is the best part of the Classic Cougar habit. It's the people...

In January of '06, my Mustang/Cougar Friend Mike and I decided to take a trip to Scottsdale and go watch the Barrett-Jackson Auction live. It was a very memorable trip. Glitz and glamour and some incredibly high priced cars were everywhere. I knew very little about what cars could be worth, what it takes to sell a car at one of these high-profile auctions, or what it really took to restore a car. Many of the cars at the auction that year were "clones" or reproductions of very rare cars. And the "real" rare cars were selling for well north of \$200,000. Some \$300,000. Crazy, I thought. However, there certainly were not too many Cougars sold at this auction. Mostly Corvettes, Camaros, Mustangs of all kinds and of course the

Mopars were all-the-rage. Those Hemi-Cudas and 427 Corvettes and Boss 429 Mustangs were plentiful and popular, though!



I was a bit star-struck, I have to say. My interest in the hobby was still very much in its infancy, though. I didn't know the first thing about restoring a car, much less how to maintain one or how to do any mechanical work. I had no "workshop". No air compressor, no blasting cabinet, no polishing wheel or paint booth. Nothing of the kind. But I knew I had to have a few Cougars around me or I just was NOT going to be satisfied! I was hooked. Don Rush and my friend Mike and I had always been asking "what would a GT-E bring at Barrett Jackson, I wonder!?" many times. After all, the GT-E is even rarer than a Boss 429. Why wouldn't a Cougar with a 427 sell for well over \$100,000? The interesting thing about the Cougar GT-E, though, is that none had really ever been showcased or sold at a major public auction. As only 357 427 Cougars were produced, they are a rarer car than some of the hottest cars out there. Almost all GT-Es had been traded privately. Some had been sold on Ebay, but they tended to be "projects", for the most part. It was very difficult to establish just what a GT-E was worth on the open market, but most folks figured that a nicely restored car would certainly be worth \$100,000.00. This magic number had not been established publicly, though, and debates raged on in the Cougar community as to whether it would ever be proven. Most figured the only way to resolve the question was if someone finally took a car to an auction such as Barrett-Jackson. Many high-profile collectors were not even aware of the Cougar with a 427, let alone what a GT-E was all about.

In February 2006, I noticed a conversation about an E Bay action that had a standard red GT-E. It

had gone unsold, and the folks on Mercury Cougar.net were discussing the car. I raised an eyebrow and had to take a look and talk to the owner. He'd said "yes, that auction ended, but the high bidder backed out". He was very disappointed and told me that the first person to wire him \$40,000.00 would own it. It seemed risky, but I sent the money that afternoon. I am lucky to have a brother-in-law who lives pretty close to the car in central New Jersey, and he went by that evening and talked to me on the phone while he heard it run and gave it a "once over". The car seemed to be the "real deal". But looking back, I have to say that I totally jumped into the deal pretty blind! I figured it was a once in a lifetime chance, as this was the ultimate Cougar, in my opinion, and I'd just never have the chance again. Call it newbie-naivety. At the time, I had no thoughts of selling the car, necessarily, but I did think it would be a good investment if I ever did decide to sell it. And the place to sell it, if necessary, would definitely be Barrett-Jackson in Scottsdale. It was the only auction I'd seen live. It seemed a bit like fate..



After arrival at my home two or three weeks later, the car was sitting in my little shop where I had no idea where to start. It wasn't an ugly car, but it had a really hot rod old 427 Sideoiler installed in it. It had a very very short geared rear end and electric fan, and a reverse valve-body transmission shifter linkage all set up for drag racing. No smog components, a big yellow coil and red spark plug wires. The car had been primarily drag raced all through the late 70s and early 80s. Since then, it had sat in the heated garage behind the gas station where it's owner stored it. Its original engine block, which was damaged some years ago, came in the back seat. The interior was mostly original and pretty clean, though. The body was also pretty clean and suffered from very little rust

damage. The door panels were almost perfect. Lucky break. Those years of protected storage from the 70s all the way to present day really did it a huge favor. But there was a lot of work to be done.



My friend Bill, who had restored and sold many classic Camaros recently, came over to my place and inspected the car. He advised that it'd be "no problem" to get this baby restored in no time! You just order the parts out of the catalog and get her painted, get the motor going again, and you have a car fully restored. Sounded simple enough... Bill was a very big catalyst in this project. He held my hand and helped guide me with the right tools, body repair man, and a good painter to contact. He referred me to his friend and mechanic who would come for the next 5 years to do house-calls. Terry (the mechanic) and I took the transmission and engine out of the car the very next weekend. Bill told me to simply start unbolting and unscrewing stuff, and the car would be it's best guide. Just take it all apart, strip everything out!

I was a completely paranoid wreck, but I began the disassembly process. The nuts and bolts and clips and washers all got put into little bags with labels, and a couple of them got used later on. Of course this turned out to be largely false, as these nuts and bolts all had to be perfect and refinished later on. The fenders and bumpers and seats and dash and carpeting and headliner and glass all came out over the next few weeks, and I thought "Boy, this is gonna be a snap!"

The engine got sent out for repair and rebuild in Indianapolis, IN at Indy Cylinder Head, a very reputable shop referred to me by Royce Peterson. The local transmission shop got the tranny all squared away in a week or two. We were well on our way, and I was beginning to feel a bit better about this whole undertaking. The biggest lesson I'd learned throughout this whole process was to "just dive in" and I'd learn as I went. And the other lesson was to have a mentor or two or three, people that had experience who were willing to guide me. But those people will really be there when I'd push myself and keep making progress on my own. As a couple friends put it, it was a matter of "doing my homework" and getting things done between visits by these friends.

A year after purchasing this car, another GT-E fell into my lap here in the Northwest. It was an XR-7 with all of the original drivetrain intact. A black on black XR-7 is a pretty cool package. Uh oh, this is a car I have GOT to own! Although I had already found what I thought was my dream car, I now had a dilemma on my hands. What to do now? Having two of these cars was just too much for me to hold onto permanently, from a financial perspective. So the thoughts of Barrett-Jackson came to the forefront of my mind. This was an opportunity to maximize the potential value of a GT-E, and also answer that nagging question that many of us Cougar enthusiasts have always wondered. What would one bring in the open market? I knew that the Red GT-E would take an incredible amount of investment and time in order



Brian's daughter, Tess, lends a helping hand stripping old windshield goo.

to bring it up to the standards an elite-level car collector would expect. How much that would be, however, was still a mystery. The body work was gaining some ground, but I still had a lot of work to do. The car was missing a few GT-E specific parts and a lot of parts that were expensive big block FE items-a fuel

pump; a fan shroud; smog (thermactor) equipment; PCV components and tubes; a cooling fan, etc. and almost every mechanical and body part would have to be restored to their factory

original state with the correct finish and date code- the power steering pump and hoses; the rear end and gears; the transmission linkage; the radiator; the headlamp assemblies; the intake; the brake booster and distribution block; the steering gear box; the rear tail lamps and bezels and lenses...the list goes on and on...



Early on in the restoration, I was able to find a business in Sandy, Oregon which specialized in restoring anodized aluminum car trim and parts, mostly expensive Mopar grilles. This fellow had never heard of a GT-E Cougar, but I was able to talk him into restoring and refinishing the special extruded aluminum body trim and the front grille "bars" that makes a GT-E package so difficult to duplicate. This trim was in very good condition when I took delivery, but I wanted it to look just as clean and perfect as was possible. I felt this was going to be a very key component of the restoration, especially if the car were to be entered in a sale such as Barrett-Jackson. Luckily, the trim came out of this shop looking almost perfect. It set a standard for me that would prove both expensive and time consuming for the other key components of a Cougar in general, let alone a GT-E. Another year had gone by and the car was out of the local paint shop. This fellow had done a makeover of the exterior of my black GT-E, but I had requested and paid for a whole 'nother level of work for the Gunner. As the painter put it, "if this has to be a Barrett-Jackson type job, it's going to cost a lot more!". So I took the plunge. Luckily, it still wasn't a cost that would break the bank. And his work proved to be of enough quality that we were well on our way. Two and a half years had now gone by and the car seemed to be ready for the stretch-run.

Meanwhile, in 2007 came the crash of the stock market and the financial system in the United

States. Uh oh...now what was the car going to be able to produce once finished? I began to really question the idea of going to a no-reserve auction at this point, because it seemed the classic car hobby was in real trouble. The money being thrown around for a lot of cars had vaporized almost overnight. There was a lot of money at stake here, but I had made the commitment in my mind and still wanted to see the project through. A lot of folks asked me "aren't you supposed to be taking that GT-E to Barrett-Jackson this year?" But I put it off again...The weak financial and housing market had simply given me a good reason to take my time, at this point. There was no reason to hurry through the restoration, and there was now a reason to take my time. This was a bit of a lucky break, as it turned out, because the spending on the car's parts and various restoration of components had merely just begun. I had no idea that the assembly process and the completion of the restoration would involve so much more work and money!

By the time mid 2010 rolled around, it was time to make the commitment to the sale. As my friend Bill had reminded me a few times, "there's no better way to get the project done than to have your entry fees spent".



Nephew Paul came for a summer visit and got to work on the Cougar too!

This was going to happen by Hook or by Crook. The engine short block had been finished for over two years and it was time to get her on the test-stand and build up the long block. I had re-finished the original intake manifold, bought the numerous PCV and smog system components, complete with their date codes and correct finishes, and my mechanic and I got her running and it sounding

good. Its installation into the engine bay was one of the most exciting nights I can remember. A few weeks later, though, the headlamp and front grille assembly were given an inspection by "Mr. Vacuum Man" of Canada. He restores many components for Classic Cougars and works closely in conjunction with West Coast Classic Cougar, and one of his best specialties is these grille and hideaway headlamp assemblies. He talked me into taking yet another financial plunge and "doing it right" again. While we were at it, we re-restored the tail lamp bezels and lenses, and we rebuilt the turn signal sequencer to factory original specs. Horns, springs, wiring, and vacuum lines all got re-done also. This was getting to be a beautiful car. This was also becoming a very expensive car!

I got the pleasure of working over the underside of the car myself. This was a matter of finish sanding a lot of the underbelly, which was fortunately very straight and rust free. Detailing the underside, adding suspension components, the rear axle and pumpkin, power steering components (she had been converted to manual steering years ago for drag racing), hoses and fittings, brake and fuel lines all came slowly but surely, with the help of my friends and hours out under the car. Through the past 4 years, I'd built a larger shop on my place, bought a hoist (which proved invaluable!) and acquired many of the essential tools required to do much of this car-restoring work. It was quite a journey and an incredibly educational process. It turned out an old dog might be able to learn some new tricks. My friend Mike and I got the glass installed all the way around after I sourced the date coded and factory-etched windshield, back window and side window glass. Weatherstripping, interior carpet, newly recovered seats, restored instruments, steering wheel and dash cluster were all installed with the help of my friend Brian. We had a great time sitting in the front seats, reminiscing and admiring our work, for the next half-hour. The steering wheel and column, vacuum lines and dash wiring all proved challenging and hard on my hands and arms, but we got 'er done. It was now almost December, and the auction was coming up in January!

There was a window of time in December here in Oregon when we had several days of beautiful weather. Luckily, I was able to finally get in the car and drive down my long driveway a few times while I searched for the ideal photographic layout. Barrett-Jackson required five photos for the

preliminary entry-a $\frac{3}{4}$ rear shot, a $\frac{3}{4}$ front shot, a side shot, an engine bay shot, and an interior shot. There was no true deadline, but I was told that it was certainly better to have them in as early as possible. Early December would be best. After hours of trial and error and sifting through photos, the entry was sent. I would then wait a couple weeks to hear back from the liaison in Scottsdale. Much to my delight, they wanted to give me a prime time spot on Saturday. This was the "heavy hitter" time. All of these cars were to be on display in the main pavilion prior to the auction, and would carry the most weight. We were on to something now!

Once I accepted the invitation and sent in the hefty entry fee, it was just a matter of time and continued preparation of the car. I hired a detailer to work on the finish of the car, and together, we spent almost three full days working on the finish. Wet sanding orange peel and shrinkage-spots, buffing, polishing, re-sanding, repolishing. It was like a new car all over again.



**Sean Nelton, Brian's detailer
works over the rear deck.**

Transportation had been arranged and plane tickets had been purchased. My wife Cindy and kids

Tess and Zachary all went to Scottsdale for the event. Luckily for me, my friends Mike and Brian and Don Rush were also all set to go and help out. There were a number of other Cougar friends from all over, especially from the Northwest, who also made it to Scottsdale. It was going to be quite a party! We all looked forward to Bill Basore's Cougar Bash that he holds annually at his house in the area, too. Don Rush at West Coast Classic Cougar also had an idea for the event. He proposed videoing and documenting the whole process to keep and publish at a later time for all of us to see. Gulp. I'm not very camera-friendly, but I obliged.

Mike and I flew down to Scottsdale to stay with his parents for two nights on Tuesday and Wednesday before the auction. Then Cindy and the kids and my friend Brian all came together on Thursday night. We were busy priming and cleaning the car on Tuesday afternoon upon arrival. The spot in the pavilion was fantastic. The car was on the corner of two major thoroughfares, so foot traffic was busy and brisk. We set up the display sign and picture album. The number of people walking through was astounding, on a regular basis. There were a number of obvious "heavy hitters" coming through all day on Wednesday. We met so many interesting people. Many from Canada. People from all walks of life, all with one common interest-cars. Although I was still unable to grasp what kind of price the car was going to fetch, it was becoming obvious that things were going to go well...there were just too many people with too much interest for me to be scared any longer. The buzz surrounding the car was terrific. I kept thinking "this thing is gonna hit a home run". It was just a feeling. Perhaps I was fantasizing. Perhaps I was just getting stars in my eyes. But Mike and I kept finding ourselves looking at each other with big grins whenever another heavy-hitter walked away after a good long look at the car. We were onto something here, it seemed. We were having an awfully good time, and life in the pavilion was good. Everything was very close,

from the restrooms to the food and the bar. The "Smokey and the Bandit" girls were right in the corner of the building a stone's throw away. The

musical soundtrack that played repeatedly all day long, day after day, proved to be a mood enhancer too. Who knew Jerry Reed only had 3 hits?

By Thursday, strangely, there were fewer "big buyers" and more of the public just coming through in droves. Lookers and questions, but at a very fast pace. It seemed everyone had

a Cougar Tale to tell. It was also a lot of fun watching people stop in their tracks when they read the details of the Cat. Many would simply look at the pretty Cougar, but then many would stop, read again, and whisper or yell "that's a Cougar with a 427!". If I had a nickel for every time we heard that. These days of watching over the car and answering questions and talking to folks proved exhausting, especially now that I'd managed to catch a cold. Every night was a good sleep. And every morning from Wednesday till Saturday, it was back to work.

On Saturday, it was a whole new feeling. It's show time.



"That's a Cougar with a 427!"
Brian talking to some of the people who were looking over the cars that would be auctioned off.



Brian and Cindy with "Gunner". Former CCC member Richard Gunn is on the left, then Chris Farmer, James Wilson and WCCC employee, Andrew. Taking the picture is Lowell Kuenzi, Brian's friend Mike's father.

The car had been moved from its awesome spot to another spot in a row next to a red Ferrari and yet another red Shelby. Pretty good company. The pavilion was fairly quiet in the morning, right up until the time for the car to be pushed out of the pavilion and into the staging area.

My car was estimated to be selling at 1:30 pm, so it needed to be staged out doors in the long line at about 11am. This proved to be a very fun area. The car started up (with my fingers crossed) and we drove down the long winding road to staging. Then, it was a new start-up and movement every ten minutes or so, for over two



hours. The gel-cell Autolite Battery passed muster, thankfully. The staging area was like a new car show in itself. Dozens of people glancing over the car; people down on their hands and knees and on their backs under the car; more and more questions. The whole family, many friends and Cougar acquaintances were all following along, right up to the main staging tent outside the auction arena. This was what it's all about, I thought. All of these people and friends and family all in anticipation. We were rock stars..

Three lines of cars starting and stopping, again and again. In the staging tent, bidders passes were required in order to gain access. Things were moving along quickly now. The folks at Barrett-Jackson were very helpful and calming, as they were professional and organized as they explained the order of events about to unfold. Cindy and I now are in the car for the approach to the stage. Don Rush's microphone is on, recording our every move. When we entered the auction arena, it looked bigger than I'd remembered, and our hearts were pounding like drums! Cindy commented "man, I'm so nervous, and it's not even my car!" She had a stake in it to be sure, though. Almost every car sold up till now had hit 100 thousand dollars. Not any over 150, though. A couple,

including the one right in front of us, hit 90k, maybe. And it took a long time to get the bidding up to that point. Oh please oh please show me the money! The line had shrunk to one-at-a-time now, and we were moving forward very quickly. The next move now was up the ramp and onto the main stage. It is incredibly loud inside the arena,

especially with the auctioneer's voice bellowing over the many loudspeakers. The gold car right in front of us is finishing up selling, and now it is time to get into the final spot and get out of the car. One problem-the car stalled! This was the first failed start all day. Our hearts skipped a few more beats as I got her to run again. I don't think anyone else even noticed, luckily.

Out of car and off to the side we went, on the stage behind the car. People are standing everywhere. The bidding has already gotten to 50 thousand dollars when we had established our spot together. Cindy and I are clutching our hands together, and my arm is wrapped around her. As the bidding reached 100k, I began to pass the point of relief. Disaster averted. Now it's getting fun. Now ten-thousand dollar increments were coming fast and furious, all the way up to 150!



Then there was finally a pause...155...another pause...160...Oh my. We are squeezing each other so tight I thought we'd break. 165! Wow...then a little more babbling on by the auctioneer. And WHACK, the gavel was down and the car is rolling off the stage. As fast as it went, it felt about right. The bidding had reached its end. All we could do

was look around, wondering where to go next. That was quick! But we were both in a state of shock, really. The crowd was cheering like crazy. I had been a bit worried that I'd be nervous, lose emotional-control and cry, or something...but it was all so surreal that we just walked off and enjoyed the huge load off our minds. What a relief. We're not in debt up to our back teeth any more. What a joy. I'm thirsty!

The buyer and I got to meet a few minutes later. Luckily, my mother, who had driven up madly in her Prius that morning from Southern Arizona, had been sitting right in front of the eventual buyer. Ray Bischoff from Michigan had taken

her under his wing for the last hour and got her a great seat. He said he'd hoped to get her for 150k, but apparently so did a lot of other buyers. The auction went down at a fanatical pace up to that point. Interestingly, the buyer told me that he is a third-generation Ford dealer and had never heard of a Cougar with a 427. He had seen the sale catalog online and did his homework on the GT-E. He clicked through a Photobucket spread that I'd posted online, learning about the documentation and the details. He said he looked over the car for three days prior to the auction, and then hired a well-known Shelby Mustang restorer to inspect the car. This Man was one of those who had come through to see Gunner on Wednesday. He then called the buyer and said "you need to come see this car in person!". So the buyer skipped out on his Ford meetings in Detroit and flew in to Phoenix on Saturday morning, bought the car, and flew out about an hour later. He has been in touch since the auction, and has told me again and again how happy he is to have the car. The \$165,000 gavel price was the highest price ever attained for a stock Cougar, to my knowledge. I was in car-

heaven. Relieved, shocked, happy, sad (to see the car go) all at once.

A few minutes later, I found Mike and we had a "Man-Hug" and celebrated. Everyone was scattered all over the facility and it was very difficult to get reunited. The place is so huge and so loud...once we got a bite to eat, Don and Andrew, his videographer, and I found the car parked out below in one of the outdoor auction tents. All alone, all dusty...we did a little interview and closed the books on the day. We then relaxed for a while

at the house we'd rented for the past two nights (I recommend this highly, it was great for our whole group to be together and relax!) and off to the Basore Bash. It took a while to get everyone in our house out of the pool, gathered

up and ready. Although we all arrived there a bit late, there were still some good festivities going and a lot of people there. It was great to get back in touch with the folks that had been around right up to the point of the auction. I'd lost track of everyone! The group gave a big embarrassing applause as we entered Bill's garage, and he presented me with a big "pimp" hat. Again, embarrassing but fun. He called me Pimp for the day. The next two hours was the usual Cougar gossip session and getting to know one another a little bit more. The perfect end to a perfect day.



Jeff & Linda Stone's 1969 XR7 Convertible

(Reprinted with permission from Mike Kelly's Cruise News. Check them out at www.CruiseNewsOnline.com)

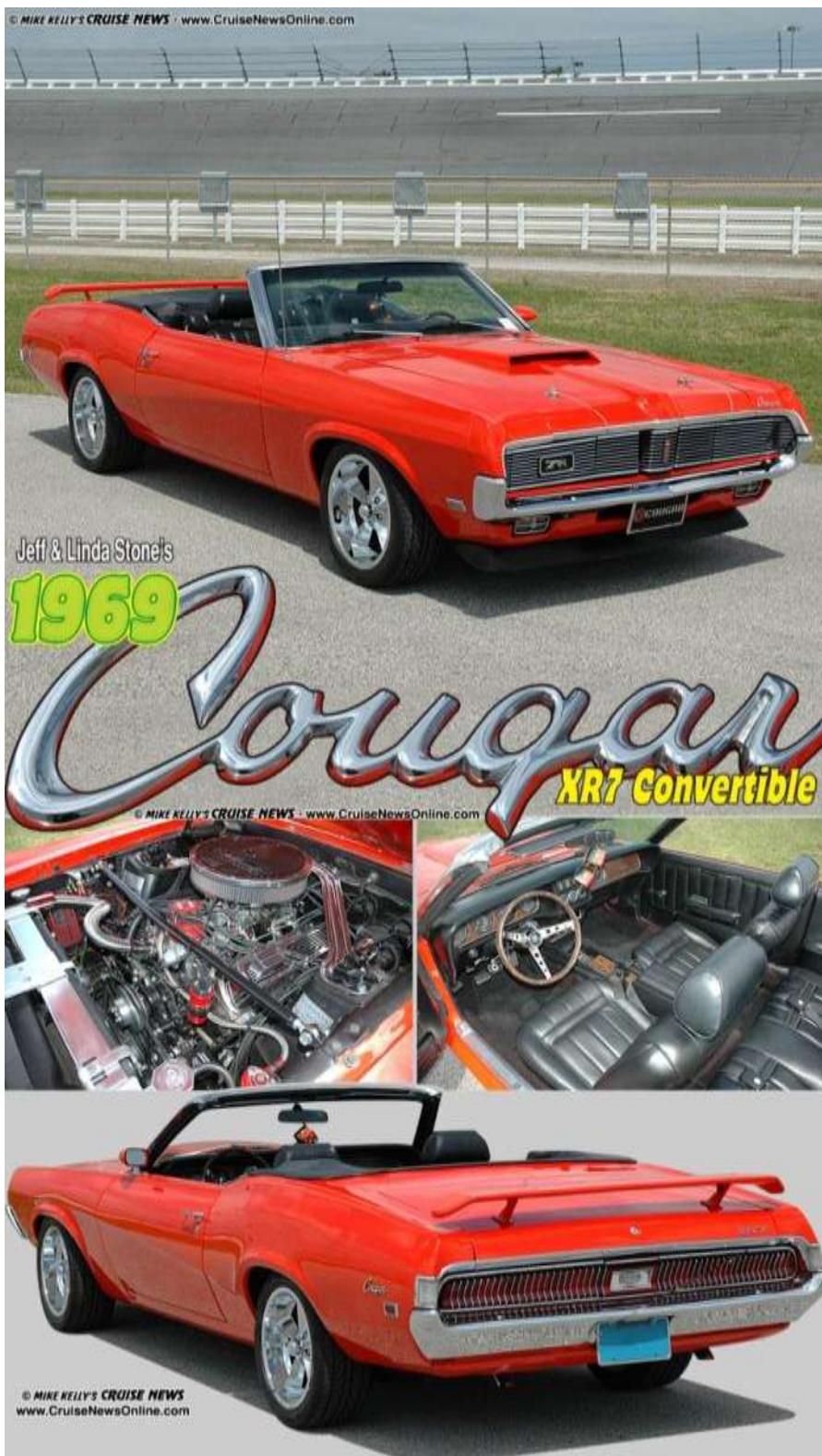
Jeff and Linda Stone bought their 1969 Mercury Cougar XR7 convertible in Madison, Wisconsin, where they lived until recently. Last year Linda's job offered her a transfer to their St. Petersburg office, and while they might be new to Florida, cars have been a part of their lives forever.

Though they both like cars that are a little different, they were not really looking for a Cougar. It was 1999, and the 1967 pro street Camaro that had been in their family since the early 70's was just not that much fun for them to drive more than a short distance - not to mention there was no back seat for the grand kids since it was tubbed out. The Stones had met a guy several times at car shows that really liked their Camaro and wanted to buy it, but could not come up with their asking price. Then he showed up at a swap meet the Stones were also attending with a 1969 Mercury Cougar XR7 convertible and some cash, and wanted to know if they would be willing to trade. Jeff and Linda did not know much at all about Cougars at the time, but thought a convertible would be fun to have, so they made the trade.

After becoming the Cougar's new owners they thought all that was needed was to fix the floors and it would be a decent driver. Since they had never fully restored an older car before they had no idea how things would snowball. Well, a year and a half later there were not only new floors, but also inner rockers, torque boxes, both rear quarters, several thousand dollars' worth of other parts, plus three coats of PPC Competition Orange covered in six coats of clear. The beautiful, and then still original looking Cougar became their

pride and joy, and it was a fun convertible to go cruising in, just like they had originally thought.

However, after four years of going to car shows all over Wisconsin and winning a few trophies along the way, the 351w two-barrel engine just wasn't getting it done any more, with Jeff's thirst for speed. So a 400hp, 351w crate motor was purchased. It has 9.7:1 compression, an Elgin cam,



Edelbrock aluminum heads and performance RPM air gap intake, and a 650 cfm AVS carb. Also installed were Hedman ceramic coated long tube headers, Be Cool radiator, and high performance AOD overdrive transmission with a high stall B&M converter. Modifications to the Ford 9-inch rear end include a Richmond Powertrax limited slip unit, and Richmond 4.11:1 gears. That setup worked well until three years ago, when Jeff got the urge to shift gears - literally. So a 5-speed Tremec manual transmission was swapped for the AOD automatic.

Their Cougar was now perfect! They continued to go to car shows, but since there was only one other Cougar in their area, they spent most of their time explaining to people what kind of car it was. Also, because of the modifications the car no longer fit in many of the judge's classifications, and thus wound up competing with lots of Camaros, Corvettes and Firebirds.

Last March when Linda was trying to make the decision on moving from Wisconsin to Florida they attended the Spring Car Show at the Daytona Speedway. They knew then Florida was their place upon seeing all the Cougars and meeting the Sunshine State Cougar Club, which hosts their own "Show Within The Show" at the Spring Daytona event. They are a really fun group of people, and made the Stones feel at home.

After settling in Land O' Lakes, Florida, Jeff and Linda were able to attend events all over central Florida. Since they were now putting on way more miles than they ever thought they would, Jeff decided the car needed to handle better on the highway. The latest additions include Global West tubular control arms, front springs, sub frame connectors, and a Monte Carlo sway bar. A unisteer rack and pinion unit, a set of MB Wheels "Old School" 17x18-inch chrome wheels, and Hankook 245/45 radials complete the package to make it handle like a modern sports car. Now it's done! (Well, maybe. They have thought that several times before!).

The Stones would like to give special thanks to the Paint Doctor in Wisconsin for the paint job that still looks fantastic after 10 years. Also to Matt Sommers at Sommers Racing & Performance in Hudson, Florida for the suspension upgrades, and to everyone at the Sunshine State Cougar Club for making them feel so at home in Florida.



Cougar Coming of Age

By: Barry Stevens (#8291)



This 1968 XR7 was purchased by my father in 1972. At that time I was only 10 years old, but immediately fell in love with the car. No food or drink was allowed in the car, and it would take twenty more years before my father would finally let me get behind the wheel. The Cougar was kept original even with rust and a beer can for filler of a quarter panel. Then 10 years ago Dad changed the color of the vinyl top to beige from black and the paint no longer resembled the Wellington Blue Poly. So, in December of 2005, when the car began to show rust and bubbling of paint, I convinced my father to drive the car up to Jacksonville from Englewood Florida and take a plane home.



The car sat covered in my garage for six months until I noticed the kids using it as a stand for their bicycles. Since my wife and I were building a new house, I decided it was time to get the Cougar

restoration started and built a separate garage just for the Cougar. Fortunately the new house and garage were finished before the Cougar restoration was complete. The restoration started at a local

Mustang body shop, but due to the shop closing, the Cat was rescued and moved, in pieces, to Gary Brown's Custom Restorations in Jacksonville Florida. After four years, the restoration was

completed by Gary Brown as original, with a black vinyl top.

This rare Cougar XR7 has a 302 with 4 barrel, dual exhaust, four speed manual transmission, factory sunroof, vinyl top, and factory a/c.



COUGARS IN MINIATURE

Bill Quay #1515

wquay@aol.com

This article is about a little known toy company called Zee International from Los Angeles, CA. It was probably a small import company as these toys were made in Hong Kong. I have only seen the two colors that are in the picture. Red and Dark Green. These are a friction toy about (6) inches long. The label says Friction Racing Power, 50 ft. of action-fun with just a push of your hand, hood opens, with metalized engine. It has a part number of 2024, and says: Mighty Motor .59 (not sure if that was the price). The toy is based on the 67 Cougar, and it even has the resemblance of a 6.5 Liter badge on the front fenders. Most of these toys say ZEE No. 2024 made in Hong Kong on the bottom, but one of mine has no markings at all. I have also seen this toy with either Red or Yellow tail lights.



All of the toys shown in my Cougars In Miniature articles are from my personal collection.

Original Owners

In the last few issues of *At the Sign of the Cat*, we asked original owners of Cougars to write in about their cars. We got another great story for this issue. I've also been contacted by several more people who I haven't quite coaxed into sharing their stories. Hopefully, some more of these original owners will share their Cougar stories.

Remember that Don Rush at **West Coast Classic Cougars** (www.cougarpartscatalog.com) wants to help preserve these Original Owner stories too. He is offering a life-time 10% discount for Original Owners who send in their stories for his website. If you would like me to send him the article you do (or previously did) for the CCOA newsletter, let me know and I'll send it with your contact information so Don can set you up for the discount. Or contact Don Rush directly at WCCC for more information.

If you are an original owner, send in a couple of pictures of your car and write a short story. Pictures can be mailed or emailed. Ideally, you have a vintage photo from when the car was relatively new, and something more recent. These questions can be used as a guide, but write the story that best suits your special Cougar.

1. Basic car data - year, model, engine.
2. Where did you buy your Cougar?
3. What other cars did you consider at the time?
4. What attracted you, back then, to the Cougar?
5. Did you buy any other Cougars later?
6. Did you special order it or was it a lot car?
7. Current mileage
8. How have you used the car over the years - at what point did it change from driver to collector or is it still a driver?
9. Why have you kept the car all these years?

10. Any special memories (publishable, please) involving your Cougar?

Send your stories to Membership@cougarclub.org or by postal mail to Rob Merritt, 28 West 8th St., Duluth, MN 55806-2515.



MORE CAT TALES

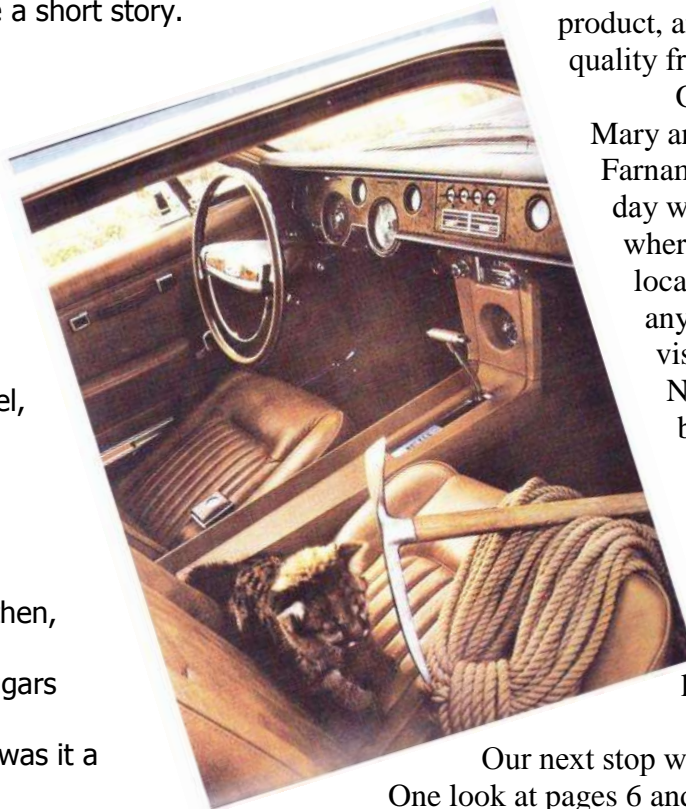
BY: RICHARD HAWK (#174)
OMAHA, NE

In March of 1968, I decided to trade in my 1965 Impala Super Sport convertible. I really liked the looks of the Mercury Cougar that first appeared in 1967. Having owned four Chevrolets since I

started driving, I never had a Ford product, and I was impressed with the quality from about the mid 1960's on.

One chilly evening my wife Mary and I headed downtown to Farnam Street, which back in the day was Omaha's automobile row where all the car dealers were located. None of them exist anymore. The first one we visited, of course, was Rosen – Novak Chevrolet. After a brief look at the Camaro, it was up the street to check out the Firebirds at Art Miller Pontiac. Very nice. Then directly across the street to Metropolitan Lincoln – Mercury to look at the Cougars.

Our next stop was the salesman's office. One look at pages 6 and 7 of the 1968 Mercury Cougar sales brochure with the pick ax and rope on the saddle tan leather seat, and we had an XR-7, Augusta Green with saddle tan interior on order just like the one in the brochure's photo.





wandered over to the dealer's lot hoping to see it on a transport truck. Never did. Finally on April 24, 1968, it was delivery time and the Cat was ours.



The options we decided on that night were the Black Oxford roof, Select Shift Merc-O-Matic, power transfer axle, WSW E70x14 tires, sports console with clock, power steering, Whisper-Aire conditioner, AM-FM stereo radio, and tinted glass. The engine was the 302 V-8. The total sticker price was \$4,427.41. When we walked out of the door that night, it was a done deal.

1968 Mercury's Got It...The Fine Car Touch

COUGAR ARMY 2OR HARDTOP	\$ 3231.91
AUGUSTA GREEN	
BLACK OXFORD ROOF	84.25
SELECT SHIFT MERC-O-MATIC	206.65
POWER TRANSFER AXLE	41.60
WSW E70X14 4P/R W/T TIRES	36.35
SPORTS CONSOLE WITH CLOCK	72.55
POWER STEERING	95.00
WHISPER-AIRE CONDITIONER	360.40
AM-FM STEREO RADIO	184.95
TINTED GLASS	30.25
TOTAL OPTIONS	1112.00
WHEN APPLICABLE PRICES INCLUDE FET	
TRANSPORTATION CHARGES	83.50
TOTAL	\$ 4427.41

A Better Idea car from the makers of Lincoln Continental

The Fine Car Touch is readily apparent on this Mercury both inside and out. Check it over carefully and you'll see that it's designed and engineered to fine-car standards...as close as any car can come to the Lincoln Continental. Every Mercury has better ideas everywhere you look.



SOLD TO		THIS LABEL IS APPROVED PURSUANT TO FEDERAL AUTOMOBILE INFORMATION SPECIFICATIONS. ACT. VENDOR'S SUPPLY. PROPOSED. RETAIL. PRICE. INCLUDING. DEPRECIATION. FOR FEDERAL EXCISE TAX AND VENDOR'S DEALER PREP. ARISING FROM CONSTRUCTION. CARGO. CARRYING. TRAILING. AND TIRE FAS. SEAT. AND LOCAL TAXES. AND DEALER INSTALLED OPTIONS AND ACCESSORIES. ARE NOT INCLUDED.	
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OPTIONAL EQUIPMENT NO.	ASSEMBLY	METHOD OF SHIP.	DEALER NO.
8F53F56207	DEARBURN	RAIL	420 007 FC07

My plan was to use the Cougar for a daily driver, but after taking delivery of her, I knew I had something special, so I have always had another car to handle that chore. The Cougar has always lived in my attached garage, and has never spent the night outside except when on vacation. It has never been driven in the snow.

Today the Cat still looks just like she did 43 years ago.



Everything still works, the air conditioner still puts out 40° air. The leather seats and the carpet look unused. Everything is original except the battery, muffler and water pump. Radial tires were just

coming out and I had them put on in July of 1968. They improved the handling 100%, and they still look like new. No scratches or dings, and the paint still shines like day one. Today the Cat has 39,985 miles on the clock. I still have the original window sticker, and devised a way to attach it to the window where it appeared originally. It always draws a lot of attention at car shows and cruises.

I joined the Cougar Club of America about the time it was formed in 1980. My member number is 174. The second National Show was held at Sapp Brothers Ford in Omaha on August 13 and 14, 1983. Our Cat was awarded First Place and Best of Show. We spent the day with Tom

Jacobellis, the founder and first President of the club.

This Cat's tale doesn't end here. In 2006, Mary and I were visiting the Henry Ford Museum in Dearborn. While on a tour of the River Rouge Ford factory, we met a young employee wearing a 1968 Cougar t-shirt. I showed him the production codes to our '68, and he asked if we would like to see where it was built. Boy, would we! He took us up to the Living Habitat Roof of the Rouge truck plant and pointed out the Dearborn assembly plant in which our Cougar had been built. It was a memorable experience for me.

I guess that's the end of my story. Maybe during the next 40 years someone else will add to it.

Financial Director's Report

Greg Fritz #5269

finance@cougarclub.org

Balance Sheet		
	As of 12/31/2010	As of 03/31/2011
Assets		
US Bank	\$9,836.63	\$12,749.09
PayPal	\$4,019.06	\$5,566.90
Total Cash	\$13,855.69	\$18,315.99
Accounts Receivable	\$0.00	\$0.00
Total Current Assets	\$13,855.69	\$18,315.99
Inventory Assets	\$902.00	\$897.00
Fixed Assets	\$0.00	\$0.00
Office Furniture/Equipment	\$0.00	\$0.00
Total Fixed Assets	\$902.00	\$897.00
Other Non-Current Assets	\$0.00	\$0.00
Computer Software	\$0.00	\$0.00
Total Assets	\$14,757.69	\$19,212.99
Liabilities		
Current Liabilities	\$0.00	\$0.00
Long Term Liabilities	\$0.00	\$0.00
Total Liabilities	\$0.00	\$0.00
Equity	\$15,257.87	\$14,757.69
Current Earnings	(\$500.18)	\$4,455.30
Total Owners Equity	\$14,757.69	\$19,212.99
Total Liabilities & Equity	\$14,757.69	\$19,212.99

Income Statement		
	As of 12/31/2010	As of 03/31/2011
Revenue		
Dues - Checks	\$560.00	\$4,295.35
Advertising	\$0.00	\$0.00
Calendars	\$0.00	\$0.00
Merchandise	\$0.00	\$0.00
Donations	\$0.00	\$0.00
PayPal - Dues	\$175.00	\$1,605.00
PayPal - Merchandise	\$0.00	\$15.00
Total Revenue	\$735.00	\$5,915.35
Expenses		
Postage	\$26.12	\$185.08
Office Supplies	\$44.75	\$366.49
Advertising Refunds	\$0.00	\$0.00
Bank Fees	\$0.00	\$4.11
Checkprint Charges	\$0.00	\$0.00
Newsletter	\$1,056.22	\$802.26
Web Site Fee	\$0.00	\$24.95
PayPal Fees	\$8.09	\$72.16
Legal Fees	\$0.00	\$0.00
Merchandise Cost	\$0.00	\$5.00
Merchandise Refund	\$0.00	\$0.00
Memorial	\$100.00	\$0.00
Total Expenses	\$1,235.18	\$1,460.05
Net Income	(\$500.18)	\$4,455.30

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?



1967 XR-7
VIN: Not listed
Miles: 32,900 orig
Condition: 1
Final bid: \$17,100 (reserve not met)

Total # of Bids: 32
 Factory two-tone paint in 95% original condition! Tilt away column, overhead controls & console. Has 32k orig miles on its 289 2bbl/auto trans. Front seats were re-covered at one time, nice original dash. Trim and chrome is original. This Cat is in the 2-tone Cougarregistry as 1 of very few original 2-tones known to exist. Drives very nice!



1992 25th Anniv Edition
VIN: 1mepm60XXXX
Miles: 108,000 orig
Condition: 2
Final bid: \$1,025 (reserve not met)
Total # of Bids: 19

Mostly original 25th Anniv Cat in great shape. Front bumper and hood have some stone chips. The V6 and trans have been rebuilt. Has newer paws (tires) and a good exhaust. Inside is in excellent condition with original floor mats. This Cat has spent all its life garaged with a cover. Speedometer works, but the odometer doesn't. This Cat enjoys car shows and still wins awards.



1997 XR7 30th Anniv. Edition
VIN: 1MELM6XXXX
Miles: 106,974 orig
Condition: 1
Winning bid: \$5,250.00
Total # of Bids: 11

30th Anniv. Cat in its 2nd & last issued color! This Cat is in great shape and runs perfectly. Both front seats are fully powered, has a moonroof, AM/FM/CD/Cassette. This Cat is like new both inside & out. All the emblems and trim are perfect!



1970 XR-7 coupe
VIN: 0F91QXXXXX
Miles: 103,000
Condition: 1
Final bid: 27,598 (reserve not met)
Total # of Bids: 7

This is 1 of 243 '70 XR-7 coupes with the Q-code 428CJ engine. All Original Drivetrain with Buck tag still in place. Cardinal Red with Black Decor Interior. Orig vinyl top still in great condition! The Body Panels are perfect with one repaint 3yrs ago. The interior is mostly orig and looks new. This big block Cat Purrs and runs great!! Have the orig invoice and window sticker



1968 Standard Coupe
VIN: 8R91C514xxx
Miles: 15,000
Condition: Survivor
Final Bid: \$21,000
Total # of bids: 17

Tons of documentation come with this low-mileage, all original Cougar. Even the original tires from 1968. 289 2bbl with automatic. Manual steering and drum brakes, with styled steel wheels and AM//FM. Interior is like new and everything works as it should. Paint is excellent with just a few minor dings. Original owner's card, manual, invoice, warranty book, and Calif. Driver's book. Truly a time capsule.



1972 XR7 Convertible
VIN: Not listed
Miles: 50,900
Condition 2
Final Bid: \$10,600
Total # of Bids: 7

Loaded with options including PS, PB, AC, power seats, windows and locks, Tilt steering, AM/FM. Powered by the 351 Cleveland with 2 bbl carb and automatic transmission. Purchased from estate of original owner. Excellent paint, solid body and trunk with near perfect interior. Chrome bumpers have some pitting. Car recently tuned-up and carb rebuilt. Ready to drive or take to the next level.

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 1969 Cougar \$12.00 USA. Checks only. PO Box 471147, Charlotte, NC 28247 panther@cougar-cats.com

FOR SALE: Parts: Gas tank for 67-68 Cougar XR-7. Original equipment. Good condition. Asking \$100. Oil Pan and gasket set for 67-68 Cougar XR-7. Reproduction from Auto Krafters. Brand new. Asking \$85. Will negotiate shipping costs. Contact Bob (757)412-0448 or gman72@cox.net
//

FOR SALE: Parts: 1968 stroker 302: Eagle 347 rotating assy, ported & polished heads, roller rockers & stud girdles, Ultradine solid lifter cam, Eldelbrock Victor Jr intake, Holley carb, MSD dist, ARP main & head studs, etc. \$4,800. 1967 GT 390 carb cast # C70F-9510-A, list 3793, date 784, 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 the pair Keith Litteken, St. Louis MO (314)351-1789 or email kslitteken@aol.com
/

FOR SALE: Parts: Have many parts available at very reasonable prices. Inventory includes white XR7 bucket seats, sequential turn signal boxes, 351C 4V Intake Manifold, Radio Bezels, Gauges, Woodgrain dash panel, NOS 71-72 Power Window Switch, Headlight Bucket, Exterior Bezels, Steering Column with keys, Wiring Harness, Much more. Contact tbirdted@verizon.net or call 732-295-9310 (NJ).
/

FOR SALE: 1970 Cougar XR-7 Brandywine Candy. 351 w/Edel, Holley 670, 4v. Cragar's & BFG. \$13,000. '66 Mustang White 347, alum heads, 512 roller cam & valve train. New brake system. PS, COAN C4, 9" rear. Cragar's. New springs – shocks. \$20,000. Paul, (765) 459-3094 (Kokomo IN).
/

WANTED: Carburetors part # on air horn C80F-AB & C80F-AA; FE distributors Part # on housing C80F-D, C80F-F, C80F-H. 1968 red dash pad.

Keith Litteken, St. Louis, MO (314) 351-1789 or email kslitteken@aol.com
/

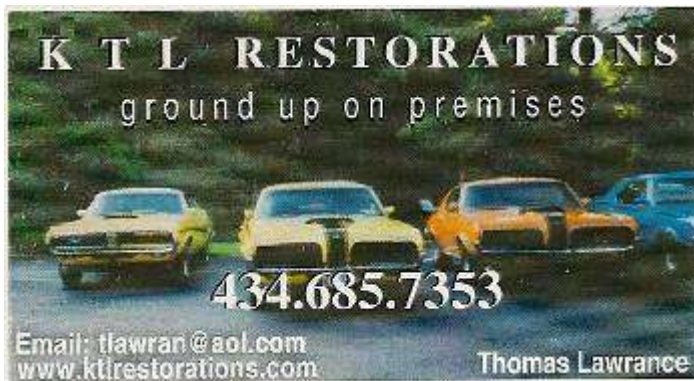
FOR SALE: 1986 Cougar. Great car to restore and enjoy. Original Arizona owner. No Rust! Some small door dings but overall body in good shape with no major dents. Paint on sides good but fading on roof and hood. Needs new half vinyl top (bonnet). 192K miles. V6 rebuilt at 139K in October 1998. 3-core radiator. Car driven daily until 2008. Not running now. Still a good-looking car. Asking \$250. Buyer must arrange and pay for shipping. (520) 529-3202.



/ **FOR SALE: 1968 XR7-G.** Beautiful Augusta Green over Nugget Gold XR7-G. This unique Cougar is one of 619 "Shelby G's" produced in 1968. The low mileage Cougar is equipped with a recently rebuilt 302 4V engine, C4 transmission, power steering and all the XR7-G specific parts.



Asking \$22,000 OBO. Detailed info ready to send. Contact Scott. Phone 604-591-3673 or E-mail scott.f@telus.net (Vancouver, BC Canada).
/



CCOA MEMBERSHIP RENEWAL FORM

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

- \$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 renew on-line using PayPal, point your internet browser to: www.cougarclub.org/about/membership.aspx or use this form to renew by regular mail.

Name: _____

Address: _____

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

Country: _____ Phone: _____

E-mail: _____

(please include email even if choosing regular mail membership)

New Member _____ Renewal _____

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

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

Cascade Cougar Club

Presents

Prowl 2011

Sunday July 24th
8:00 AM - 3:00 PM

People's Choice Awards Show

Over 20 Classes including
Cougars, Mercurys, Edsels, Lincolns, Mustangs
All Fords as well as other makes are welcome

XXX Root Beer Drive-In

98 NE Gilman Blvd.

Issaquah, WA.

Information

425 / 879-6036

253 / 839-7615

www.cascadecougarclub.com

PROWL HOTEL:

Issaquah Hilton Garden Inn

1800 Gilman Blvd

Issaquah WA 98027

Call 425 837-3600 Ask for the Triple X special rate

We hope to see you there!

PROWL 2011 REGISTRATION FORM
CLASS DESIGNATIONS

COUGAR

C1 67 STANDARD
C2 67 XR7
C3 68 STANDARD
C4 68 XR7
C5 69 HDTP, XR-7 & STANDARD
C6 70 HDTP, XR-7 & STANDARD
C7 71-73 COUGAR ALL
C8 69-70 COUGAR CONV
C9 MODIFIED COUGAR HDTP
C10 MODIFIED COUGAR CONV
C11 GTE, XR-7G, ELIMINATOR
C12 74-2002 COUGAR

FORD MERCURY / EDSEL / LINCOLN

F1 FORD ALL
F2 THUNDERBIRD ALL
MU1 MUSTANG 1964/1978
MU2 MUSTANG 1979 / 2011
MC1 70-80 MAVERICK / COMET
M1 MERCURY ALL
M2 1960-69 COMET, CYCLONE, METEOR, FALCON
EL EDSEL / LINCOLN ALL

SPECIAL

Y1 YOUNG ADULT (25 & UNDER)
OM&M OTHER MAKES & MODELS
D1 DISPLAY ONLY
Awards for Long Distance and Hard Luck Story

A modified Cougar is defined as one that has a modified paint scheme, engine modifications or body panel modifications that significantly alter the original appearance of the vehicle. Cascade Cougar Club reserves the right to make final class placement.

Registration is also available through our website at www.cascadecougarclub.com

NAME _____ PHONE _____

ADDRESS _____

CITY, STATE, ZIP _____ EMAIL _____

YEAR _____ MAKE _____ MODEL _____ BODY STYLE _____ COLOR _____

CHECK BOXES THAT BEST DESCRIBE YOUR CAR

☐ ORIGINAL ☐ RESTORED ☐ MOSTLY STOCK ☐ CUSTOM ☐ HEAVILY MODIFIED

ENTER CLASS DESIGNATION # FROM ABOVE LIST _____

Registration Fee: BEFORE JULY 12 - \$15 _____ AFTER JULY 12 - \$20 _____

I hereby release the Cascade Cougar Club, CCOA, and XXX Root Beer Drive-In, Staples, Motorville Place, Virginia Mason, Skippers, and the City of Issaquah from any and all responsibility for damages that may occur to my vehicle or personal property.

Signature _____ Date _____

Mail check and entry form to: **Cascade Cougar Club PO BOX 1914 Renton, WA 98057**



2011 CCOA Cougar Nationals

Hosted By:

COUGAR CLUB of New Jersey and Pennsylvania

In Bridgewater, NJ

July 15th-17th, 2011

Check the CCNJPA web site (ccnjpa.com) for Hotel Details, Class Information, Registration Form, Updates

Hi all and hope you are as happy as I am to see the end of winter. If you are in the north east it has been a long time coming. Old Man Winter is even taking up some of our spring days by dropping some snow on us. I know July seems a long way off but it will be here before you know it. So let's look forward to a great time for the Cougar owners and their families. If you have ever been a part of a Cougar National you know it takes work and planning. Two of the things that have to be planned for are, how many cars will attend and how many people will be at the banquet. I know most of us want to wait for the last minute to see what Mother Nature has in store for us, but the hotel is looking for a month's notice. So if you could pre-register the members of the CCNJPA would be grateful.

People have been asking for a schedule and information about the weekend so read on....

The Venue – Bridgewater Marriott Hotel - Once you park your car, it will not need to be moved all weekend. The hotel is within walking distance to a number of Fine and Casual Dining and Fast Food restaurants. The Bridgewater Commons Mall and the Village at Bridgewater Commons offers upscale shopping and a Dine-In Movie Theater, also within walking distance. The hotel has a state of the art Fitness Center and pool for your convenience.

The Banquet – After an exciting day of Car Show Festivities, seeing old friends, and viewing the Cougars, please join us at the CCNJPA hosted Awards Banquet which includes a sit down four course meal.

CCOA Cougar 2011 Nationals Schedule of Events		
Day	Time	Event
Thursday	All Day	Hotel Check In
Friday		
Friday	11:00 AM till 7:00 PM	Show Registration and Tech inspection
Friday	1:00 PM to 4:00 PM	Cruise to Northlandz, fun for the whole family. A short drive from the hotel http://www.northlandz.com/
Saturday	All Day	Hotel Check In
Saturday	8:00 AM – 9:00 AM	Tech inspection (All Judged Cars must complete Tech Inspection)
Saturday	9:00 AM – 4:00 PM	Judging (All Judged Cars must be on Show Field by 10:00 AM) and Tech talks
Saturday	10:00 AM – 11:30 AM	Kids' Corner; entertainment for the kids
Saturday	11:30 AM	Trip to the Mall for lunch and shopping
Saturday	6:00 PM – 10:00 PM	Banquet at the Marriott



2011 CCOA Cougar Nationals

Hosted By:

COUGAR CLUB of New Jersey and Pennsylvania
July 15th-17th, 2011

Marriott Hotel
700 Commons Way
Bridgewater, NJ 08807

The Cougar Club of New Jersey/Pennsylvania is proud to host the 2011 Cougar Nationals in Bridgewater, NJ
This venue is walking distance to a number of restaurants and the Bridgewater Commons Mall

Show is open to all Cougars

CLASSES

Class 1:	Senior	Class 14:	1971-1973 XR7 Convertible
Class 2:	Concours	Class 15:	1971-1973 XR7 Coupe
Class 3:	1967-1968 & 1971-1972 GT	Class 16:	1967-1973 Un-restored
Class 4:	1967-1968 Standard Coupe	Class 17:	1974-1979, Standard & XR7
Class 5:	1967-1968 XR7 Coupe	Class 18:	1980-1988 Standard & XR7
Class 6:	1968 XR7-G; GT-E	Class 19:	1989-1997 Standard & XR7
Class 7:	1969-1970 Eliminator	Class 20:	1999-2002 Stock
Class 8:	1969-1970 Standard Convertible	Class 21:	1974-1997 Modified
Class 9:	1969-1970 Standard Coupe	Class 22:	1999-2002 Modified
Class 10:	1969-1970 XR7 Convertible	Class 23:	1967-1973 Daily Driver
Class 11:	1969-1970 XR7 Coupe	Class 24:	1967-1973 Modified
Class 12:	1971-1973 Standard Convertible	Class 25:	1967-1973 Street Driven
Class 13:	1971-1973 Standard Coupe	Class 26:	1967-Present Display Only
		Class 27:	"Mangy Cat" (needs restoration – ugly wins!)

More Information to Follow...check CCNJPA.com for details
(<http://mysite.verizon.net/vze14fai1/CCNJPA/nats.html>)

Judging for 1967 to 1973 will follow CCOA Judging sheets all other Classes will be judged on Fit/Finish/Cleanliness



2011 CCOA Cougar Nationals

EARLY REGISTRATION DEADLINE: April 1, 2011

Please return Registration Form with a check in US funds to CCNJPA, and Mail to:

Name: _____ **CCOA#: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: _____ EMAIL: _____

**** CCOA # is not required to enter the show.**

I will help with Judging (Please volunteer, if there are not enough judges, classes may revert to People's Choice) _____

Registration Fees: Postmarked Before April 1, 2011: \$35.00/Car

Postmarked After April 1, 2011: \$40.00/Car

CAR#1: Year: _____ Type: _____

VIN: _____ COLOR: _____ CLASS: _____

CAR#2: Year: _____ Type: _____

VIN: _____ COLOR: _____ CLASS: _____

CAR#3: Year: _____ Type: _____

VIN: _____ COLOR: _____ CLASS: _____

Car Registration Quantity Total Registration

Postmarked Before April 1, 2011 - \$35.00 / Car after April 1, 2011 - \$40.00 / Car

Total Registration \$ _____

Please order T-Shirts and reserve your Banquet seats in advance. We want to make sure we have enough T-shirts (in the right sizes) and we need to let the hotel know how many will be attending the banquet

Awards Banquet Sit Down Dinner

\$50.00 per Adult, \$20 / Child (6-12) # Adult _____ # Child _____ Total Banquet \$ _____

T-Shirt Purchase

\$15.00 per Shirt, Quantity _____, Sizes _____ Total T-Shirt \$ _____

Grand Total Amount Enclosed \$ _____

Please return Registration Form with a check in US funds to **CCNJPA** and Mail to:

EMAIL Confirmation will be sent back

Sudhakar Reddy, 525 Glen Ridge Drive South, Bridgewater, NJ 08807



2011 CCOA Cougar Nationals



Hotel Information

Bridgewater Marriott Hotel

700 Commons Way
Bridgewater, NJ 08807

800-228-9290 or 908-927-9300

Rate: \$89/Night

<http://www.marriott.com/hotels/travel/sosbw-bridgewater-marriott/>

Hotel Reservations:

Reservations should be made under the Cougar Club of New Jersey/Pennsylvania. A block of rooms will be held for the show participants until June 16th, 2011. After this date, any un-reserved rooms will be made available to the general public and availability will not be guaranteed after this date. Rooms must be booked by June 16, 2011 receive the \$89 per night rate. **Contact the hotel directly at 800-228-9290 or 908-927-9300.**

Rooms are available from Thursday July 14, 2011 through Sunday July 17, 2011

The Venue – Once you park your car, it will not need to be moved all weekend. The hotel is within walking distance to a number of Fine and Casual Dining and Fast Food restaurants. The Bridgewater Commons Mall and the Village at Bridgewater Commons offers upscale shopping and a Dine-In Movie Theater, also within walking distance. The hotel has a state of the art Fitness Center and pool for your convenience

The Banquet – After an exciting day of Car Show Festivities, seeing old friends, and viewing the Cougars, please join us at the CCNJPA hosted Awards Banquet which includes a sit down 4 course meal.

<http://www.marriott.com/hotels/hotel-photos/sosbw-bridgewater-marriott/>

<http://www.bridgewatercommons.com/>

The Cougar Club of America, Cougar Club of New Jersey / Pennsylvania, the Bridgewater Marriott, and Sponsor(s) or any affiliates shall not be held responsible for any loss, injuries, accidents, or damages





2011 CCOA Cougar Nationals

Sponsor Information

Here is your chance to be a part of the 2011 CCOA Cougar Nationals and a part of Cougar history. For a \$100 Sponsorship your name/company/club will be listed on the all of the 2011 CCOA Cougar Nationals memorabilia. That includes the T-shirt, the banner at the show, the CCNJPA web site (with a link to your web site be it your company/club/personal), other club web sites that support the 2011 CCOA Cougar Nationals and of course the trophy for the class you sponsored.

Please check the CCNJPA.com web site for details and any changes to the list or payment options. For now e-mail the details of your Sponsorship or questions to ww2gamer@optonline.net. The check in US funds will be made out to CCNJPA put *Sponsorship* in the memo section, and Mail to:

Sudhakar Reddy, 525 Glen Ridge Drive South, Bridgewater, NJ 08807

Other ways you can participate are; volunteer for judging the cars, if your company has some type of give-away to include in the welcome bag or an item for one of the door prizes. Any questions send an e-mail to ww2gamer@optonline.net

SHOW SPONSORS:

Class 1:	Senior	Bridgewater Marriot
Class 2:	Concours	Tom Lawrance – KTL Restorations
Class 3:	1967-1968 & 1971-1972 GT	ESPO Springs 'n Things
Class 4:	1967-1968 Standard Coupe	Cliff Gardiner – KLP and John Studio
Class 5:	1967-1968 XR7 Coupe	Great Lakes Cougar Club
Class 6:	1968 XR7-G; GT-E	Sean B. Walsh
Class 7:	1969-1970 Eliminator	Berkshire Transmissions
Class 8:	1969-1970 Standard Convertible	Tom Lawrance – KTL Restorations
Class 9:	1969-1970 Standard Coupe	Martinsville Auto Parts
Class 10:	1969-1970 XR7 Convertible	Delmarva Cougar Club
Class 11:	1969-1970 XR7 Coupe	Rocketman's Classic Cougar Innovations
Class 12:	1971-1973 Standard Convertible	Cougar Club of New England
Class 13:	1971-1973 Standard Coupe	OPEN
Class 14:	1971-1973 XR7 Convertible	Cindy Ghizzi
Class 15:	1971-1973 XR7 Coupe	OPEN
Class 16:	1967-1973 Un-restored	Berkshire Transmissions
Class 17:	1974-1979, Standard & XR7	OPEN
Class 18:	1980-1988 Standard & XR7	Cool Cats
Class 19:	1989-1997 Standard & XR7	OPEN
Class 20:	1999-2002 Stock	OPEN
Class 21:	1974-1997 Modified	OPEN
Class 22:	1999-2002 Modified	OPEN
Class 23:	1967-1973 Daily Driver	Berkshire Transmissions
Class 24:	1967-1973 Modified	House of Wheels
Class 25:	1967-1973 Street Driven	JD Cougars Used Parts 67-73
Class 26:	1967-Present Display Only	MinnesotaCats.com
Class 27:	"Mangy Cat"	ECI Restorations



Cougar Club of America
28 West 8th Street
Duluth MN 55806-2515

Address Service Requested

FIRST CLASS MAIL

THE *Cougar Club of NJ-PA Presents*
2011 COUGAR NATIONALS



FRI, SAT & SUN, JULY 15-17
BRIDGEWATER, NEW JERSEY!