

# AT THE SIGN OF THE CAT

THE OFFICIAL PUBLICATION OF THE COUGAR CLUB OF AMERICA  
SPRING 2012

CCOA Member visits Bond Movie Car



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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](mailto:assistanteditor@cougarclub.org). Our next issue is planned for **June**. Please send your submissions no later than May 31.

#### 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](mailto: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

I made the trip to the annual Barrett-Jackson auction in Scottsdale Arizona – escaping Duluth on the coldest day of an otherwise very mild winter. It was great to see all the cars and watch as a fellow Duluthian's Cobra-Jet convertible crossed the block.



Barrett-Jackson is a great spectacle even if you're not buying or selling. Hundreds of great classic cars, food and entertainment.

Just as fun was stopping by Bill Basore's home in Fountain Hills, where he hosts an annual Gathering of the Cougar Faithful in conjunction with the Arizona Cougar Club. Bill's cul-de-sac was filled with Cougars and the faithful enjoyed an evening of camaraderie, bad jokes, and tall tales.



Ashe Johnson of Acworth Georgia was the lucky winner of **West Coast Classic Cougar's** contest to give away a 1970 Eliminator restoration project. She is a 2<sup>nd</sup> generation Cougar lover, as her dad's first car was a 1970 Cougar, which he still owns. Both Ashe and dad were members of the Georgia Cougar Club until it faded into the sunset. Ashe and her dad will be re-building the car as a father-daughter project and Ashe plans to drive the car as her daily driver – taking in shows as well. She's dubbed the car the "Frankenliminator."



Ashe is keeping everyone updated on the project at the [www.mercurycougar.net](http://www.mercurycougar.net) forums.

## Congratulations Ashe!



The **SEMA Action Network (SAN)** announced that July 13, 2012 will be commemorated as "Collector Car Appreciation Day." The date marks the third in what has become an annual event to raise awareness of the vital role automotive restoration and collection plays in American society. SAN is again working to secure Congressional recognition for the day.

In the previous two years, the U.S. Senate helped launch national Collector Car Appreciation Day by passing resolutions at the SAN's request. Thousands have gathered at car cruises, parades and other events to celebrate our nation's automotive heritage.

Give your rim blow horn a squeeze on July 13 and make your Cougar part of this national event.



Bob Hurdle (CCOA #5186) of Bristol, UK made a visit to the Beaulieu Motor Museum to see the Ian Fleming Foundation's 1969 428CJ Convertible XR7 used in the James Bond film, *On Her Majesty's Secret Service*.



*Cougar... C.J. Cougar*

The movie starred George Lazenby in his only appearance as the British super spy. Diana Rigg, playing Bond's love interest, is shown driving the Cougar through the Swiss Alps, as well as a scene showing the back seat of the Cougar used for steamy non-transportation purposes. Sadly, the Cougar sustains some unfortunate damage in the movie's main car chase scene which becomes entangled in a wintry stock car race on ice and snow.



The Cougar is part of the Bond in Motion display, featuring 50 vehicles to celebrate 50 years of James Bond films. The Cougar certainly earns its place among the Aston Martins, Jaguars and Rolls Royces.

Too bad that Bond's nemesis (played by Telly Savalas) didn't get to drive a Cougar, but Cougar aficionados will take some delight in seeing the "Low Fuel" light flickering off and on during some of the scenes.

A couple of years ago, the *Wall Street Journal* reported on the Ian Fleming Foundation, which owns the car. It was the life pursuit of postal worker Doug Redenius of Momence, Illinois. He

was reported to have amassed the world's largest collection of Bond vehicles, including the Cougar, boats, snowmobiles and other contraptions like the Lotus submarine car. His goal was to build the Museum of Bond Vehicles and Espionage. Unfortunately, his dream may not come true due to lack of funding.



Members Jim & Rosemary Cleaver (CCOA #1459) of St. Clair, Michigan sent in a note about their special 1969.

They are the second owners of the car, which was originally owned by Mrs. Roy Chapman, who was an employee of Ford at the time. Mrs. Chapman's husband, Roy, worked in advertising and was responsible for the 1967 ad that featured a cougar jumping from one boulder to another. The star of that ad was a trained big cat named Tanya. Mrs. Chapman named her car Tanya as well, and the Cleavers have continued that tradition to this day.

# Cougar

# Cougars In Miniature

**Bill Quay #1515**

This article will cover another large Cougar toy. These are commonly called "TIN" Toys, as they are stamped metal toys. The ones in the picture were manufactured in Japan by Bandai Toys. They are approximately 10 inches in length. The Picture with the two (2) cars are battery operated using two "D" cell batteries. Like the cars on my last article, these were also a bump and go type toy. They have a large rubber tire on the bottom that would reverse directions if the toy were to hit something. These toys had flashing lights on the rear of the car, either on the top of the trunk or in the back window. These cars were marked on the bottom with the letter "B" inside a square and "Made In Japan". The picture with the four (4) cars were also made by Bandai toys. These cars are known as Friction toys. As you pushed the toy across the floor, the Friction motor would start to spin. When released, the toy would move across the floor under its own power, running into anything that got in its way. The toy in the lower right of this picture is very different from the rest of the Bandai toys that I have seen. It is a Lime Green color with no painted interior. It has plain hub caps and aluminum-looking Grill & Bumpers. On the Bottom it says "Bandai Line" B.O.S. made in Korea.



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

## Regional Reports & Events

### M60 COUGARS, U.K.

**BY: BARRIE DIXON (#156)**  
**PRESIDENT**

Many of you will know that for a around 25-years I was the Overseas Director and then the International Manager of CCOA. What you won't know is that for many of those years I had CCOA enrolled in the Federation of British Historic Vehicle Clubs. Why didn't you know about this? Essentially, because I never told you. And why was that? Well, the FBHVC is primarily concerned about the preservation of Historic vehicles here in the UK and of any legislation that might have an adverse effect on our use of those vehicles over here on this



Sceptred Isle. Also, as I funded "our" annual subscription from my own pocket, there really wasn't too much reason for me to tell you unless there was any legislation that affected our UK membership. Fortunately, there hasn't been.

However, when I retired from my post with the club, I kept up my membership to FBHVC open but as an individual member and, through the newsletter, I get updates of impending legislation and changes that may or may not affect us as Historic vehicle and particularly Cougar owners here in the UK. Take for instance the large letters we, in Europe, use on our license plates. As American car owners in the UK, we were given a concession on this through Lobbyist work carried out, on our behalf, by the Federation. Primarily it was work carried out by the late Tony Beadle whilst he was both Editor of American Car World and an



active Committee member of FBHVC. Thanks to Tony we can now legally use a North American sized plate, built to UK specification, at both ends of our treasured Cougars, with correspondingly smaller digits. If you didn't already know about that, I apologise but I think I informed all our UK membership at the time the rules changed. If you need more information on that subject ask our International Manager and Tim will pass on your request to me. That only applies to UK members but you knew that. Right?

Most of the information I get from FBHVC isn't really that important to us, but you can be sure that if something comes along that's going to affect the way we use our cars, maybe through ill thought out legislation, the Federation will be there to fight it for us. As long as our cars are Historic, we have a voice.

Also, yellow park lights and rear sequential turn signals are not legal in either the UK or Europe and there's nothing the FBHVC can do about that for us. Indeed, rear turn signals need to be yellow/amber for all cars manufactured after December 1965, just as park lights need to be clear (and front turn signals yellow/amber). I know that can be a rewiring nightmare especially on Cougars, but it's doable. Please don't ask how I rewired those back lights: They've been like that for the best part of the last 30-years and I can't remember just how I did it! OK, so it was easy to move the backup lights inboard because I happened to have a spare set but exactly how I laid the wire for the turn signals, I'd probably have to rip the dashboard apart and take the carpet up to see what I'd done all those years ago.

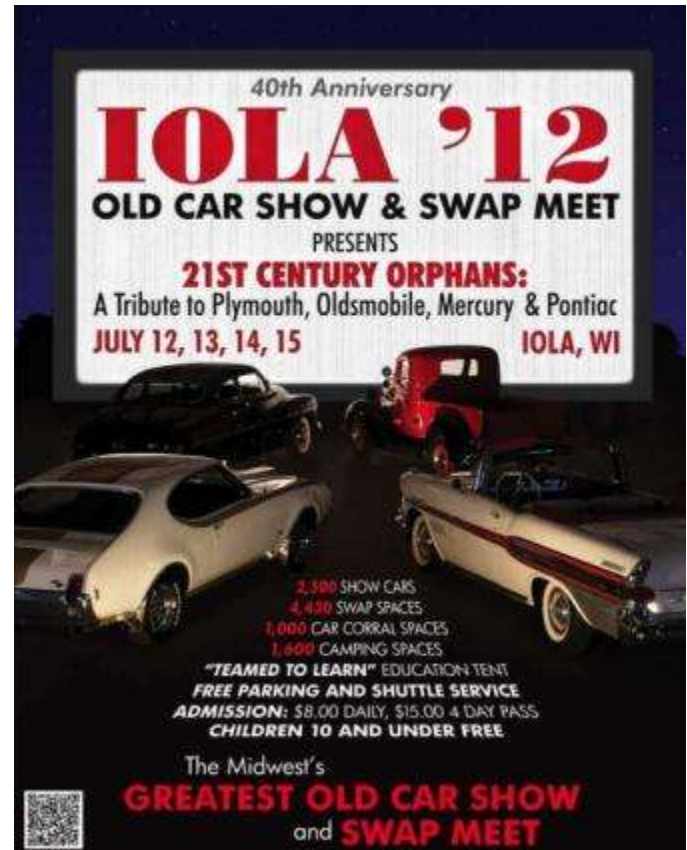
## Iola Old Car Show Iola, Wisconsin

The 40th Anniversary Iola Old Car Show and Swap Meet will be held **July 12-15, 2012** in Iola, Wisconsin. The IOLA '12 theme has been selected: "21st Century Orphans: A tribute to Plymouth, Oldsmobile, Mercury and Pontiac." The show features over 2,000 cars and over 4,000 swap meet spaces. Last year, over 100,000 people came for the fun.

Jerry Robbin, President of the International Mercury Owners Association invites CCOA members

[www.cougarclub.org](http://www.cougarclub.org)

to bring their Cougars to this special celebration – and maybe even make it a regional CCOA show. The IMOA will have a special area dedicated to the Mercury marque, and Cougars will of course fit right in. More information is available at the IMOA's website ([www.mercuryclub.com](http://www.mercuryclub.com)). Registration forms and directions to the show are available at [www.iolaoldcarshow.com](http://www.iolaoldcarshow.com).



## OHIO

BY: BEN BRACE (#2796)

MARK YOUR CALENDAR!

ARTHRITIS FOUNDATION CLASSIC AUTO  
SHOW & CRUISE-IN

JULY 6 & 7, 2012

The 2012 Arthritis Foundation Classic Auto Show & Cruise-In celebrates its 30th Anniversary. The show has grown immensely throughout the past 30 years. What started with 60 cars now has more than 1,200 collectible automobiles throughout the two day show! To keep the momentum going, the

Arthritis Foundation and Classic Auto Show & Cruise-In Volunteer Planning Committee has added a few new "goodies" for this year's participants.

### **New this year:**

**Rolling Legends Tour:** As a first this year, we will conduct a Rolling Legends Tour on Thursday, July 5. Tour registration and line-up will begin at 12:00 p.m. at the entrance to the Crowne Plaza Hotel. Touring group will take off at 1:00 p.m. and travel through Dublin and into Delaware to their final destination in Mt. Gilead at the Flying Horse Farms. Once participants arrive at Flying Horse Farms, a tour will be given by staff and volunteers. The Flying Horse Farms, a member of Association of Hole in the Wall Camps founded by Paul Newman, provides camps for children with serious illnesses. The cost to participate in the Rolling Legends Tour is a donation of \$25.00, the donation is tax deductible. For more information on the first annual Rolling Legends Tour, contact Michelle Thomas, [mthomas@arthritis.org](mailto:mthomas@arthritis.org) or 614.503.5590.

### **Pedal Car Raffle:**

This year, we will be raffling off two one of a kind pedal cars. A high end designer from Roadster Shop and Dominator will each be designing and painting a pedal car for this one of a kind raffle.

Tickets are \$5.00 each, 5 for \$20 and 15 for \$50. To purchase your ticket today, contact Michelle Thomas, [mthomas@arthritis.org](mailto:mthomas@arthritis.org) or 614.503.5590.




**Dublin Art Fair:** The 5th Annual Dublin Art Fair will also take place on July 6 & 7, 2012. The Arthritis Foundation Classic Auto Show & Cruise-In will be partnering with the Dublin Art Fair and provide a shuttle to and from both events during Friday and Saturday's show. This is a great opportunity for spouses and car owners to experience all Dublin has to offer. For more information on the Dublin Art Fair visit, [www.dublinartfair.org](http://www.dublinartfair.org).

**The 2012 Classic Auto Show & Cruise-In registration is now open!** Go to [www.arthritisautoshow.com](http://www.arthritisautoshow.com) and register today.

For more info and the Cougar-connection, contact Ben Brace at (614) 795-6627.

1969 Cougar Eliminator



Join us for the spectacular 30th annual Arthritis Foundation Classic Auto Show & Cruise-In! Our Featured Marques for 2012 will celebrate the 110th Anniversary of Cadillac, 45th Anniversary of Chevrolet Camaro, and the 45th Anniversary of Mercury Cougar.





**NEW DATE: Sunday July 15<sup>th</sup>, 2012**

**21<sup>st</sup> ANNUAL**

**All Ford Motor Company  
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**Hosted by the  
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**Food and beverages will be sold at the show. For more information, call Mike Zabilansky (860) 875-7537  
or Rich Clark (860) 649-8520 (Directions to the show are on the reverse side of this flyer)**

# 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.

## **A DIFFERENT KIND OF ONE OWNER STORY**

**BY: LEWIS BROWN (#8808)**  
**ALTAMONT, NEW YORK**

I'm 52 years old, so I was just a kid when the Cougar was introduced for 1967. In a way, though, I am an original owner. My story actually has two parts: "A one owner story" and an "almost" one owner story.

I am the original owner of a red "Taiyo" toy cougar – like the one mentioned in the last issue's *Cougars in Miniature* article by Bill Quay. The body is about like new, but the box is long gone. Like many of these old toys, the "D" cell batteries leaked and corroded when they were left in the toy for too long. One of the contacts is completely disintegrated. Thus, I can't say the old girl is in "running condition."



I also have two Hot Wheels Cougars that I have had for about as long as the Taiyo tin toy. One was played with a lot so its blue paint could use some touch up and clay-bar work. The only one, lime green, is in good, but not mint shape.

The "almost" one owner car actually involves three Cougars, 67-68. My parents bought a 1968 standard coupe new in 1968. It was medium blue with a light blue interior, with the base 289 c.i. 2bbl carb and C4 automatic transmission. They drove that car for 20 years! When they finally sold it, it had over 200,000 miles and countless repairs to

the body fending off the damage caused by salted winter roads in upstate New York.

They bought another '68 used in 1976 as a second car. That one had the 302 engine and was also medium blue, but with a black vinyl top and sunroof-even though it didn't work due to a dent track. The interior was black. I got the car as a high school graduation gift – my first car! Unfortunately, it only lasted about a year due to high mileage, mechanical problems and the inevitable upstate New York rust. The person who bought it talked about restoring it, so hopefully it is still out there somewhere.

One day, my dad spotted a 1967 Cougar GT out on the road in 1977. He followed the guy home and persuaded him to sell it. It had only 18,000 miles on the odometer. The car was sage gold – more of a green than gold – both paint and interior. It had the 390 big block engine with 4 bbl carb and C6 transmission. Despite the low miles, it had seen some road salt early in its life. Dad fixed the rust and repainted the car in the 1990s, and it's still in very nice condition. Dad passed in 2005, and the car is now mine. I'd like to get it restored again, but I'm not a mechanic. It still has only 43,000 miles, but tends to sit a lot so I keep gas stabilizer in the tank. Perhaps one of the members knows of a good restorer in upstate New York.

I plan to get the Marti report for the car, but I already know it is an early production car with an October 1966 build date.

I drive the Cougar locally and like to take it to a small antique car get together at the Tastee Treat Ice Cream stand in Voohreesville, NY (near Albany). Maybe I'll see you there!

That's my "almost" one owner story. We have had a 67 or 68 Cougar in the family since 1968. They are special cars with great memories for me. I've enjoyed them a lot over the years, including the 1988 5.0 liter LS model I owned in the 90's.





## THE TRIALS AND TRIBULATIONS OF AN ORIGINAL OWNER

**ED & DENISE DROZD (#4183)  
WALLINGFORD, CONNECTICUT**

I arrived in Vietnam in March of 1969, attached to the 101st Airborne, 3rd of the 187th Division. After five months out in the bush, I finally found the opportunity to visit a P.X. at the Division's base camp. It was quite an experience to once again see merchandise and actually watch a real U.S.O. show. Banners and flags from the big three automakers hung from a Quonset hut. Curious, several buddies and I walked in. General Motors, Ford, and Chrysler had sales personnel just like back home. The deal was to order a car on the spot, pay NO taxes, and the car would be waiting for you when you returned to the States. They had brochures and took orders just like a dealership back home. Having put in a year and a half overseas, I was really cut off from what was being produced, except for what I would occasionally see on leave. This had not been a priority, since I was in a place I wasn't sure I'd return from. But now the end of my two years in the army was in sight. Discussion among the group turned from "if" we would buy, to "what". However, I didn't order that day.

Around three months later, I cut out a picture of a 1970 Cougar Eliminator and sent it to my brother back home. I told him to order one so it would be waiting for me. He ordered the car at Bristol Lincoln/Mercury, in Bristol, CT because (believe it or not) the price was better at the dealership even with the taxes added. Go figure!

I finished up my time in February of 1970. When I got home, there she was, sitting in the yard waiting

for me. Shiny, sleek, she was a real eye-catcher in Competition Gold. I was "back in the world" and had wheels, too.

The next few years took a minor toll on the car. In August of 1970, the front was hit while parked in a lot, causing damage to the grill. In 1971, another car made a sudden U-turn in front of me, causing a twisted front bumper. Two months later, while returning home after picking up my wife's engagement ring, I almost lost the car to a Camaro. It was a rainy night on a dark street, and the Camaro had no lights on. I stopped fast enough to only have my already twisted bumper (from the previous accident) severely damaged at its end. Also, my fender extension was torn off, along with some sheet metal damage about 6" back. The Camaro, only weeks old, was creased from front to rear, sustaining major damage. The driver tried to blame me for the accident, but when I asked him to point to any car without headlights on, he didn't have a leg to stand on.

After our engagement in 1972, my wife would use the car from time to time. One spring night after dropping me off at my parents' home, she was harassed by a Chevy on a long, lonely stretch of road. Frightened, she told me she was afraid to let him in front of her, so she didn't. The speedometer had been disconnected for some work earlier that week so she had no idea how fast she was going. I

asked if she remembered looking at the tachometer and she calmly replied, "Yes, the needle was past the four". In gearhead terms, that's 120 mph!

Married in October of 1972, we rented in an apartment complex forcing us to leave the car in a large, unlit, unsupervised parking lot. One night in the winter of '73, the phone rang at 1: 30 a.m. As I got up to answer I thought, "this can only be bad





news." It was the New Britain police, and did we own a 1970 Mercury Cougar? "Yes, and are you going to tell me it was stolen?" Yes, it was...by two fourteen year olds who escaped from the Meriden School for Boys that very night. We drove to New Britain to retrieve the car in our only other wheels, a beat-up 1957 Ford pickup. As we left the station, the desk officer told us the kids couldn't even see over the counter. The only comment the driver had was "Boy, was that car FAST!" "And by the way, here's your key", the officer said dryly as he handed me a chewed up flathead screwdriver. The damage to the car was light. The steering wheel collar was broken, and the rear valance was torn off. The car was repaired, and insurance paid in full for the damage.

Deciding that apartment life was not for us, we saved to buy our first home in June of 1974. Adding on a garage the following year, the car was finally housed for the first time in her life. Being out in the weather for five years straight was beginning to take its toll.

One day in the summer of '75, my wife was driving behind a pickup full of furniture. The truck stopped and proceeded to back up intending to hit the driveway, but hit my car instead! Now it was the other fender extension to be damaged as in the previous accident with the Camaro. I must say at this point, that in all the accident cases, the car was always repaired with new parts and I was compensated by each individual's insurance company.

By 1980, the overall condition was still good, but it started to have minor rot in the floors and rear quarters. In 1981, my youngest brother (now heavily into cars) persuaded me to take the Eliminator off the road for some restoration work, insisting I was sitting on a classic. I took his advice and bought a very secondhand 1965 Old Cutlass F-85 for \$300.00. It was held together with "a lick and a promise," and lots of duct tape. I convinced my wife to drive it because it had power steering (a giant leap into the 80's) and "you can't even buy a LAWNMOWER for \$300.00". My wife still hits me with that one every now and then. She "sings" it, actually...

My brother took charge repairing and repainting the body in his spare time. Two months later, it

was in reasonable condition. Daily driving was never done from that day on. We used the car only for cruising and special events. Our first special event was to bring home our new daughter, Lindsay Marie, born in November of '81.

Sometime in 1982, I found out about the Cougar Club of America, joined, and have been a member ever since. At around the same time, I received an odd phone call from this kid that heard about my Eliminator. He said he never saw one except for in pictures. Could he come over with a friend and take some pictures? and did I have any parts for sale? This is almost comical because today he is a walking wealth of knowledge on Cougars. Most everyone seeks HIM out for parts and information. He is self-taught, and has done extensive research, to become one of the most informed members in the country. Much of the information he gathered while restoring my engine a few years ago. His name?...Ken Gucker, former president of the CT Cougar Club.

From 1983 to 1993, I began stocking N.O.S. parts in hopes of restoring the car to its original showroom look. I went to my first Cougar Nationals in 1993 at Matamoros, PA taking 3rd place in the Eliminator class. I learned much from this show, and made many new friends. This was all it took to set my interest in Cougars to new heights.

I had two goals in the 90's. The first was to restore my Eliminator, and the second was to own a 1969 Cougar convertible. The convertible was purchased soon after seeing it at the '93 Nationals, and my Eliminator got its finishing touches after a year of constant effort by some very talented people. I did lose the convertible when it arrived, to my wife, but if I ask her nicely, she'll let me drive it. Daughter Lindsay took her first driving lessons in the convertible. Our second child, Matthew started to show interest as well, asking why I let her drive it first? Need I say more? The trouble starts...

UPDATE: This article was originally written in 1995. The Eliminator is now completely restored and has taken first place in the Cougar Nationals East held in Southbury, CT in 1996, and again in Atlanta, GA in 1998. It has also taken "Best of Shows" in the '96 Nationals, and in Manchester, CT in 1997. I still cherish the car and all of the memories surrounding it.

## Classified Cougar

**Don Wussler (#5899)**  
**Scotch Plains, New Jersey**

Don Wussler had his car written up in *Old Cars Weekly*. Look for their publications at your news stand or on the web at [www.oldcarsweekly.com](http://www.oldcarsweekly.com).



# Classified Cougar

1967 Cougar  
XR-7 from the  
*OCW* classifieds  
is the cat's meow  
for proud owners

By Michael Petti

Thanks to a little classified ad in the back *Old Cars Weekly*, Judy and Don Wussler now own the 1967 Cougar pictured here:

The couple already owned a 1946 Ford Deluxe, which they bought in 1981 and restored over the next five years. But Judy always loved the first-generation Cougar, because the front grille reminded her of snarling cat's teeth. Their subscription to *Old Cars Weekly* was expiring, and they were offered a free, three-week classified ad with a subscription renewal. On a whim, Judy fashioned a wanted ad for a late-'60s Cougar. Because the Wusslers live in New Jersey, Judy specified in the ad she was looking for a Cougar in the northeastern United States.

After months with no response, the Wusslers had almost given up hope that anyone had read their notice. Then, the

phone rang one evening — a fellow *Old Cars Weekly* subscriber from Colorado was on the other end of the line.

The Colorado seller said, "I've got just what you want! You're gonna love this car!" Judy recalled. The more the seller talked, the more the Wusslers became excited and intrigued with the car he had for sale.

Fortunately, the couple had longtime friends who lived just an hour away from Westminster, Colo., where the Cougar was located.

"Could we convince [our friends] to drive up there, take a look at it and snap a few pictures?" Judy said. "We did! They did! And the rest is history."

Don made arrangements with a professional transporter and the carrier called the Wusslers every night while the 1967 Cougar was in transit. When the car arrived near their home, the Wusslers knew they had made a good purchase.

"It was all we expected and more," Don said. The couple's Cougar had been repainted the original Inverness Green color and carries a saddle-color interior. It now proudly sports the New Jersey license plates "COUGRRR."

Because of the phenomenal sales success of the 1964 Ford Mustang, other makes rushed to bring out pony cars in 1967. Whereas the Chevrolet Camaro and Pontiac Firebird had the same shape from the cowl backwards, the Mercury Cougar shared little with the Mustang.

The Cougar was bigger than the Mustang and had smooth, straight lines. While the concealed headlamps and vertical bars reminded Judy of cats' teeth, the grille reminded most others of an electric shaver. The wide tail lamps were also treated with vertical chrome bars and featured sequential turn signals. The Mustang was geared toward the youth market, but the Cougar was aimed at the successful middle-age buyer who





*Don Wussler shows off his 1967 Cougar XR-7 at one of the many car shows he and his wife, Judy, have attended with their Mercury. Under the hood is the base 289-cid, 200-hp V-8.*

wanted a combination of a sporty-looking car with luxury features.

Named "Car of the Year" by *Motor Trend*, the 1967 Cougar was available with two upgrade packages, either together or separately. The Wusslers' Cougar has the XR-7 option, a trim package that included a simulated walnut dash, wood-rimmed steering wheel, black-faced gauges, toggle switches, overhead console and a leather-covered T-hand shifter for the automatic transmission shift handle. The optional GT performance package came with a 390-cid, 335-hp V-8 with a four-venturi carburetor. To deal with the brute force of the engine, the GT's suspension system was upgraded. In addition to an automatic, manual transmissions were available in either three- or four-speed versions. The Wusslers' Cougar has the base 289-cid, 200-hp V-8 with a two-venturi carburetor.

Don soon became active in the Cougar Club of America. When he was elected to its board of directors in May 1998, he went over the list of national Cougar club members living in New Jersey as the sporty new front-wheel-drive Cougar was making its debut as a 1999 model. He received a response from 35 percent of national members in New Jersey, and arrangements were made with a local Lincoln-Mercury dealer

to show the new Cougar with examples from the preceding 30 model years. Seventeen owners showed up, and the Cougar Club of New Jersey (CCNJ) was formed.

In 2003, the CCNJ hosted an East Coast National Show in Mount Laurel, N.J. On display were 102 Cougars — the most Cougars the Wusslers and many others had ever seen in one place.

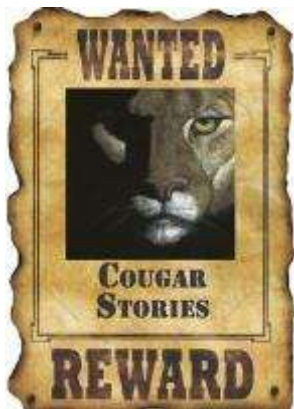
"The Mt. Laurel Show, being somewhat close to Pennsylvania, drew exhibitors from that neighboring state," Judy said. "A year later, we invited their 'Cat' owners to join the club, so it is now known as the Cougar Club of New Jersey and Pennsylvania, or CCNJPA."

The Wusslers are proud to say their Cougar is never trailered and has been driven all over the eastern United States. It has won trophies at national shows in Atlanta and Louisville.

The Wusslers agree there is nothing better than a thumbs-up from others when on the road, or to hear a kid at a parade say to his father, "But Dad, where are the car's headlights?"

For information on vintage Mercury Cougars and hundreds of other post-war collector cars, check out **"The Standard Catalog of American Cars 1946-1975,"** available at [www.shopoldcarsweekly.com](http://www.shopoldcarsweekly.com), or by calling 1-800-258-0929.

## **MORE STORIES WANTED.**



I hope everyone is enjoying the stories of other CCOA Members and their cars. I know there's a lot more of you out there who haven't yet put your fingers to the keyboard. Other Cougar-related articles are also greatly appreciated and welcome. Send us your Cougar tale and see your story in the newsletter. Articles in the nature of "Reader rides" are best with a picture or two. Or, tell us your restoration story. Better yet, did you figure out some technical challenge with a repair or modification of your car? Do a "how-to" article to share and preserve it for the Club. What are ya waiting for??? You can send your story by mail to CCOA, 28 West 8<sup>th</sup> St., Duluth, MN 55806-2515 or [membership@cougarclub.org](mailto:membership@cougarclub.org).



# 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](mailto:assistanteditor@cougarclub.org)

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



**Year/Model:** 2001  
**VIN:** 1ZWFTxxxx  
**Miles:** 150,000  
**Condition:** 2  
**Final bid:** \$2,600.00  
**Total # of Bids:** 9  
**Comments:** Sharp looking Cat!! Has no damage evident on this Cat even though it was not garage kept. No problems with the engine, has no known defects. Overall the exterior is clean with minordings. Interior is extra clean with no rips, odors or abuse. Has new struts, alternator, wheel bearings and ball joints.



**Year/Model:** 1970 XR-7 convt  
**VIN:** OF94HXXX  
**Miles:** 145,000  
**Condition:** 3  
**Winning bid:** \$5,111.00  
**Total # of Bids:** 3  
**Comments:** All original with 351W 2v. Originally a 3spd, was upgraded to a 4spd top loader w/Hurst shifter by orig owner in the '70s. Marti report says 1 of only 47 '70 XR-7 converts with a 3spd. All body panels are orig with no patches or noticeable bondo. Still has its orig top which needs to be replaced.



**Year/Model:** 1990 XR7  
**VIN:** 1MEPMXXXX  
**Miles:** 122,000  
**Condition:** 3  
**Winning bid:** \$986.00  
**Total # of Bids:** n/a  
**Comments:** This XR7 has the rare V6 supercharged engine and auto trans. Has sunroof, CD player. The interior is ok, needs work. The body and paint are in good shape being 22yrs old, but needs to be painted. Has erratic idle problem.



**Year/Model:** 1994 XR7  
**VIN:** 1MELMxxxxx  
**Miles:** 36,176 orig  
**Condition:** 2  
**Final Bid:** \$2,999  
**Total # of bids:** n/a  
**Comments:** 1 owner Cat with V6 and runs great. Very clean inside and out. The exterior is nice, but is not perfect; the paint on the sides is very nice except on the hood. Looks like it has barely been driven, but got parked outside and the sun got to the paint. The rest of the car is in great shape.



**Year/Model:** 1976 XR7  
**VIN:** Not listed  
**Miles:** 59,000 orig miles  
**Condition:** 2  
**Final Bid:** \$2,950.00  
**Total # of Bids:** 48  
**Comments:** Interior is IMMACULATE with no rips or signs of wear. Body is clean, has some minor rust. Been garaged since 2000. Runs EXCELLENT will no oil leaks.



**Year/Model:** 1968 XR7-G  
**VIN:** 8F93Jxxxxx  
**Miles:** Unknown  
**Condition:** 3  
**Final Bid:** \$5,000.00  
**Total # of Bids:** 26  
**Comments:** This rare Cat needs a complete restoration. Has a 302 4V and auto trans with sunroof. It retains almost all of its original factory add-ons including the bullet mirror, Lucas fog lights, special hood scoop. Will need torque boxes, partial floors, partial rear frame rail section and miscellaneous sheet metal. The interior is complete and dash is intact, but will need to be restored too.

# Classified Ads

Send your "Wanted" and "For Sale" ads to [assistanteditor@cougarclub.org](mailto:assistanteditor@cougarclub.org) or [membership@cougarclub.org](mailto:membership@cougarclub.org). Please send them by **May 31** 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](mailto:panther@cougar-cats.com)

\*

**FOR SALE: PARTS.** 1969 restoration parts, 428cj parts. Pics at:  
<https://sites.google.com/site/2catsspiderweb/gallery>  
I also have some 1/18 scale 1967 and a box of 1969 1/43 die cast cars. Make offers on what you like. If you need prices or help email  
[marvin28210@yahoo.com](mailto:marvin28210@yahoo.com) or call (704) 502-2175

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**FOR SALE: PARTS** 351m motor and tranny, both are NEW (not used) with ZERO miles. Motor was shipped from Dallas speed shop in Dallas, TX. Tranny is a TCI C-6 with converter. \$1,300/obo (904) 655-5570 call or text Jacksonville, FL

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**FOR SALE: A VERY RARE FIND.** This is an absolute pristine, mint original with only 12,300, yes, 12,300 original miles since new. Sun City, Arizona car since new when it was first registered on 2/24/1995 with only 4 miles on it! Options include, 4.6 OHC V-8 with factory dual exhaust, ABS, dual air bags, factory a/c, automatic, tilt, cruise, power windows, locks, am/fm stereo cassette with factory premium sound, power driver's seat, leather and suede interior, power side view mirrors, tinted glass and factory alloy wheels on Michelin tires. Has complete Carfax with all books and digital entry card. Never smoked in and the spare tire has never been down. Not one nick or ding on this car. Even has the original windshield with the Ford sticker still on it! Car is indistinguishable from brand new. \$10,500 Please call Jeff at 602-686-8276

/

**WANTED 1967 XR7 SADDLE INTERIOR PARTS.** Console, door panels, etc. Contact Scott DeFries, at 575-544-4444 or [demingdobes@zianet.com](mailto:demingdobes@zianet.com)

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**FOR SALE: 1968 COUGAR XR-7** Originally a California car until I purchased in May of 2000. Car has J Code 302 4v with C4 automatic. Augusta Green and Ivy Gold (green) interior. Great condition, no rust. Rebuilt carb by Pony Carbs this year. Interior redone by previous owner. Has factory A/C and tilt wheel. Runs great/looks great. \$12,900 obo. For questions please contact Steve at [ssmorby@yahoo.com](mailto:ssmorby@yahoo.com) See pictures at <http://stevescougar.shutterfly.com/#2011-07-08>

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**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 # 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 (314)351-1789 Keith Litteken St. Louis MO or email: [kslitteken@aol.com](mailto:kslitteken@aol.com)

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**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. (314) 351-1789 Keith Litteken St. Louis MO or email: [kslitteken@aol.com](mailto:kslitteken@aol.com)

/

**FOR SALE: PARTS.** I have quite a few parts for '69-'70's, including dash gauges for XR-7 with bezels, 2 NOS front wheel well moldings, fender extensions, rear ashtrays, rim blow steering wheel (needs restoration), etc. Too many parts to list; I can send a complete list along with prices to anyone interested. Email [aroger@consolidated.net](mailto:aroger@consolidated.net) Located in Montgomery, TX

//

**FOR SALE: 1967 STD;** original owner. Repainted in '89 in its original dark green. The 289 was overhauled in '89 & top end rebuilt in '02 and only 8,000 miles since overhaul. Has electronic ignition, automatic, new electronic sequential indicators, new gas tank and sender. New brakes

in '08 with additional upgrades '09. The interior is black vinyl, back seats are original, front bucket seats & headliner restored 1979. Factory original luggage rack. The car has been garaged for the last 25+ years, Originally a So. Calif. car and has been in FL ever since. It needs work around the back window and the lower edges of the quarter panels. It was my driver until about 3 years ago when we changed insurance. It runs very well and

interior is very good. Asking \$10,500, insured for \$11,500. Please call me for any details I can provide. I have a few spare parts, manuals, and receipts for the work I have had done over the years. Please see my story & photos in the September 2011 issue. Gail (904) 797-1984, Email: [captdean@hotmail.com](mailto:captdean@hotmail.com) in St. Augustine, FL  
//

## Financial Director's Report

**Greg Fritz #5269**

[finance@cougarclub.org](mailto:finance@cougarclub.org)

<b>Balance Sheet</b>		
	As of 09/30/2011	As of 12/31/2011
<b>Assets</b>		
US Bank	\$12,757.69	\$11,747.24
PayPal	\$7,182.96	\$7,536.70
Total Cash	\$19,940.65	\$19,283.94
Accounts Receivable	\$0.00	\$0.00
<b>Total Current Assets</b>	<b>\$19,940.65</b>	<b>\$19,283.94</b>
Inventory Assets	\$897.00	\$877.00
Fixed Assets	\$0.00	\$0.00
Office Furniture/Equipment	\$0.00	\$0.00
<b>Total Fixed Assets</b>	<b>\$897.00</b>	<b>\$877.00</b>
Other Non-Current Assets	\$0.00	\$0.00
Computer Software	\$0.00	\$0.00
<b>Total Assets</b>	<b>\$20,837.65</b>	<b>\$20,160.94</b>
<b>Liabilities</b>		
Current Liabilities	\$100.00	\$0.00
Long Term Liabilities	\$0.00	\$0.00
<b>Total Liabilities</b>	<b>\$100.00</b>	<b>\$0.00</b>
<b>Equity</b>	<b>\$20,734.43</b>	<b>\$20,737.65</b>
Current Earnings	\$3.22	-\$576.71
<b>Total Owners Equity</b>	<b>\$20,737.65</b>	<b>\$20,160.94</b>
<b>Total Liabilities &amp; Equity</b>	<b>\$20,837.65</b>	<b>\$20,160.94</b>

<b>Income Statement</b>		
	As of 09/30/2011	As of 12/31/2011
<b>Revenue</b>		
Dues - Checks	\$1,035.00	\$285.00
Advertising	\$0.00	\$0.00
Calendars	\$0.00	\$0.00
Merchandise	\$0.00	\$0.00
Donations	\$0.00	\$0.00
PayPal - Dues	\$340.00	\$310.00
PayPal - Merchandise	\$0.00	\$61.00
<b>Total Revenue</b>	<b>\$1,375.00</b>	<b>\$656.00</b>
<b>Expenses</b>		
Postage	\$0.00	\$57.23
Office Supplies	\$0.00	\$0.00
Advertising Refunds	\$0.00	\$0.00
Bank Fees	\$0.00	\$4.00
Checkprint Charges	\$0.00	\$0.00
Newsletter	\$1,036.91	\$1,134.22
Web Site Fee	\$119.40	\$0.00
PayPal Fees	\$15.47	\$17.26
Legal Fees	\$0.00	\$0.00
Merchandise Cost	\$0.00	\$20.00
Merchandise Refund	\$0.00	\$0.00
Memorial	\$200.00	\$0.00
Nat'l Show Expense	\$0.00	\$0.00
<b>Total Expenses</b>	<b>\$1,371.78</b>	<b>\$1,232.71</b>
<b>Net Income</b>	<b>\$3.22</b>	<b>-\$576.71</b>



## MEMBERSHIP REPORT

Rob Merritt (#8323)

[Membership@cougarclub.org](mailto:Membership@cougarclub.org)

Greetings fellow Cougar enthusiasts! January renewals are still filtering in, but a lot of members have yet to renew. Don't let this be your last issue of *At the Sign of the Cat*. If you received a postcard reminder, and haven't sent in your renewal yet... do it today!

## NEW MEMBERS

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

HARRY UNRUH  
MICHAEL JACKSON  
SCOTT BURGESS  
CHARLES NASON  
BILL AUGUST  
TERESA UNDERWOOD  
JAMES DE MAIO

WHITE ROCK BC  
LOS ANGELES CA  
WATKINSVILLE GA  
NORTON MA  
GERMANTOWN MD  
RED LODGE MT  
MENDHAM NJ

GEORGE VANDERSTOW  
DAVID KERSHNER  
DOUGLAS FENDERSON  
WAYNE CLEVINGER  
RON & SHIRLEY ADWERS  
JIM SHERRILL  
AL DEAN  
DAVID ISSELHARD  
TONY DeRANGO

HAMLIN NY  
EASTON PA  
SIOUX FALLS SD  
ROGERSVILLE TN  
BURNET TX  
DALLAS TX  
NEDERLAND TX  
BATTLE GROUND WA  
STURTEVANT WI

## 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](http://www.cougarclub.org).

## RENEWING YOUR MEMBERSHIP:

If your renewal is due, use the form below or the handy PayPal button at [www.cougarclub.org/about/membership.aspx](http://www.cougarclub.org/about/membership.aspx)  
Be sure to update any change of 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

# Marti Auto Works

## Expanding Building New Facilities

El Mirage, Arizona- Marti Auto Works is proud to announce that due to its growing business, with the new expanded Marti Reports for owners of 1976-1993 Ford Vehicles and the Marti Auto Works high quality Ford restoration products the company will be moving to new, larger facilities in the second quarter of 2012.

“We have completely outgrown our present facility and are literally bursting at the seams,” stated Kevin Marti, Marti Auto Works President. “With our new multi-building facilities we will be able to serve our current and future customers much more efficiently.”

The new Marti Auto Works buildings are designed to house the growing data and records that as a Ford licensee, the company has acquired. In addition Kevin is planning an authentic 1960s Ford Rotunda service department showroom



that will include original Rotunda equipment including such rare items as a completely functioning front end alignment machine. “We also look forward to hosting Mustang, Shelby and other Ford enthusiast clubs at our new address,” Marti added.

In addition the Marti Auto Works product and literature lineup will be warehoused and in a

separate building with new storage and retrieval systems for easier access and faster fulfillment.

Marti Auto Works has provided the finest quality restoration products that meet or exceed original design specifications at auto supply store prices including ; door data plates, other ID tags, belts and

hoses, spark pug wires and battery cables, in addition to Marti Reports for over 28 years.



**Contact: Marti Auto Works 623-935-2558 [www.Martiauto.com](http://www.Martiauto.com)**

**Randy Goodling**  
Cougar Parts  
1967-73 Cougar Parts  
Buy - Sell - Trade  
New - Used - Reproduction - Rebuilt  
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Elizabethtown Pa 17022-9401  
717-367-6700  
CCOA Chairman  
bossat@dejazzd.com  
Member PFCP

**K T L RESTORATIONS**  
ground up on premises  
434.685.7353  
Email: tlawran@aol.com  
[www.ktlrestorations.com](http://www.ktlrestorations.com)  
Thomas Lawrance



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

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