

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

ONCE AROUND



THE CAT

(Or, "Fixing All Those Cougar Quirks")

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The official publication of
The Cougar Club of America

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Advertising

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Disclaimer

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Editor's Desk

Editor's note: This space, where you normally find my "Editor's Desk" column, is dedicated to the late Ron Johnson, whose commitment to the classic Cougar community was nothing short of legendary. Steve Eitzen, publisher of "The Classic Cougar Network" and a prominent figure in the classic Cougar community himself, was a close friend of Ron's. On short notice, Steve graciously agreed to pen a short memorial article about Ron; it's published below. The CCOA extends its deepest sympathies to the Johnson family.

—Carl Graziano

Ron Johnson's Legacy to the Classic Cougar Community

Early on the morning of Oct. 1, 2000, the classic Cougar community lost one of its leading citizens and strongest supporters. On that Sunday morning, Ron Johnson finally fell to the heart disease he'd battled for a decade.

Even though we'd been warned the end was near, news of Ron's death left his friends in shock. Perhaps it was not so much the news that shocked us, but the realization that we would never again sit among the shelves piled high with Cougar parts in Stang-it's shop, enjoying a conversation with one of the most interesting guys we knew—the realization that the man who'd always been there for us wouldn't be there anymore.

Yet, as I join Ron's family, friends and fellow enthusiasts in mourning his passing, I can't help but feel that Ron was more fortunate than most. Even though his death came much too early—Ron was only 43—he had found a way to combine his career with the hobby he loved. It certainly wasn't an easy way to make a living, but Ron spent most of his adult life doing the things he enjoyed most, working with classic Cougars and helping those who shared his appreciation for Mercury's Cats.

While it is true Ron gained much from his involvement with the classic Cougar community, it also is true that he gave back to our community in equal measure. In addition to serving the CCOA in a variety of roles, Ron gave even more of himself to the support of regional clubs. Beyond the countless hours he spent working on behalf of the club he helped found, The Stray Cats, Ron supported clubs throughout the country, providing both the benefit of his experience and merchandise to assist club fund-raising efforts.

But in retrospect, I think those who benefited most from Ron Johnson's involvement in the classic Cougar community are the individuals who turned to him for advice and help with their Cats. Personally, I can't recall asking a question—and I had many in the early days—that Ron couldn't answer from his vast mental storehouse of Cougar information. That knowledge he willingly shared with so many of us may be Ron's greatest legacy to our hobby.

So, as we mourn Ron Johnson's passing and send our sympathy and love to his wife, Lynn, and their son and daughter, R.J. and Jennifer, let us also celebrate the life of the man who dedicated his knowledge, skill and leadership to our community.

Thank you, Ron, for all you did to enrich our hobby and our lives.

—Steve Eitzen

President's Report



Scott Ferguson

It has been a very busy couple of months for me. I traveled to both CCOA National shows, where I spoke with many club members on a wide variety of topics. I believe everyone walked away with a better understanding of what the CCOA Board of Directors is working on for the future of the club and the Cougar automobile, in general. And I learned a lot of things in the discussions and came away with some great ideas.

Many people commented on how they liked the direction in which the club was heading, which is rewarding to hear in a job that, in most cases, is a thankless one. I also was able to make some contacts that should help the club down the road with a few new potential projects.

Between the two national shows, I recruited about 10 new CCOA members and received promises from several people who couldn't pay on the spot, but said they would join soon. I welcome all the new and renewing members.

While I was speaking with one of the representatives from Mercury at the West Nats, I was excited to hear of the possibility of an eight-cylinder, rear-wheel-drive 2003 Cougar, built on the Mustang platform and sporting styling cues

from the classic cats. Let's cross our fingers. I know several people who would jump at a chance to buy a new Cougar with these features.

I was back home from the West Nationals only a couple days before I needed to dust off my Cougar and drive to Seattle for the Cascade Cougar Club's annual Prowl show, July 29 and 30. Many nice cars were on display at this well-received event. Two weeks later, I was at the Fordnutz Cougar Club's Aug. 13 "Claw In" show. Several Cascade members participated in this event and took home many awards, including the Best of Show trophy for John and Susan Benoit's blue '70 Eliminator Boss 302. There were more than 80 vehicles entered in the show this year.

CCOA Historian Scott Dyke reminded me, while I was at the East Nats, that the year 2000 was the club's 20th anniversary. I began to consider different ways to commemorate this milestone. I wanted the club to provide all members with some memento free of charge, so it had to be something relatively inexpensive. What I came up with was a commemorative decal, with the new logo, that could be placed on our cars. So keep an eye on your mailboxes, as these decals will probably be out in time for Christmas.

Proposed Bylaws Changes —Please Vote

The CCOA has proposed changes to its bylaws. A summary and the specific language of each is printed below. A copy of the full bylaws can be viewed at www.cougarclub.org.

We require your vote for or against each of these items. Please send your votes with your name and membership number to Membership Director Ron Crouch by standard mail (1637 Skyline Drive, Norfolk, Va. 23518-4327) or by e-mail (cougarclub@aol.com). Votes will be accepted through Nov. 15. Results will be published in the Winter 2001 issue of *ATSOTC*.

(A=Article/S=Section)

- A. **AI/S3/A/1**—Added "from 1967 to present."
- B. **AII/S2/B**—Added dollar amount
- C. **AIII/S1/B**—Added "Communication Director, National Database Registrar, and Sales and Marketing Director. . ."
- D. **AIII/S1/D**—Added "Newsletter Editor, Communications Director, National Database Registrar, and Sales and Marketing Director. . ."
- E. **AIII/S1/G**—New content.
- F. **AV/S1/President**—Added: Reference to "Official CCOA Representative."
- G. **AV/S1/President/L**—Reworded sentence.
- H. **AV/S1/Treasurer**—Removed reference to "merchandise sales" in description of duties.
- I. **AV/S1/Treasurer/D**—Item "D" (reference to merchandise sales) deleted.
- J. **AV/S1/Memb/D**—Added reference to "MS Access."
- K. **AV/S1/Memb/G**—New content.
- L. **AV/S1/Memb/H**—Revised to correspond with "G."
- M. **AV/S2**—New content.
- N. **AV/S2/Editor/B**—Removed requirement to have "Arial" font available.
- O. **AV/S2/Official Rep**—New content.
- P. **AVII/ATSOTC/B**—Revision: Restricts free *ATSOTC* classified advertisements for members to 100 words, adds reference to Sales and Marketing Director.
- Q. **AVIII/S1/I**—Added reference to "Official CCOA Representative."
- R. **AVIII/S1/J**—Added "substantial."
- S. **AVIII/S3**—New content.
- T. **AIX/H, I, J**—New content.

See **BYLAWS**, page 30

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ONCE AROUND THE CAT



By Dick Hertzler

Many of the questions I've received in the eight months since I became the CCOA's Technical Adviser have left me with a feeling of déjà vu: I've seen them before and have had many of the same problems with my cars (I still own my '69 XR-7 convertible, which I bought new, and I had a new '67 before that).

So, I thought a thorough article on the quirks common to classic Cougars would interest all members. You can use this as a checklist of sorts before you embark on a tour, perform routine maintenance or look over a new purchase. It's called "Once Around the Cat" because it will cover the quirks by section of the car. Hope you use it to further the trouble-free enjoyment of your own cat.

The Engine

First, disconnect the starter switch lead from the starter relay and then, with the ignition switch off, use a remote starter switch to crank the engine without firing. If you hear an uneven sound as the engine turns over, your cat most likely will need a valve job soon. Do a compression test to verify; you'll likely find several cylinders low. If you suspect a cylinder's rings have gone bad (lots of smoke or very low compression in a cylinder), remove the cylinder's spark plug and squirt some oil in the plug hole, then repeat the compression test. If the compression improves, you've got ring trouble in that cylinder. Face up to it: There's an engine overhaul in your future.

Next, a brief word about fuel. In the '60s, gasoline was formulated as a "heavy fluid"—in short, the vapors stayed close to the ground when it vaporized, thus the rich gas smell we all remember. In a carburetor, the fuel tended to

"fall" into the manifold, where vacuum sucked it into the cylinders for compression. But gasoline today is much lighter and the vapors rise quickly. More or less, it must be shoved down into the cylinders (that's right: fuel injection). What this means is that your Cougar's engine must have rock steady and normal vacuum to pull the fuel into the cylinders. To get this, you'll need to increase the engine idle (maybe 800 to 950 rpm). And when starting your car, you'll need to crank the engine six or seven seconds (after the fuel gets to the carb) for sufficient "new gas" to be available to fire. Don't necessarily expect a problem if such a starting delay is the only symptom.

As for checks, start with an inspection of the carburetor area and fuel filter hose. If the hose is soft or goeey, replace it! There was a time when you could get cheap fuel filters at discount stores and we who did our own maintenance often did not bother to replace the hose that came with the filter. It lies very near (or over) the coil and engine fires from leaking hoses were more common than they should have been. My neighbor's '70 XR-7 with houndstooth top and interior caught fire from this very problem, and it cost him plenty! Check the carb mounting bolts, look for leaks (fuel in the valley of the manifold), check the PCV hose (again, soft and goeey). Replace the PCV valve—hearing the ball rattle when you shake it tells you nothing! There is still goo in the bottom of the valve, rest assured. We always cleaned them with 2+2, but the older the engine, the more the blow-by and the more crud in the PCV valve.

Most all carburetors can stand a good cleaning and rebuild, which is fairly easy to perform, particularly on the Motorcraft 2100 or 4300 models. Learn this axiom well: *If it ever ran right*

Question?

CCOA Technical Adviser Dick Hertzler will accept questions for his Q&A column by e-mail (preferred) or standard postal mail. E-mail submissions will be answered by e-mail and, possibly, in *ATSOTC*. "Snail mail" questions will be answered either in the newsletter or directly if members include a self-addressed, stamped envelope with their questions.

Send questions to dickiemag@aol.com or to Dick Hertzler, 69 Village Drive, Ormond Beach, FL 32174-2651.

and now doesn't, it is not—repeat, not—simply something out of adjustment. You will find grit and other scum in the carb. Clean it out, and everything should be fine. If you suspect the carburetor has been “tweaked,” you’ll have to set it up from scratch. The hardest part of this job is to set the fast idle and choke pull down with the linkage “set to the index mark on the fast idle cam,” as the shop manual advises. It helps to have 14 fingers here. But study it carefully and you will see what the manual means. A bent paper clip serves to keep the choke piston in position. Do this right and the car will start right up, run at fast idle, move to the intermediate fast idle position when the accelerator is first pushed and then move to the off position when the choke fully opens. Believe me, the cars all ran great when driven away from the dealer and it’s not too difficult to restore the adjustments.

Next, check the battery and tray. You’ve probably already taken care of simple corrosion to the hold down bracket and cables, but did you check the alternator harness that runs under the tray? Acid can burn these wires, again causing shorts and expensive repairs. Alternator harnesses are commonly available.

If your engine sometimes stumbles at idle, or misses on acceleration, be sure the spark plug wires on the driver’s side are in the valve cover loom in the order 7-5-6-8 (for 289/302/390/428 engines) and in the order 5-7-6-8 (for 351W and 351C engines). For the first group, the firing order is 1-5-4-2-6-3-7-8. Cylinders 7 and 8 are adjacent and can crossfire when the wires run side-by-side in the loom. For the 351 engines, the firing order is 1-3-7-2-6-5-4-8. It is cylinders 6 and 5 that are adjacent. Separating the wires in the loom eliminates the crossfire. I have seen this to cause blown head gaskets, particularly if the timing is badly off. Of course, you want to be sure the resistance wires themselves are good!

Don’t forget to double-check the braided ground wire inside the distributor between the breaker plate and ground. A mere 1 ohm of resistance in this wire will cause all manner of rough engine running. I recently had a ’67 289 with lots of minor problems, all indicating a need for an overhaul. But the car recently had been driven to Florida from Las Vegas, with the A/C running! Ace Ford Service Manager Tom Seaman (Seaman’s Transport) fudged with it for two hours. He couldn’t find the specific problem, but he eliminated many things. As he departed, his final words were: “It’s something simple; start over and check the basics.” I grabbed my old Sears Ignition Analyzer and the very first test was point resistance. It showed 1 1/2 ohms. I didn’t believe it, as I had changed the points at least twice. But the “Possible Cause” listed the

distributor ground wires, and that was the problem. I made a new one out of stranded wire and two soldered terminals and installed it, and the car ran like a champ!

If instant acceleration is not on tap and the carburetor pump is new, now is the time to try a Pertronix “Ignitor” ignition module. But first, take the cap off the distributor, being careful not to break the resistance-type spark plug wires. Remove the points, condenser, wire and vacuum advance (take care with those screws!). Remove the breaker plate, noting the position of the washers and “C clip” that secure it. You will find three white nylon glides underneath. I bet they are gummed up and the underside of the breaker plate is loaded with gum and three fine tracks where it rides on the glides. Clean everything, put a light coating of graphite lube on the glides and reassemble. Now, install the Pertronix module (or the points). Once you have the engine running (set points, if used, for correct dwell), time the ignition to original specs and then check for centrifugal advance with vacuum disconnected. The timing mark will move up slowly after the engine reaches about 2,000 rpm. Then reconnect the vacuum advance and recheck. Wow! The mark will zoom up the instant you accelerate! This happens because the breaker plate is no longer dragging! Check the accelerator linkage and everything else related to put it back where it is supposed to be. I cannot tell you how many cars are out there that have been “adjusted” to compensate for this simple thing! I have a ’68 Hertz XR-7G with a 390 and the distributor breaker plate screws in it were still sealed with glue! The underside of the plate was gummed up beyond belief. With everything put right, the car runs like a scalded bat out of hell, just like when new!

Mindful of proper vacuum, check the vacuum distribution tee behind the carburetor. Block off the vacuum to the headlights if you suspect problems there. The bottom-most tap usually is capped with a rubber cover that tends to melt. From my experience, this is the primary cause of poor mileage, lazy headlights, intermittent A/C and other vacuum-related problems. With vacuum finally at least steady, you should adjust the carb idle mixture to maximize it. Now, you should have smooth, instant acceleration and the knowledge that everything essential is back where Mercury had it when new. Be sure you check the heater/air conditioner vacuum can under the passenger fender! This also is very rust prone, and the primary symptom will be that the air flow will divert to the defroster ducts at idle and return to floor or dash level when you accelerate, particularly if the engine vacuum is low or erratic.

See **AROUND**, page 11

Regional Reports

1 N Summer has been great in the Northwest (and Southwest) for showing Cougars. Despite the horrible fire toll in the region, the vast majority of land has been untouched.

The fires have not affected any car-related events. Summer found several members on the road for shows, such as the annual Pacific Northwest Mustang Club's annual Memorial Day Weekend show in Richland. Nine Cougars were entered and a few other members attended. First place awards went to Dick Krouse ('67-'68) and to Bill and Linda Herbert ('69-'71). One week later, two All-Ford picnics were held. One, at the Washington County Fairgrounds, in Hillsboro, Ore., saw 14 Cougars and about 300 other Fords. Jeff Bingaman and daughter Noel took 2nd in People's Choice balloting for Cougars with their slightly modified '68 XR-7; Dick and Linda Donahoo took 1st with their '70 Boss 302 Eliminator. Three of the 14 Cougars came at least 150 miles from the Puget Sound area, one came 230 miles from Richland and Howard and Val Guenther drove more than 350 miles from Lewiston, Idaho, for this great show. Fourteen was the magic number again for Cougars at the All-Ford Show in Bellevue, Wash., which attracted about 700 cars.

With those shows behind us, more attention was given to final planning for our annual Prowl and Mercury-Lincoln-Edsel-Ford picnic. The show drew about 90 cars, roughly half of them Cougars. In the judged Prowl, first place plaques went to Jim Compton ('69-'70 Street Driven), Calvin Galloway ('71-'73 Street Driven) and Charleen Bodvin (all years Street Stock). In the People's Choice balloting at Sunday's M-E-L-F picnic, Cougar first-place ribbons went to Don and Cheryl Skinner ('67 standard), John Ritter ('67 XR-7), Corey and Trina Cassell ('68 standard), Scott Ferguson ('68 XR-7), Rick & Karen Morehouse ('69 standard), Randy Lintott ('71-'73 Coupes), Eric & Judy Anders ('69-'70 convertibles), Kim Lintott ('71-'73 convertibles), and Mike Hainsworth (modified). Special classes were formed for Senior Cougars (past Concours and Best of Show winners) and Crème de Cougar (the Prowl judged show cars). The Senior Cougar winner was John Benoit with his 1970 Boss 302 Eliminator. The Crème de Cougar award again was awarded to a car that finished second in its judging class, Mike Benson's '68 XR-7.

We also did well at Cougar Nationals West. We wish to thank the Southern California Cougar Club for hosting this great event for the second time in three years as all of us who attended had a

really good time. At least eight members from the Northwest made it to the show and entered four cars. Jim and Elaine Pinkerton's "Cougar 1" was on display for the day with Thunderbird 1. The three cars entered for judging each took first in class for Concours (John and Susan Benoit's '70 Eliminator), '69-'70 XR-7 Coupes (Jim Compton) and Modified (Jeff and Carol Bingaman). The Bingaman's '68 XR-7 also took Best of Show.

Earlier this year, Cougars from all over the Northwest began the season with the annual trip to Port Angeles for Mustangs and Cougars On The Pier. Adding to the 100 or so Mustangs for the North Olympic Mustang Club's annual show were 26 Cougars, by far the most ever to attend this show. Nine were convertibles, with five of those newly purchased since last fall. Half the Cougars had to be displayed in the parking lot as the normally assigned stretch of pier was filled. The Mustangs had the same problems with classes split between different areas. The NOMC is looking into a larger site for the future of this increasingly popular show.

A week later, five Cougars made an appearance in the Classy Chassis Parade in East Wenatchee, Wash. A larger parade with floats and only a few selected convertibles went through Wenatchee the following morning and one of those convertibles was Eric and Judy Anders' lovely '69 "Topcat," selected to drive the parade's Master of Ceremonies, actor Tom Arnold.

—*Jim Compton*

2 Hello Cougar Friends! It's been a while since you've heard from us northerners. The big news on this end is, obviously, the CCOA East Nationals this past summer in Lincolnshire, Ill. See a report on the show and photos, beginning on **page 14**.

Now how about some autocross? Once again, I will be attending the SAAC Northwoods Region's annual autocross at Elkhart Lake's Road America (www.roadamerica.com). Road America is a 14-turn, four-mile marvel of asphalt that winds through Wisconsin's countryside. To participate, you must be a club member (\$15 annually), have a Ford-powered vehicle and pay track fees. Spectator admission is \$5 per day or \$10 for a three-day pass. The event will be over by the time you read this, and for that, I apologize. The dates were Sept. 7 to 10. Last year I did see a big block '67 Cougar racing. This 390 car beat my friend's 428CJ Mustang! Ha!

On to the future. I would like some feedback from Cougar owners in this region about a

potential gathering in 2001. My home town of Manitowoc Wis., happens to host port to the S.S. Badger car ferry. I was wondering what the possibilities would be of a Cougar power tour, perhaps one starting in a nearby state or Wisconsin, crossing Lake Michigan via the S.S. Badger and touring Michigan? I'm sure I could arrange a club rate for the ferry. Any feedback, good or bad, is appreciated. I'm at btoltzmann@earthlink.net. If you're interested, you may want to check out www.ssbadger.com. By the way, I have had friends take their Corvettes and other classics across with no problems.

—*Brian Toltzmann*

2S Boy, it has been hot in Texas this summer—but that hasn't stopped us from enjoying the shows. I attended both CCOA national shows this year and both were excellent. Many thanks to Royce Peterson for his hospitality while I was in California. He let me drive his '68 R-code car to the West show (my first time driving a big block!) Now I can't wait to get my GT-E on the road. The D/FW Cats Club participates in the Yellow Rose Classic Car show each year, and this year we had nine cars among the total 213 Ford-powered cars on hand.

From Wichita, Kan., Kevin Smokorowski, President of the Heartland Cougar Club, reports that his club's members have had an interesting summer. One, Don DeGrazio, drove his '68 in *Hot Rod Magazine's* "Power Tour" from San Bernadino, Calif., to Panama City Beach, Fla. Quite a drive! Eight HCC members attended the All Wheels Open Air Car Show in Wichita June 11. It is the largest free open air car show in America. The big event seemed to be the Automobilia's 6th Annual Moonlight Car Show and Street Party. It was held in the Old Town part of Wichita, with the streets being blocked off to accommodate the 750 to 800 cars that usually show up. It also featured live bands and lots of food. My kind of place!

On the way back from the East Nationals, I stopped off in Wichita and met Kevin. The visit was enjoyable, but necessarily short, as I needed to get back to Dallas. Too bad the clubs are so far apart. It would be nice to have a joint show/cruise, etc. Possibly a Regional show in Tulsa, Okla., in conjunction with the annual Shelby show might work. Maybe we can work on that.

—*Ken McDowell*

3S The Georgia Cougar Club has had a busy summer doing things, such as meeting members of the Carolina Cougar Club for a day at the touristy town of Highlands N.C., or meeting members of the Sunshine State Cougar Club for activities at Old

Town, Kissimmee, Fla., or at the Turkey Run in Daytona Beach, Fla.

Like most enthusiasts, the members of these clubs have varying interests revolving around Cougars. Some are people-oriented and enjoy the legislating aspect of their club. Some have won trophies at CCOA events. Some regularly attend cruise-ins, hoping for a top-10 or top-20 plaque.

Some have drivers and are continuously repairing or updating. Some never take their car out of the garage. Some support their hobby buying and selling parts. Some have "eternal" projects they might never complete; they travel all over to swap meets looking for that elusive part.

Some have multiple Cougars and some have a desire to get one someday. Some also have Mustangs. Some resent Mustangs because of their greater popularity and parts availability. Some come to every meeting. Some never come to a meeting but send in their dues just to belong. And some come when there's food. All in all, a pretty normal bunch, as car nuts go.

—*Joy Guiney*

5 Just before our first trip to the United States in May 1982, I wrote something for *ATSOTC* that went along the lines of "...anyone visiting the UK, give me a call...we'll share a beer..." And that resulted in a letter from Jim Dunn, in Florida. Jim was in Europe for the summer and asked to visit. Well, we'd made the offer, so how could we say 'no'?

Jeanette and I had been back from Virginia just a couple of weeks or so before Jimmy called us. He called from Switzerland, he called from Belgium, he even called from London. By the time he arrived in Manchester, I knew him pretty well! I knew his voice anyway! But what this resulted in was a long-lasting friendship and an invite to the Sunshine State, anytime. We didn't take Jim up on this for some time. Indeed, it was another six years before we returned to the United States with a direct flight to Orlando, Fla. We toured for a few days before we went to the Gulf Coast to visit with the Dunn family. We had such a great time that we went back the following year. During these visits, we got to drive around two of Jim's three '69 Cougars, a couple of his Dad's Lincolns and his Mom's Mercury station wagon. We even got a guided tour of Lincoln Land, owned by Jim's brother, Chris Dunn.

After the '89 trip we sort of promised ourselves we would visit the United States every couple of years or so. Maybe we'd visit Europe in between. We've kept pretty much to that plan and on subsequent visits to the USA and Canada we always tried to link up with CCOA members. Mostly it's been CCOA Directors that I contact,

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and you can bet that if they can, they pull some sort of meet together for us. Or maybe they'll know someone to contact along our planned route. And it's been great. We've talked cars (not always Cougars), we've talked music, we've talked politics. I've probably surprised more than a few people with my knowledge of North American culture. But, then again, I do have distant roots over there. Tourists don't usually get into this sort of area but Jeanette and I see ourselves more as travelers than tourists.

By the time you read this, Jeanette and I will have just returned from a four-week trip to Alberta and British Columbia, and Washington State, Idaho and Montana. We'll have met some great people, seen some wonderful cars and added many more friends to our database! So, the next time you plan a trip, speak to the Regional Director for that area and see what we can do for you. Like I keep telling you, we're here to help you get the most out of the CCOA.

You know that I'm not that fond of car shows. I've been to my fair share over the years. But in the past 10 years or so, the flavor has gone out of them. But back in July, Jeanette and I were invited on a Charity Run from Manchester: about 30-miles to the Victorian spa town of Buxton, along the ancient road that runs all the way from London to Glasgow (for us Brits, that's the A6). The organizing club was the Tame Valley Vintage & Classic Car Club, and all money collected went to a charity. We had a great time. The best darn "thing" we'd been to in years (except for the Woodward Dream Cruise!). We enjoyed it so much, I already put my name down for 2001. I came soooo close to winning a trophy. The Cougar was second in the American car class. It probably helped that only the Cougar and a 25th Anniversary Corvette were entered! I don't care—I didn't enter for the prize. I just went along for the ride, 30 miles of fun and smiles. You want to join us next year? Call me for details.

—Barrie Dixon

6 Carl Graziano summed it up best with his reference (in the last *ATSOTC*) to Carlisle as being "hallowed ground" and the All-Ford Nationals as being three days of car parts heaven. The folks from the Cougar Club of New Jersey and the Delmarva Cougar Club put on the "Mid-Atlantic Prowl." There, I met some nice folks and viewed some awesome cars. I always learn more about my car at these events and found what I refer to as "small stuff." I keep finding things I want to do or replace on my '68, so it turns out to be something new every year.

Over the years of going to the Ford Nationals, I have become a friend (customer) of the man

from Pennsylvania who sets up under the grandstand selling promo car models. He looks for me every year and now I have quite a collection of models (unfortunately, no Cougars).

On the regional scene, the Great Lakes Cougar Club held its second annual picnic and fun car show at the home of club vice president, Robert and Kathy Jurek. Members from Pennsylvania and southern Ontario attended. Thanks to all who made it and to the Jureks for opening up their home to us and feeding us; thanks, everyone.

Finally, in July I found another Cougar wreck and scrounged a few parts. I did try to remove the dash pad, which was not in the best condition. I did not know about the two bolts along the sides of the pad until I read about removal in the tech tips in the summer issue of *ATSOTC*. All I managed to do was get a big gash on my thumb. I guess that's what the club is all about: members helping others. It is a helpful Cougar community we have here. Keep up the good work.

—Jim Megannety

7 Hi all from down here. Not much going on—still just a lot of road work and a lot of money spent on a little sporting event that the world, one way or the other, will look at.

I, for one, will be out and about in my Cougar and you never know: I might be seen (I think I might have a better chance winning the lotto than being seen around Sydney). No, I think I may go into hibernation for about a month—it's bedlam over here, and it's only just begun! HELP!

We have had some law changes over here, in Australia, and all states over here can have Left Hand Drive Vehicles registered on the road now legally, so we may get more Cougars over here and fewer taxis (that's what Mustangs are called over here). At the moment, we are out-numbered by about 300 to 1. That's about the odds of seeing a Cougar on the road and that's why so many heads nearly fall off when we drive past, as there aren't so many around over here.

I have done so much to get the club up and running over here, but the main problem is that we are so far apart and to get five to six cars together is a major organizational effort and a lot of travel involved, as well. That's why there aren't so many members in this region. But I will never give up, and maybe one day we will be noticed like many of the other clubs down here. I hope to see an Australian Cougar in the center spread one day, as that is such a cool page in the newsletter. What a great job Carl is doing and it's such a credit to him.

Next time you hear from me, it will be post-Olympics. I'll let you know what (hell) it was like. Yours Cougarly,

—Clive Dennis

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And, if you have a tilt/swing-away steering wheel, there is a vacuum can for that below the battery, also under the passenger fender. Check the cruise control actuator bellows for a leak, too. The heater can has connections for two different size hoses, so you need an exact replacement.

Next, check the start relay ground screws. These are simple sheet metal screws, and the hole gets larger each time the relay is removed (for replacement or engine compartment detailing, for example). This is a prime cause of intermittent and slow starter operation.

Check the relay-to-starter cable. There is a service bulletin covering the common problem, described as, “won’t crank when hot, been shut off just a few minutes” (like a quick run into the drug store). The starter motor absorbs a lot of heat and the armature swells up, so much so that it won’t turn easily. A heavy-duty starter (for a truck or large car) usually cures the problem, but so will changing the cable to a ’71 to ’73 cable, which is much larger than that used from 1967 to ’70. Of course, make sure you have a properly charged battery.

This next check can prove discouraging, because it illustrates that no job is ever simple. Check the thermostat housing for corrosion. If you find some, it’s likely you’ve got a leak (at least, a small one). You will probably see green antifreeze in the valley of the water pump casting. The leak also might have come from the bypass hose. Check it! Nobody likes to remove the thermostat housing on a 289—the bolts are behind the water pump flange and the lower is nearly impossible to remove. This is precisely why gas station mechanics didn’t remove it when changing the antifreeze, which means the engine has probably never been flushed. Get a new housing, thermostat and gasket and bypass hose. Lower the water level in the radiator and remove the upper hose. (This is where you discover the petcock valve also is broken and spins freely!) Say a prayer that you will not break either of the bolts off in the manifold and proceed with lots of “Liquid Wrench” or similar product. The only wrench that will work is an arced, six-sided, box-end starter wrench. Work the bolts loose just a little, re-spray to reach the threads and then tighten them. Working back and forth like this will get them out. You will probably have to “chase” the manifold threads. Yes, this means the water pump has to come off. But this is a good thing because it, too, probably has never been changed and corrosion of the impeller drastically reduces water flow. Remove the lower hose, the radiator, shroud, fan, alternator and power steering pump. You can leave the A/C compressor on its bracket and bolted to the cylinder head. Be

sure you keep a good record of which bolts go in which holes and, also, what other brackets they secure. Flush the engine and do what other items need doing here. (See what I meant with my comment about “discouraging” at the beginning of this section?) At this point, you might as well change the hoses, clean all the oil scum from the housing, repaint—whatever. If you have an energy-saver fan clutch, get a new one (avoid the rebuilds). There is absolutely no way to tell if it allows the fan to turn fast enough when the engine is hot. If you have a high-mileage engine, remove the front cover and change the timing gears and chain! Get the best you can find, including the gasket for the front of the oil pan to the front cover. Don’t forget to ask yourself why you are not putting a new fuel pump on at this time—it will never be easier! Put it all back together and congratulate yourself. See how a simple check can turn into a major job? Sorry you ever raised the hood? If you are ready for more, we’ll press on.

Check the fluid in the master cylinder. If it’s cloudy or gummy, prepare yourself for a brake job soon. Low fluid level could indicate something as simple as pad or shoe wear, but keep an eye out for leaks at the wheel cylinders. And take care when you change the pads on a disc system: Compressing the calipers can create a geyser of brake fluid that can damage your car’s paint. And by the way, there is no practical way to center the brake warning light switch in the proportioning valve. I can’t tell you how loud a Mercury mechanic laughs when he reads the procedure in the shop manual. It does not affect the operation of the valve, as the spool that operates the switch is in a bypass hydraulic circuit. Just disconnect the switch wires, but put them back on at judging, so the light will work then. I have been told that removing the switch and moving the valve spool with a dental pick can work, but it never did for me.

Now for something simple. Check the radio ground strap between the hood and the cowl. Bend it so it makes contact (yes, through that new paint!) if you want the original radio not to sing to the distributor on acceleration. Some cars with the rectangular antenna base have a ground strap under the snap-on cover. Be sure it is tight to one of the four screws through the fender. While on this subject, check the braided engine ground wire to the cowl behind the right valve cover. It has to be tight for electrical items to work; remember that the battery ground is to the engine block, and from there to the body via this cable. New underhood paint can insulate this wire!

And last, for this group, put a meter on the battery when the engine is idling. If you don’t

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have at least 13.4 volts that goes to at least 13.8 when engine accelerates, do not expect your turn signals to work correctly. The problem? Tighten the alternator belt until you think it will snap, then tighten it some more! I had this problem for years with my '69. An old timer at "Walt's Auto Electric," in Daytona Beach, told me that 12.8 volts was just not enough across the new battery! Now, I thought that belt was tight, but making it tighter (forget that "1/2-inch of play" nonsense in a Cougar) solved the problem! Now I have 13.4 volts at idle and the turn signals work happily while waiting in traffic. Funny, but the alternator belt doesn't tend to squeal, so it's tough to tell it's slipping and not letting the alternator run at full output. But this is certainly not the case with the power steering belt! Tighten that one while you are at it, and then use a 1/2-inch breaker bar in that convenient square hole in the A/C idler pulley bracket to get that one tight, too.

The Headlights

We all love the hidden headlights. So neat, but such a mess! While they're easy to check, they're not as easy to fix. Learn first that vacuum holds the lights closed when the headlight switch is off. Remember: Any vacuum leak anywhere will upset the smooth running of the engine, so everything must be fixed. . . or bypassed (plugged) until it can be. Here we go.

First, with engine running, listen for vacuum leaks under the dash ('68-'70). If you hear a leak, it's likely coming from an old cracked hose at the headlight switch. And it's possible the vacuum sucked some dirt into the switch itself, which could mean you'll need a new switch, as well as hoses. And if you are in serious judging territory, you'll need to worry about the stripe colors on the replacement hoses. For hose replacement, I strongly recommend consulting a vacuum diagram—either a stand-alone version or the diagrams in your shop manual. Most classic Cougar parts dealers stock both. The '67 uses a solenoid valve integrated in the headlight bypass switch, near the washer bag. Check here for cracked hoses.

With no vacuum to the headlights, the lights should open on their own. In fact, early '67 cars were recalled to install a hose kit (easy to find at flea markets) that ensured the lights would open if the engine stopped. You can run temporary engine vacuum to the bypass switch, and the lights should close. Listen for a leak at the vacuum reservoir tank under the driver's side fender. These tanks are prone to rust-through. Also, the vacuum line entering the tank just behind the driver's side headlight assembly often cracks and causes leaks. If that's the problem, disconnect it,

trim off a half inch or so and reattach. As a test, you can disconnect and plug this hose; if the lights close, you've found your leak. A leaking reservoir tank is a leading cause of headlights that open either as soon as the engine stops or shortly thereafter. Also: The factory test (and judging standards) for a correctly operating headlight system vacuum is that 15 seconds after the engine is turned off the headlights should close when the switch is pushed in. Now, we go to the specifics of the '67-'68 headlight cover system vs. the '69-'70 system.

The '67-'68 system uses two vacuum motors, one for each cover. Both are dual action and independent and do not necessarily open and close simultaneously. Vacuum on one side of the motor pulls the doors open (with some spring assistance); on the other side, the vacuum pushes the doors closed. All of this is controlled by the porting of vacuum at the headlight switch ('68-'70) or solenoid/bypass switch ('67), with the bypass switch open. These vacuum motors often go bad and need to be replaced or rebuilt. It's not unusual for one headlight cover to close while the other stays open. And if one cover rubs on the adjacent grille, you'll get uneven operation. A defective diaphragm inside the motor will cause an audible vacuum leak. Run the headlights open all the time (use the bypass switch), until you fix the faulty motor.

Cougars from the '69 and '70 model years use a single vacuum motor. Here we have real fun, as we discover Mercury used two assembly methods for the mechanism in '69 cars. Refer to *ATSOTC* volume 14, number 1, for the whole story. Some '69 mechanisms push the light open, while others pull the lights open. This single-handedly decides whether your lights (when working right) will stay closed for weeks or, perhaps, for only two days because of the way the springs end up. All the '70 cars are configured to push the doors closed because of the long nose center grille. And the parts of the mechanism are absolutely not interchangeable!

While you are messing around with the headlights, check carefully that the stainless steel headlight rings are not broken. These are really mean to install, and the tabs where the spring attaches break easily, leaving the lamp loose in the bucket. Be careful if you are putting in four fresh logo lamps for judging. Also (and don't ask why), the headlamp buckets are unique to Cougars. They have to have a "WY" part number. Use of a different bucket will prevent the lights from aiming correctly.

Now, to those '68 marker lamps. The only correct lamp is a No. 97NA 4-candlepower. It is a dual contact base and the vendors have them. But they are expensive and rare, being used only one

year on the Cougar! If you try to use the commonly-available amber single contact lamp (the only one that fits down in the recess of the marker light assembly) you will likely short out the two contacts, as one is positive 12 volts and the other ground, as is the base of the bulb, thus tripping the circuit breaker. If you change the wire lead and socket, then this incorrect lamp will work but be far too bright (read: easy for the judges to spot). Also: A clear No. 90 lamp will work in the '68 side markers, but you'll need to tint it amber for show purposes.

If you are lucky enough to have an XR-7G, you can usually trace fog light problems to the circuit breaker mounted on an extension bracket of the full relay cluster under the dash, near the accelerator. The wire to the console switch seems too short and readily comes off the circuit breaker terminal. The switch itself is a C8VY (Mark III) power window lock switch. If your G's fog lights vibrate when you drive, they're probably missing the two stabilizing brackets (actually bent threaded rod) that cross-connect the valence to the license plate bracket.

Interior & Dash Area

If you survived the past two sections, you are about a third of the way through a check of common '67 to '73 Cougar problems. Next, we move inside the car.

When you open the driver's door, lift up on the handle to see if the hinge pins are tight. If you can lift the door, the pins are worn and should be replaced. This is a somewhat major undertaking and you can leave it for later if you are going to paint the car. You can buy new hinges, buy repaired hinges or buy just the hinge pins and bushings and rebuild the hinges yourself. Scribe the present hinge locations on both the door and door post and remove just one hinge. The remaining hinge will hold things together, if you are careful. Next grind down the "staking" on the pin and drive it out. Replace the copper/bronze alloy bushings and put the new pin in. Check the length, and cut it down if it's too long. The pins fit many different door hinges. Taper-grind the new pin so it taps down in place. Then, with the hinge on an anvil or large vise, use a cold chisel to make a groove and spread the end, so the pin can't back out. Replace the hinge on the door and door post (it's a good idea to use anti-seize compound on the bolt threads). Tighten the bolts in a pattern until just snug, then test-close the door to check its fit. You still have to replace the other pin, but if things have not changed since the car was built, the position should be very nearly correct. Replace the other pin, and the door should close tight and snug. If you need to adjust the hinges, read the shop manual procedure

carefully and proceed. There is no way to tell if the hinges or the strikers have been "adjusted" during a repaint, accident repair or whatever else to compensate for worn hinge pins.

If you have a '68 or '69 cat, check the driver seat back attachment for the recall campaign fix. There should be a heavy bracket secured by a bolt over the seat back attachment. There is a heavy pin on this bracket that forms the pivot for the seat back when positioned forward. For '69, this bracket is D7AA-69618C46-A and you will find one in most any Ford vendor's dollar pile. I got the recall because I still owned my car in 1977. Without this bracket, the front seat back pivot can break, allowing the seat back to fall rearward. Losing control this way leads to the sort of excitement you want to avoid. If you drive the car, put the bracket on soon! If you are selling the vehicle, at least inform the new owner of the situation.

More on the '69s: If you have an occasional ignition cut-off when driving or if the car sometimes refuses to start, be sure you have the ignition switch connector repair kit installed. Putting your hand up under the dash should reveal the C9AZ-14313-A connector kit, which was issued to replace defective connectors in '69 vehicles (all car lines). The new part has short wires that crimp to the harness conductors about 4 inches from the connector. This is the only year a connector was used. In 1968, the individual wires were secured to the ignition switch with a nut; in '70, the whole mess was incorporated into the steering column. Anyway, the connector caused an intermittent in the resistance wire primary to the coil, thus the ignition would cut off. See *ATSOTC*, volume 18, number 2 (June 1997), for the whole story of "the blue points."

Much has been written about the sequential turn signals, and this article is long enough without repeating the basics. But there are quirks, and here are the most common of them: In 1967, the turn signals used separate turn signal and emergency warning relays, which were eliminated in '68. These relays are on the bracket attached to the cowl near the accelerator pedal. Don't confuse these with the turn signal indicator relay, same location, used both years. Also, a different emergency warning relay is in the trunk—under the package shelf in '67 and on the turn signal motor board in '68. If someone has been playing under the dash before you, be sure the bracket ground is secure. The relays under the dash are generally trouble free, but the ones in the trunk are prime candidates for corroded ground connections. More about this in the trunk section.

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2000 East Nationals Report

More than 75 Cats converged on Lincolnshire, Ill., June 29 to July 2 for the CCOA's 2000 East Nationals Show. Unlike most national shows, the 2000 East Nats had no local host club. Three dedicated club members—Don Culling, Lee Scott and Irv Thoms—and their families organized the event and, for their efforts, got high marks from participants.

CCOA Region 2 North Director Brian Toltzmann reports a "beautiful day" and a "wonderful facility" for the event. And, he says, the shows organizers weren't lacking for things to do. "From the time I got there to the time I left in the afternoon, the Illinois group was very busy organizing judging groups and handling the important task of judging," he says.

Brian also reports an abundance of cubic inches at this year's East Nats. "I was surprised at the number of big block Cougars present," he says. "I had never seen that many unique cars. There were rare cars from all years present including a '68 GT-E, two '70 Boss 302 Eliminators, eight big block '69s and a '71 429 Cougar!"

The show also provided a bonanza for the CCOA National Database, Brian says. "I began collecting VIN information for the CCOA database project and was able to gain access to 53



VIN numbers," he says. "After reporting to [CCOA National Database Registrar] Phil Parcels, I found out that we had added 10 cars that were not in the database!"

While the majority of show cars were classic Cougars, a few later model Cats made an appearance, including a '76 XR-7, '86 XR-7, '92 25th anniversary Cougar, '97 30th anniversary car and a '91 and '94 XR-7, Brian says.

Brian has posted photographs from the 2000 East Nationals on his Web site, at <http://home.earthlink.net/~btoltzmann>.

Class Winners/2000 East Nats

■ '67-'68 Standard

- 1 John Holdridge ('67), Mt. Sterling, KY
- 2 Rodney Bassett ('68), Blue Earth, MN
- 3 Lynn Mahncke ('68), Marshalltown, IA

■ '67-'68 XR-7

- 1 Roger Varns ('68), Wooster, OH
- 2 Randy Feuillerat ('68), Beloit, WI
- 3 Bruce Kramer ('67), Barrington, IL

■ '69-'70 Standard Coupe

- 1 Dean Perretti ('69), Lindenhurst, IL
- 2 Guy Franklin ('69), Sturgis, MI

■ '69-'70 XR-7 Coupe

- 1 Robin Jacques ('69), Brevard, NC
- 2 Steven Mitchell ('69), Eden Prairie, MN

■ '69-'70 Standard Convertible

- 1 Douglas Sharpley ('70), Milwaukee, WI

■ '69-'70 XR-7 Convertible

- 1 Faye & Mike Stone ('69), Elmvale, Ontario
- 2 Gregory Fritz ('69), Ramsey, MN
- 3 Glenn Budnick ('70), Orland Park, IL

■ '71-'73 Standard & XR-7

- 1 Shirley Long ('72 Std.), Ft. Atkinson, WI

■ '71-'73 Standard & XR-7 Convertible

- 1 Ken McDowell ('73 Std.), Desoto, TX
- 2 Jim Mudrick ('73 XR-7), Brunswick, OH
- 3 Erling Zetterlund ('73 XR-7), Lake Elmo, MN

■ '67-'68; 71-72 GT

- 1 Daryl & Michele Schindler ('67), Brookfield, WI
- 2 Bob & Linda Beachey ('67 XR-7), Maple Park, IL

■ '69-'70 Eliminator

- 1 Nina & Tony Palazzolo ('70), Clinton Turnpike, MI
- 2 Chris Sivak ('69)

■ '67-'68 Senior

- 1 Jim Severson ('68 XR-7), Stoughton, WI

■ Concours

- Gold Virgil Brown ('68 XR-7G), St. Charles, MO

■ 1983-Present

- 1 Ralph Anderson ('86 Conv.), Union Hill, IL
- 2 Dan Pritchett ('92), Franklin Park, IL

■ Daily Driver

- 1 Eugene Tinsley ('68 XR-7), Carlinville, IL
- 2 Todd Glime ('91 XR-7), Green Bay, WI
- 3 Richard Seaman ('70 Std. Conv.), Sharpsburg, GA

■ Modified

- 1 Frank Bowers ('70 Std.), Wister, OK
- 2 Lorraine Willim ('68 XR-7), Allen Park, MI
- 3 Scott Wilke ('67 XR-7), Racine, WI

■ Unrestored

- 1 Richard Clark ('73 XR-7), Manchester, CT
- 2 Richard Willim ('68 XR-7), Lincoln Park, IL
- 3 Jim Steinhoff ('67 XR-7), Chicago, IL

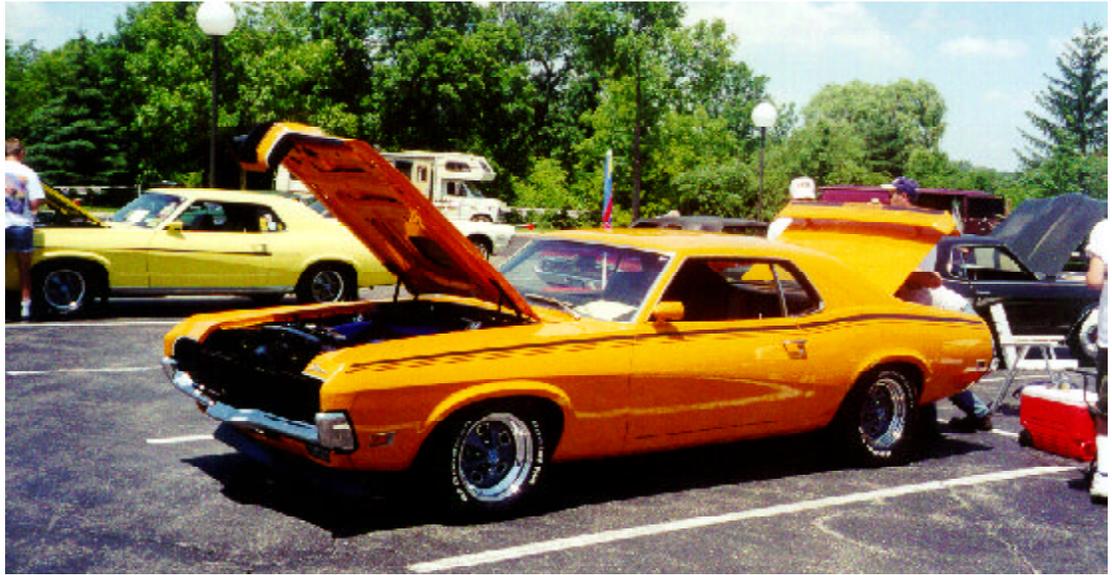
■ Best Of Show

- Richard Manus ('68 GT-E), German Valley, IL

CCOA 2000 East Nationals



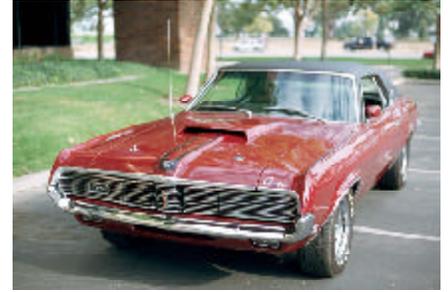
Photos by Mike Findlay



CCOA
East
Nationals
2000
Lincolnshire, Ill.



Photos by Brian Toltzmann



CCOA
West
Nationals
2000
Cypress, Calif.



Photos by Eric Overton

2000 West Nationals Report

The 2000 CCOA West Nationals, July 21 to 23 in Cypress, Calif., had a couple “firsts” to crow about: Cougar 1 and Thunderbird 1.

The show, hosted by the Southern California Cougar Club, featured about 125 Cougars, including a contingent of 1999 and 2000 Cats, CCOA President Scott Ferguson reports. The show kicked off on a Friday evening, with an SCCC-hosted party at the show hotel. Saturday was show day, and on hand were Cougar 1, the first production ‘67 Cat, owned by CCOA Treasurer Jim Pinkerton and his wife, Elaine, and Thunderbird 1, owned by George Watts. Mercury closed the circle by displaying a prototype 2001 Cougar Eliminator at the show.

Also on hand was member and *ATSOTC* columnist Eric Overton, of Austin, Texas, to shoot photographs for the CCOA’s 2001 calendar (**ordering information, page 29**). An awards banquet Saturday night featured keynote speeches from Jim Pinkerton, who talked about the history of Cougar 1 and answered audience questions, and Steve Eitzen, publisher of the Web-based “The Classic Cougar Network.” He spoke about the Internet and how it has improved exposure of the classic Cougar by expanding access to information.

Scott spoke briefly about the CCOA and introduced the board members present. SCCC President Mike Brown and Vice President Earl Pike then made trophy presentations.

Class Winners/2000 West Nats

■ 1967-1973 Concours

1 John Benoit ('70 Elim.), Edgewood, WA

■ 1967-1968 Senior

1 Bryan Davies ('68 XR-7), Memphis, TN

■ 1969-1973 Senior

1 Rich Ladd ('70 Elim.), Brea, CA

■ 1967-1973 Unrestored

1 Kirby/Vicki Miskimin ('73 XR-7), Glendale, CA

■ 1967-1968 Standard

1 Ron/Pat Marshall ('68), Paramount, CA
2 Dennis Pierachini ('67), San Francisco, CA
3 Ron Coppola ('68), Fresno, CA

■ 1967-1968 XR-7

1 Al Israel ('68), West Hills, CA
2 Bob/Mary Dean ('68), Lakewood, CA
3 Jack Sapin ('67), Montebello, CA

■ 1969-1970 Standard Coupe

1 Ernie Cardoza ('69), San Jose, CA
2 Jack Hibbard ('70), Arcadia, CA
3 Michelle Moore ('69), Los Angeles, CA

■ 1969-1970 XR-7 Coupe

1 Jim Compton ('69), Richland, WA
2 Lou/Elois Otte ('70), El Cajon, CA
3 Dick Hoffstadt ('70), Fountain Valley, CA

■ 1967-1968, 1971 - 1972 GT

1 Larry Dunn ('67 XR-7), Palmdale, CA

■ 1968 XR-7G, GT-E

1 Craig Wilhelm ('68 XR-7G), Lake Forest, CA
2 Neil/Barbara Lichtman ('68 XR-7G), San Juan Capistrano, CA

■ 1969-1970 Eliminator

1 Charles Logan ('69), Albuquerque, NM
2 Derek Humphrey ('69), Canyon Lake, CA
3 Harry Buehrle II ('70), Irvine, CA

■ 1969-1970 Standard Convertible

1 Carter Wurts ('69), Corona Del Mar, CA
2 George Prado ('69), Sylmar, CA

■ 1969-1970 XR-7 Convertible

1 Mike Brown ('69), North Hollywood, CA
2 Mark Schneider ('70), Los Angeles, CA
3 Mark Brodie ('70), Santee, CA

■ 1971-1973 Std. and XR-7 Convertible

1 Nancy/Skip Humphrey ('72 XR-7), Canyon Lake, CA
2 James Rogers ('72 XR-7), Garden Grove, CA
3 Mark Badran ('73 Std.), Rancho Santa Margrita, CA

■ Modified, All Models

1 Jeff/Carol Bingaman ('68 XR-7), Federal Way, WA
2 Kelly Cox ('68 XR-7), Winneka, CA
3 Scott Behncke ('69 XR-7), Chino, CA

■ 1974-1998 All Models (Peoples Choice)

1 Mark Brodie ('77 Station Wagon), Santee, CA
2 Virgil Brown ('96 XR-7), St Charles, MO

■ Daily Driver, All Models (Peoples Choice)

1 Mike Nelson ('69 XR-7 Conv.), Aliso Viejo, CA
2 JB/Janet Slear ('70 XR-7), Huntington Beach, CA
3 Jeff Grobels ('69 XR-7), Anaheim Hills, CA

■ Modified, All Models (Peoples Choice)

1 Royce Peterson ('68 GT-E), Long Beach, CA
2 Brian/Nancy Nebergall ('70 Conv.), Escondido, CA
3 (tie) Ken Henderson ('69 Std.), Romoland, CA
3 (tie) Stewart Smith ('68 XR-7), Irvine, CA

■ '99-'00, All Models (Peoples Choice)

1 Irwin Chen ('99), Walnut, CA

■ '99-'00, Modified, All Models (Peoples Choice)

1 Ben Wong ('99), Fountain Valley, CA
2 Ben Wong ('99), Fountain Valley, CA
3 Jimmie Jennings ('99), Riverside, CA

■ Best Of Show

Jeff/Carol Bingaman ('68 XR-7), Federal Way, WA

■ Judge's Trophy

Jon Morris ('68 XR-7), Mesa, AZ

■ TCCN Top Cat Award

Barry Yarnell, Editor, Southern Calif. Cougar Club



CCOA 2000 West Nationals



Photos by Eric Overton

AROUND, from page 13

For '69 and '70, there is a sequencer (like a separate flasher) just under the wiper switch. The '69 (early) sequencer is gold (C9WY-13350) or red (D0WY-13350A). After Dec. 29, 1969, all cars should use the green (D0WY-13350C) sequencer. The sequencer triggers the solid-state turn signal amplifier in the trunk. Assuming you have correct voltage (13.4V) from the alternator at idle, "lazy" turn signals or signals that stall in mid-sequence, usually are fixed by changing to the improved 13350C sequencer. But first try merely turning the sequencer upright in the bracket! The bimetallic switch in the sequencer has to heat up before it opens, and heat likes to rise. I cannot tell you how many times I have "fixed" '69 turn signals by merely turning the sequencer. Only once, in all these years, have I actually seen a defective signal amplifier. This might explain why there are so many at the swap meets and why they are so expensive—nobody ever needed one, yet the vendors think they are gold because they are electronic! The problem with the '69 system is that the current for the lamps is too much for the transistors for extended periods, particularly if there is low voltage or a poor ground. In '70, relays (same as for the T-Bird) were added to the amplifier to handle the lamp current; the transistors only actuated the relays, which then switched the lamps. There are a couple more things in the trunk to take care of for reliable turn signal operation and I'll discuss them in the "trunk" section of this article.

On to the brake lights. Pity the poor brake light switch, and the owner who needs to change one! It looks easy in the shop manual. It's anything but easy in real world. First off, lots of Cougars are using the C7ZZ (or equivalent) switch. This is for a Mustang, which only has two brake lights—Cougars, of course, have six! You should use the C7SZ switch from a T-bird for more current capacity. The connector tabs on these switches like to come loose—they are only riveted on, and this causes intermittent operation. Also, the connector itself likes to fail, or burn from the high current. Get a new switch and make sure the connector is good. Then, proceed to turn yourself over under the dash, put your hand between the steering column and the dash brace and emergency brake (heaven forbid you have a clutch pedal), blindly pull the switch pin, remove all the spacers and bushings from the pedal, put the new one in, getting it hooked over the master cylinder rod with everything in the right order, and reconnect the cable. If you are good, you can do this in about an hour. Don't even ask what to do if you have a tilt wheel or cruise control under there, too! A word or warning: do not get a C8LY Lincoln switch. It looks the same, but the connec-

tor goes to the left on these, and will ground out to the dash brace! Check it by tapping the brake pedal and seeing the brake lights flash. Keep up the good work—we're just starting to have fun.

You also need to be sure that brake light problems are not in the turn signal switch itself. The 12-volt signal goes from battery first to the turn signal, then back to the rear lamps via the brake light switch. Put a test light on the green/red stripe wire on the brake light switch with the ignition off, the turn signal switch centered and no pressure on the brake pedal. If the test lamp lights, the turn signal switch is OK. Most of the 13341 switches will work—they differ only in the length and type of wire and whether they are for use with a tilt wheel. But, again, you need to use a Thunderbird 'SZ' switch to handle the current for all six lamps. Many aftermarket switches are for two-lamp Mustangs or Falcons. But, again, you should use a Thunderbird 'SZ' switch to handle current for six lamps. In 1967, Cougars used the Mustang 'ZZ' switch. From '68 on, they used the 'SZ' switch. The switch in your car may be an aftermarket switch only rated for two lamps. It's a good idea to put the 'SZ' switch in your '67, if it doesn't already have one. This is a tricky job—you want to take great care to keep track of which color wire goes in which connector hole. Drawing a quick chart before disassembly is a must.

Check under the dash for the air conditioner drain hose. It needs to pass through the floor board to the outside. Check the heater box—the plastic hose fitting to which the A/C drain hose attaches is fragile and easily broken when kicked. I once had a '67 from New Mexico that was rusted in half at the passenger floorboard from condensation running under the carpet. But you could read the part number on the back side of the fenders, so I sold the rear clip for \$450 in 1989. . . it was mint! The whole heater box ought to come out to change the core, as the cover clips are near impossible to re-install, even if you get them out without breaking the box.

Check the driver door window glass in all '69s. They are glued into the channel and can easily come loose. Most of these are improperly adjusted, and when re-glued with epoxy, were not correctly positioned in the bracket. You will never get them right until you put new grip channel in the bracket, then reposition the window correctly, then glue it. You will probably find the tapped brackets that set the window height are stripped. You have to re-tap them, and use new bolts, or find yourself another set. I was lucky enough to order a new window assembly for my '69 XR-7 convertible in 1974. It was correctly glued at the factory and I merely installed it with no problem since! In '70 they pinned the glass to the channel, and, of course, reversed the quarter window

rubber strip. A complete set of '70 windows will interchange to a '69, but this is easy for the judges to spot. And if you change to '70 windows, you have to change the door regulators, too. Also, some early '70s cats still had glued window channels.

While you are under there, remove the kick panel trim and get the leaves out of the air vents. These get wet and only cause rust in the cowl area. By the way, those of us with '89 to '97 cats need to be sure the water chutes forward of the door hinges stay clear, too!

If you have a '69 or '70, remove the cowl panel and reach under to the heater air intake. Be sure all the leaves and pine needles are flushed out. This is a favorite spot for rust and the water just floods the passenger floor. In a '67 or '68, if you have really small hands, you can go up through the swing-open air door, and get most of them. Nobody likes to pull the heater, but you will probably have to replace the heater core sooner or later. On A/C cars, the heater hoses connect under the hood. On straight heater cars, the hoses go through the cowl to connect to the core. The whole thing has to come out to change it. Another fine mess to look forward to. Thing is, even if the heater core does not leak, most of them develop a coating inside the core tubes that is a good insulator, thus very little heat is exchanged with the hot water! Result: very little heat or defrost action in cold weather, even when the engine is warm. Lots of thermostats have been changed (the hard way as described earlier) to get more heat, when the problem all along is the core. You can change the air bellows to the cowl vent area while the heater is out, plus remove leaves and whatever else worked its way into the heater box over the past 30-plus years.

If you are one of the fortunate few to have a sunroof on your cat, rest assured that American Sunroof absolutely can supply you new cables! Again, the switch is a MKIII power window switch, but it handles a lot of current if the sunroof is dragging. One very neat place to find a new switch: Find a MKIII or T-bird with the "Town Landeau" trim; that is, no quarter windows. You will find an unused switch under driver's side arm rest trim for the quarter windows that are not there. Actually, I saw a car that also had the windows! They must have found it easier to install them than to keep track of which cars did not need them! If you have a broken flex cable from the flat motor to the mechanism, just replace it with steel-braided 1/8-inch vacuum line from a speed shop. Use two small hose clamps to secure to the line to the two shafts—and measure very carefully. You get this right, and it will work fine. Take the motor apart and clean/re-lubricate the gears. And be very sure the drain hoses are

clear and routed to the outside of the cowl, behind the kick panels. I learned most of this from a former ASC installer who lives here, in Daytona Beach! If you remove the headliner, you will be shocked at the sloppy welding that was done. This is why all sunroof cars came with a lightly padded vinyl roof—to cover the dimples in the metal! Be careful with the sunroof panel removed, as the whole top can be easily pushed to one side or the other, thus you can crack a windshield or distort the door opening; not a very pretty picture! I was lucky to find an original ASC installation/maintenance manual covering all their sunroofs. If you need special information, drop me a line.

Back to the A/C unit for a minute. The icing switch is what controls the compressor status (on or off). These switches are notorious for being badly off calibration. It sits on top of the plenum box under the dash (behind the glove box) and has a long capillary tube down the plenum and into the evaporator core. It is supposed to stop the compressor when the evaporator ices up, then start it again when the ice melts. Get a new one if you want the A/C to cycle correctly.

Last item for this section. Every Cougar was made with an auxiliary ignition feed wire for connection of aftermarket radios and other 12-volt accessories. It is the thick Black with Green stripe wire somewhere near the accelerator pedal. It terminates in a female socket connector, into which there may be a 1-to-3 adapter! I do not know, for the life of me, why so many wire harnesses have been mutilated looking for battery source with ignition on. Find it and use it, and then fix all the splices and other screw-ups people have performed over the past 30 years. I once had a '68 XR-7 with a stereo connected to the dash light feed to the oil gauge! Worked fine when the dash lights were on full brightness—until the wire melted (too small for thunder whumper woofer amp) and the light switch rheostat opened!

The Trunk

Assuming you have survived all the perils noted in the previous sections, it's time now to open the trunk. For therein lies most of the really easy Cougar quirks. Everything worked fine when they left the factory. Most all of the following problems occur after original dealer maintenance ended, such as an accident, a repaint, adding a trailer hitch, whatever.

First let's revisit the brake lights. The signal for these in '67 runs all over the place, but the early cars (mine included) missed out on some sort of anti-corrosion dipping to the connectors. Result, the brake lights were intermittent. On mine, there was green corrosion all over one pin

See **AROUND**, page 22

AROUND, from page 21

on the big red connector on the turn signal motor assembly. . . all after less than six months since new. The dealer found it while I waited and that was all it needed. There is another set of connectors for all wires to the trunk just behind the left side kick panel. They might actually be under the sill plate. Check all for clean, tight connections.

One brake/turn signal light out, or dim, is most always traced to a poor ground in the tail light assembly itself. Take each lamp socket out, use fine sandpaper to clean the socket hole, bend the tangs on the holders to ensure a tight fit and check for corrosion on the bulb contacts. And be sure you have good 1157 bulbs, and only 1157 bulbs. Don't forget that this type lamp's current is a factor in the operation of the turn signals; one odd lamp can effect proper operation.

Next, make sure that the harness grounds—the two sheet metal screws in the fuel filler bracket—are tight and not insulated by new paint. This will also upset the turn signals, as we shall see.

Check the license light for a good ground and make sure water has not seeped under the glass lens. On '69s and up, check the side marker lights. Check the back-up lights on all years—these have a bulb ground lead that ends up in the black wire going to one of those screws.

Now to the emergency relay. It's under the package shelf on a '67 and mounted on the sequencer board in a '68. The relay ground comes out of the cover, is soldered to the case, and then to a black pigtail wire connected to ground - you guessed it, eventually getting to the screw along side the gas filler!! If this relay is not operating—and they corrode easily—you may have only the center lamps working for brake lights. . . and turn signals! There were some gas station and safety inspection mechanics who, not understanding the sequential system, merely removed this relay or its connector, thus restoring minimal safety operation. Often the problem is the relay itself. I once borrowed nine of these relays from Randy Goodling to find a good one—only three worked!

The '67 and '68 Cougar uses a second circuit breaker mounted on the left side tail light assembly to provide protection for the tail and license lights alone. If these are not working (the brake lights and turn signals can still work), check the push-on connector.

If you suspect problems in the sequential relay or motor itself ('67 and '68), try the obvious: Clean the connectors and check the ground. Also: There is no way you can use the '67 shop manual schematics to help with '68, and vice-versa.

If the low fuel warning lamp on your '69 doesn't work, relax! Most of them were disabled at the factory (referenced in bulletins) by rotating the connector on the sending unit or pulling the relay. The reasoning was that with less than a half tank of gas, they blink every time the car is in a turn—very annoying. Fix it if you must, but remember: I warned you! I truly believe that is what is really happening in the James Bond film, "On Her Majesty's Secret Service." Diana Rigg is driving a very early production '69 XR-7 convertible and there are good close up shots of the dashboard during the escape chase scene. The light is blinking all the time. You become worried she and Bond are out of fuel, but rest assured, the producers do not set up for a night chase scene like that with low fuel! Nor did they rig the car to make the light flash! Mine never worked from the day I took delivery; the dealer service manager told me it was disabled and that I would be the happier for it. I later fixed it, but it soon drove me crazy, so I pulled the relay.

The last thing I should mention is to lift the trunk mats and the sound deadener and check for metal fatigue where the rear spring shackles attach. You may not need new springs if this area is weak with rust. If not too serious, you may succeed in a temporary cure by jacking the car up to remove the weight and using long fiber steel filler to reinforce the area. This stuff is stronger than the trunk sheet metal, which normally supports the rear shackles. Check this area carefully on a new acquisition—this is a potentially serious safety defect in a daily driver.

Conclusion

This is certainly a long article, but it's been fun to document all these quirks I have encountered over the years. I hope all of you have found useful, interesting information applicable to your car and, just maybe, solved a problem you might never have known you had! Putting your Cougar back to the way it was when it rolled out of the factory certainly restores the pleasure of driving your Cat.

Local Clubs

Do you have updated contact information for your club? Please send it to *ATSOTC, 4012 Hamilton St., Hyattsville, MD 20781-1842; mercat@cougars.com; or (301) 864-4460 (fax).*

Alabama

Dixie Cougar Club
430 Ryan St.
Montgomery, Ala. 36107
President: Andrew Rolfsen
(334) 263-1964
Negativeimage@earthlink.net

Australia

Cougar Club of Australia
Contact: Clive Dennis
clive@eagles.com.au
Telephone: 029-623-2780

California

Northern California Cougar Club
91 Molokai Court
San Ramon, CA 94583
President: Dave Vandever
(408) 226-1595

Cougar Club of San Diego

P.O. Box 16092
San Diego, CA 92176
President: Lou Otte
(619) 442-7869
www.adnc.com/web2/cefrein

Southern California Cougar Club

5527 Bluebell Ave.
North Hollywood, CA 91607
President: Mike Brown
(818) 762-6424
thebrowns1@earthlink.net
home.earthlink.net/~epike

Stray Cats

P.O. Box 41
Fairfield, CA 94533
President: Dennis Pierachini
(415) 621-7648
pierachi@wellsfargo.com
www.classiccougar.com

Canada

Fordnutz Cougar Club
P.O. Box 24015 Airport
R.P.O.
Richmond, B.C. Canada
V7B 1Y2
President: Scott Ferguson
(604) 421-4518
fordnutz@direct.ca
www.bigfoot.com/~fordnutz

Great Lakes Cougar Club

5622 Lowell Ave.
Niagara Falls, Ontario

L2G 4E2
President: James Megannety
(905) 358-5967
jmegs@sympatico.ca
clubs.hemmings.com/
greatlakescougar/

Colorado

Colorado Cougar Club
P.O. Box 27435
Lakewood, CO 80227
President: Gary Wilmon
(303) 343-3978
coloradocougarclub@juno.com

Connecticut

Connecticut Cougar Club
54 Trafford St., Unit 10
Meriden, CT 06450
President: Marc Nettleton
(203) 238-7787
MN73cougar@aol.com
pages.cthome.net/cougar

Delaware

Delmarva Cougar Club
P.O. Box 5266
Fort Lee, VA 23801
President: Jim Karamanis
(703) 491-8710
jimk@cougars.com
www.dconline.org

District of Columbia

Delmarva Cougar Club
P.O. Box 5266
Fort Lee, VA 23801
President: Jim Karamanis
(703) 491-8710
jimk@cougars.com
www.dconline.org

Florida

Sunshine State Cougar Club
12621 Beltangle Court
Orlando, FL 32837
President: Steve Weir
nitmoves@webtv.net
www.motorhood.com/
classiccardrive/sscc/

Georgia

Georgia Cougar Club
388 Dacula Road
Dacula, Ga. 30211
President: Richard Seaman
(770) 339-7497

Kansas

Heartland Cougar Club
3337 S. Vine St.
Wichita, Kan. 67217-2639

President: Kevin Smokorowski
drgracjny@aol.com

Maryland

Delmarva Cougar Club
P.O. Box 5266
Fort Lee, VA 23801
President: Jim Karamanis
(703) 491-8710
jimk@cougars.com
www.dconline.org

Pennsylvania

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5622 Lowell Ave.
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Michigan

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Mississippi

Dixie Cougar Club
430 Ryan St.
Montgomery, Ala. 36107
President: Andrew Rolfsen
(334) 263-1964
Negativeimage@earthlink.net

Montana

Treasure State Mustang & Specialty Ford Club
(Includes Cougars)
B. Wilkes
1516 Seventh Ave. N.W.
Great Falls, MT 59404

New Jersey

Cougar Club of New Jersey
P.O. Box 121
Springfield, NJ 07081
President: Don Wussler
Donwussler@aol.com
members.aol.com/pwdcougar

New Mexico

Cougar Club of New Mexico
5413 Territorial Road, NW

Albuquerque, NM 87120
President: Rich Gilkerson
(505) 897-2080
rgilkerson@uswest.net

New York

Great Lakes Cougar Club
5622 Lowell Ave.
Niagara Falls, Ontario
L2G 4E2
President: James Megannety
(905) 358-5967
jmegs@sympatico.ca
clubs.hemmings.com/
greatlakescougar/

Long Island

Cougar Association
Contact: Steve Cameron
licougars@msn.com
members.tripod.com/
licougars/home.htm

Nevada

Sierra Nevada Cougar Club
40 Carneros Drive
Sparks, NV 89436
Contact: Gary Guzelis
(775) 425-1113
merc-cougar@home.com

North Carolina

Carolina Cougar Club
5970 Fairview Road
Suite 106
Charlotte, NC 28210
(704) 643-6430
(704) 643-6425 (fax)
Contact: Marvin Wyant
panther@webserve.net
members.aol.com/
cougarcats

Ohio

Great Lakes Cougar Club
5622 Lowell Ave.
Niagara Falls, Ontario
L2G 4E2
President: James Megannety
(905) 358-5967
jmegs@sympatico.ca
clubs.hemmings.com/
greatlakescougar/

Oregon

Cascade Cougar Club
P.O. Box 94243
Seattle, WA 98124
Chairman: Neal Jacobson
(425) 397-7284

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South Carolina

Carolina Cougar Club
5970 Fairview Road
Suite 106
Charlotte, NC 28210
(704) 643-6430
(704) 643-6425 (fax)
Contact: Marvin Wyant
panther@webserve.net
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cougarcats

Tennessee

Dixie Cougar Club
430 Ryan St.
Montgomery, Ala. 36107
President: Andrew Rolfsen
(334) 263-1964
Negativeimage@earthlink.net

Texas

DFW Cats Club
4752 Scots Briar Lane
Fort Worth, TX 76137
President: Ken McDowell
president@mercurycougars.com
www.mercurycougars.com

Virginia

Delmarva Cougar Club
P.O. Box 5266
Fort Lee, VA 23801
President: Jim Karamanis
(703) 491-8710
jimk@cougars.com
www.dconline.org

Washington State

Cascade Cougar Club
P.O. Box 94243
Seattle, WA 98124
Chairman: Neal Jacobson
(425) 397-7284
Badcatt2@theglobe.com
clubs.hemmings.com/
cascadecougar/

Wisconsin

Wisconsin Cougar Club
3850 Schneider Drive
Stoughton, WI 53589
President: Jim Severson
(608) 873-0719

Treasurer's Report

CCOA Financial Statement, Fiscal Year-To-Date: 09/30/00

Revenues					
	12/31/99	03/31/00	06/30/00	09/30/00	'00—YTD
Dues	5,999.88	9,870.00	2,030.00	4,740.00	16,640.00
Ads	60.00	230.00	225.00	0	455.00
Clothing	250.08	0	37.50	0	37.50
Directories	0	0	0	0	0
Calendars	98.00	435.00	633.00	0	1,068.00
E. Nats.	190.00	745.00	2,585.00	1,490.33	4,820.33
Judging Bks.	128.00	45.00	21.00	36.00	102.00
Total Revenues	6,725.96	11,325.00	5,531.50	6,266.33	23,122.83
Expenses					
Postage	1,657.94	371.97	1,499.77	1,376.98	3,248.72
Copies	0	0	0	0	0
ATSOTC	2,983.14	2,799.19	3,571.05	3,595.20	9,965.44
Supplies	81.01	48.66	49.82	50.80	149.28
Calendars	0	1,200.00	0	0	1,200.00
Ads	401.76	0	6.62	0	6.62
Rebates	0	0	0	1,500.00(a)	1,500.00
Contribs.	0	1,004.95	544.38	32.17	1,581.50
E. Nats.	0	0	265.18	4,707.15	4,972.33
Advances	(4,148.49)	(92.31)	5,660.46	(3,680.32)	1,887.83
Total Expenses	975.36	5,332.46	11,597.28	7,581.98	24,511.72
Net Income/(Loss)	5,750.60	5,992.54	6,065.78	(13,15.65)	(1,388.89)
Beg. Bank Balance	13,378.65	19,129.25	25,121.79	19,056.01	19,129.25
End. Bank Balance	19,129.25	25,121.79	19,056.01	17,740.36	17,740.36

Notes: (a) Web site contract deposit; bank balance \$17,740.36 — reserves; ATSOTC issues, \$9,000; '01 shows, \$4,000; Web site maintenance, \$1,000; ATSOTC e-mail project, \$3,000; '01-'02 event insurance, \$550; total reserves = \$17,500; working capital = \$17,740.36 — \$17,500.00 = \$240.36; recall renewals are 12/1 and 7/1, with the bulk of dues renewals deposited after 12/1.

Registries

National Database (all Cougars): Phil Parcels 7227 Heath Markham Road, Lima, NY 14485-9508, (716) 624-8011	<i>cougdb@juno.com</i>
1968 R-code, Non-GT-E: Bill Quay 7113 Old English Road, Lockport, NY 14094-5408, (716) 433-9267	<i>wquay@aol.com</i>
Cobra Jet (428/429/351): Scott Taylor 2151 W. Shawnee Drive, Chandler, AZ 85224-1740, (602) 857-2005	<i>scott.a.taylor@intel.com</i>
Dan Gurney Special: Scott DeFriez 6420 Hermanas Road S.W., Deming, NM 88030-9519, (505) 544-4444	<i>demingdobes@zianet.com</i>
Eliminator: Frank & Sharon Bowers P.O. Box 775, Wister, OK 74966-0775, (918) 655-3352	<i>bowers@clnk.com</i>
GT, XR-7 GT, 6.5 Litre: Brett Irick 2 Brookwood Lane, Dearborn, MI 48120-1302, (313) 240-6418	<i>xr7gt@prodigy.net</i>
GT-E: Jim Pinkerton 20727 106th Ave. S.E., Snohomish, WA 98296-7166, (360) 668-0243	<i>pinktwo@gte.net</i>
Sports Special: Bruce Wallace 8709 Catbriar Lane, Orlando, FL 32829-8619, (407) 826-2936 (o), (407) 273-1092 (h)	<i>bwallace@ccci.org</i>
XR7-G: Royce Peterson 2701 Montair Ave., Long Beach, CA 90815-1212, (562) 377-0763	<i>royce_peterson@toyota.com</i>

CCOA Watches, Anyone?

For the past few months, I have been working on a project to have club watches made for our members. I now have a draft image of the proposed CCOA watch for you to see. Note, that the CCOA logo will appear larger on the watch face than it does in this picture.

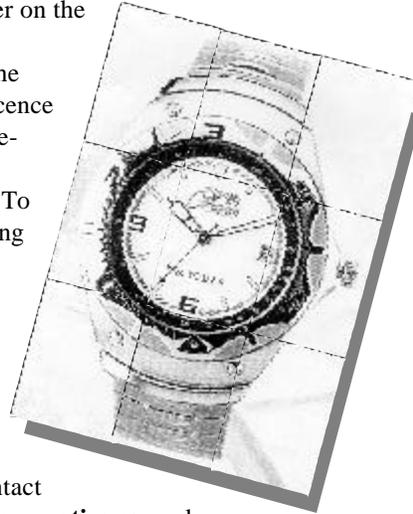
Ford Motor Co. has licensed these watches for use of the Mercury name. This is a fine quality watch made under licence by Seiko. It comes with a three-year warranty on the movement.

The watches will sell for \$ 75 U.S. and \$ 85 Canadian. To move ahead, I will need a minimum of 200 orders. Shipping and handling details are still to be worked out.

I hope many CCOA members will choose to own this fine CCOA logo watch. Wouldn't it make a great conversation piece at a show or cruise night?

For now, I ask that you contact me and let me know if you would be interested in buying a watch like this.

If enough members show interest, I will provide ordering details in the next issue of *ATSOTC*. You can contact me by telephone at (905) 358-5967; by e-mail at jmegs@sympatico.ca; or by postal mail at **Jim Megannety, 5622 Lowell Ave., Niagara Falls, Ont., Canada, L2G 4E2.**



—Jim Megannety

Region 4 Director Resigns; CCOA Seeks Replacement

Citing an increasingly busy work schedule, Royce Peterson, of Long Beach, Calif., has announced he will resign his CCOA Region 4 directorship at year's end.

"Royce has done a great deal for the CCOA as a Regional Director and as a registrar and CCOA Board of Directors member," CCOA President Scott Ferguson says. "The entire CCOA Board of Directors and members in Region 4 will miss his contributions." Royce has agreed to continue serving as the CCOA's XR-7G registrar.

The CCOA now seeks a new Region 4 (California) director. Applicants must be current members and have access to e-mail. Interested? Contact Scott by Nov. 30 at fordnutz@bigfoot.com; (604) 444-3408; or P.O. Box 24015, Airport R.P.O., Richmond, B.C., Canada V7B 1Y2.

CCOA Makes E-Mail List Official Club Service

The Cougar Club of America recently agreed to make the 3-year-old "CLASSIC-COUGARS" Internet mailing list, with nearly 700 subscribers, an official club service.

The decision means the club will assume responsibility for the list and a nominal annual fee required to keep messages posted to the list free of advertising (the service that hosts the list, eGroups Inc., normally adds small advertisements to each message it processes in exchange for providing the service free).

CLASSIC-COUGARS, created by CCOA Communications Director Jim Karamanis, of Lake Ridge, Va., and CCOA Editor Carl Graziano, of Hyattsville, Md., began in November 1997. It operates like a traditional "list server": messages posted to a central address are distributed to all subscribers. Responses are, in turn, distributed to the entire list.

CLASSIC-COUGARS topics run the gamut: from simple technical questions to restoration tips to historical data. The list has played a key role in gathering Cougar VIN and dataplate information for the CCOA national database.

To join the CLASSIC-COUGARS list, send a blank e-mail to CLASSIC-COUGARS-subscribe@egroups.com or go to <http://www.egroups.com/groups/CLASSIC-COUGARS>. Expect 50 to 100 e-mail messages a day. A "digest" mode (a single daily message containing all the individual posts of the day) is available. Also, subscribers may choose not to receive e-mail and, instead, read posts on the Web.

Classifieds

Cars for Sale

1968 Cougar, Foam Green, green/gold interior, new disc brakes, rotors, power booster/master cylinder, new springs & shocks. Factory A/C, never any rust. Car has been garaged for 28 years. Body & interior excellent. Driven about 500 miles a year. \$7,000, must sell. Call Kit, in Long Island, N.Y., at (516) 733-3866 or reply by e-mail to kit99kit@aol.com.

1969 XR-7 convertible, 351-2V, blue with white top, blue interior. Automatic. Asking \$4,000. Photos available. In San Angelo, Texas. Call Darryl at (915) 658-6583.

1971 XR-7 convertible, rebuilt 351C, blue with white interior and white top, automatic, A/C. \$7,000. In Oklahoma. Call Cora at (918) 457-7981.

1972 Standard Convertible, 79K miles, excellent #2 condition throughout. Original mileage, 351C-2V, AC, good upholstery and top, new carpet, tires, springs and shocks, brakes, etc. Drive it home for \$6,000. Dave, Plain City, Ohio, (614) 873-3896 or oldabe@usa.net.

1973 Cougar convertible for sale, California car, a true classic! 351 Cleveland, completely original, clean body, runs good, overall very good shape. 145,000 miles. Has new wheels & tires, front & rear ends, shocks & struts, master cylinder & brakes, timing chain, distributor, spark plugs & wires, very well maintained. Much, much more. New AM/FM cassette w/CD controller & 6-disc CD changer by Custom Autosound. Looking for a good home that will give it TLC. \$8,000. Contact Russell at (562) 901-1938 or at RussCLW@aol.com.

Parts for Sale

Complete dash assy. with under-hood wiring harness and all instruments for 1972 Cougar XR-7. Black dash top. All very useable. \$125. Dave, Plain City, Ohio. (614) 873-3896 or oldabe@usa.net.

NOS Cougar mouldings: '67-'68 wheel lips, '67-70 deck, '69 hood lips. Contact Tucker Callan at (716) 538-9560 or at BossT7@juno.com.

1967-73 Cougar parts: sheetmetal, glass, trim, interior, wiring, mechanical, parted 70 cars. Contact Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022. (717) 367-6700. SASE, please.

Brand new GT-40 aluminum heads, \$1,100 a pair; NOS C8AZ-13AO16-A automatic headlamp dim-

mer, for Fairlane, Comet, Falcon, Mustang, Cougar, T-Bird, Ford, Merc, Mark III, Lincoln Continental, \$200; Ford 14x6 styled steel wheels (also called GT wheel) from 1968-1969, painted, no caps or rings, \$35 each; 428 exhaust manifolds, C8AE-9431-B & C8AE-9430-A, \$50/pair; 428CJ heads, cast number C80E-6090-N, dates 9C13 & 9C25, \$500; 390 GT heads, cast number C8AE-H, dates 8E2 & 8E3, \$200; 390 GT cast iron intake, C6AE-9425-G, \$100; 427 valves, C5AZ-6505-N & C5AZ-6507-N, 16 NOS in the box + extra valves, \$200; 1968 302-4V smog heads, \$250; 351C-4V exhaust manifolds, \$75 each; (314) 351-1789 AFTER 8 p.m. Keith Litteken. kslitteken@aol.com (MO).

1971-73 NOS parts: 73 "Mercury" hood script, \$45; 71-73 "Cougar" trunk script, \$45; 1971-73 door edge guards, \$80; 71-73 L/F wheel lip moulding, \$100; 71-73 lower headlight mouldings, \$100 pair; 71-73 set of four radio knobs, \$30; 71-72 front bumper guards, \$175; 71-73 correct hood pad clips (10), \$20; 73 right front bumper guard, \$50; 73 front bumper guard pads (3/4"), \$40/pair, (1 1/4") \$40/pair; 73 left park lamp bezel, \$90; 71-73 accy. spare tire lock, \$45; 71-73 rear side marker lights, \$80/pair; 73 rear bumper guards, \$75/pair. **Used parts:** 73 park lamp bezels, \$75/pair; 71-73 left front wheel lip mouldings, \$40. Contact Jim at (330) 273-9592 or at jimary@en.com.

Misc. for Sale

Keys, N.O.S. Keys and gold-plated keys and key rings for all Cougars. Keys cut by code. Lock cylinders also available. Contact Joey Jesser, 26 West St., Dept. CCA, Akron, OH 44303-2344. Telephone: (330) 376-8181; 24-hour fax: (330) 384-9129. www.jesserclassickeys.com.

CCOA items: hat, \$7.50; patch, \$7.50; window decals, \$1; 1991 & 1992 Region 3 North regional show dash plaques, \$3/ea.; CCOA 1999 calendars, \$10; 2000 calendars, \$15; Judging Handbook, \$7. Add appropriate shipping costs, make checks payable to "CCOA." Mail orders to Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022 (717) 367-6700.

"Mid-Atlantic Prowl" T-shirts from joint Delmarva Cougar Club/Cougar Club of New Jersey CCOA regional show at the 2000 Carlisle All-Ford Nationals. Quality shirt, professional design by artist Phillip Payne. See www.dcconline.org/tform.shtml for image of design. \$10/each for DCC or CCNJ members, \$15 for non-members. Send

See **CLASSIFIEDS**, page 28

2000 Calendar

Date	Event	Contact
Nov. 4	Mustang & Ford Show at Regal Cinemas, Charleston, S.C.	
Nov. 5	18th Annual Mustang and Ford Show, Space Coast Mustang Club, Cocoa Village, Fla.	(321) 773-6548
Nov. 12	9th annual Super Sunday Mustang and Ford Show, Bradenton, Fla.	(941) 747-2932
Nov. 12	Early Ford Hot Rod Swap Meet, Pasadena, Calif.	(818) 790-5772
Nov. 25-26	Ford Swapmeet, Ohio Fairgrounds, Columbus, Ohio	(740) 474-8638

Let the CCOA know about your club's event or other all-Ford events happening in your area. Send calendar submissions to ATSOFC, 4012 Hamilton St., Hyattsville, MD 20781-1842; mercat@cougars.com; or (301) 864-4460 (fax).

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Specializing in 1967-1970 Mercury Cougar Parts

CLASSIFIEDS, from page 27

check or money order to: **Phillip Payne, 11055 Linderwood Drive, Mechanicsville, Va. 23116-3132.**

Parts Wanted

Rust-free quarters for 1967-68 Cougar. Call Kevin in Spokane, Wash., at (509) 327-6576.

'70 Red XR-7 door panels, '70 XR-7 N.O.S center grille, pass. side XR-7 convertible boot moulding (N.O.S), '70 Hurst shifter assy. & T handle. Call Bryan at (724) 869-0448.

Process of Elimination



JUNE 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

(Concept illustration—actual calendar design may differ from that shown.)

CCOA 2001 Cougar Calendar

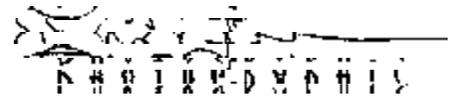
12 months of classic Cougars

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A. AI/S3/A/1

“Ensure the preservation of the Cougar line of automobiles produced by the Lincoln-Mercury Division of Ford Motor Corp. from 1967 to present.”

B. AII/S2/B

“B. Lifetime Membership—\$450 US, \$500 US outside of United States, no renewal, non-transferable;”

C. AIII/S1/B

“Volunteer officers of the Club shall be a Newsletter Editor, Communications Director, National Database Registrar, Sales and Marketing Director, a Technical Advisor, a Historian, a Legal Advisor and Regional Directors (one per region);”

D. AIII/S1/D

“D. A Board of Directors (Board) shall comprise the elected officers, the volunteer Regional Directors, Newsletter Editor, Communications Director, National Database Registrar, Sales and Marketing Director and two (2) at-large members elected annually for a two-year term from the general membership;”

E. AIII/S1/G

“Honorary status shall be given to all elected officers, volunteer directors and registrars. Honorary status takes effect on the position holder’s next renewal date. All position holders will remain honorary as long as they hold their position. Upon leaving their position, by having served their term limit, they will receive one more year as an honorary member. If a person resigns their position they will continue to be honorary until the next January renewal cycle. If a person is removed from their position by the Board, their honorary status will continue only until the next closest renewal cycle, either January or July. Under special circumstances the Board may elect to award lifetime honorary status.”

F. AV/S1/President

“The President is the primary interface with the membership and interested members. The President should be available for telephone calls at most any hour and be able to respond in a timely manner to requests for information; be capable of promoting teamwork and resolving conflicts in a diplomatic manner; have a broad knowledge of Cougars and be willing to discuss the subject with most any questioner; and be willing to work with a standing committee to address the standards for National Shows. Access to a facsimile machine is highly desirable. The President’s address and telephone number will be published to the membership. Most important, the President must have the time to handle the duties and be available to attend National Shows as the Official CCOA Representative (see Article V-Section 2-Official CCOA Representative at National Shows). Specific duties include, but are not limited to:”

G. AV/S1/President/L

“Responsible to publish and/or maintain the “Guidelines for CCOA National Show” (see Article VII) and to promulgate requirements to members and groups seeking to host a National Show.”

H. AV/S1/Treasurer/

“The Secretary/Treasurer is responsible for the Club treasury and is subject to audit. No bond will be required. They should be available to attend all National Shows for the Board and membership meetings. They should have expertise in and access to IBM DOS/Windows PC. A facsimile machine will be extremely useful. Specific duties include, but are not limited to:”

I. AV/S1/Treasurer/D

(Item “D” deleted)

J. AV/S1/Memb/D

“Must have expertise in and access to IBM DOS/Windows PC and MS Access or compatible Database Program;”

K. AV/S1/Memb/G

“The Membership Director will leave any member off of distributed copies of the CCOA roster, if that member makes such a request. A member in good standing may request a copy of the CCOA roster for a nominal fee to cover production and mailing costs;”

L. AV/S1/Memb/H

“Use of the Club membership listing for any commercial or fund-raising purpose is prohibited. The membership list shall remain confidential, and shall not be released for any purpose other than stated in “G” above”

M. AV/S2/

“COMMUNICATIONS DIRECTOR

Appointed by the CCOA Board of Directors and reporting directly to the CCOA President, the Communications Director is responsible for overseeing the CCOA’s communications efforts toward a variety of groups, including the general public, the Cougar community, the CCOA membership, regional and federal government representatives, suppliers of Cougar parts and services, and other classic car related groups, as well as other tasks as directed by the CCOA President and/or CCOA Board of Directors within the guidelines laid out in the spirit of the club mission. More specifically, the CCOA Communications Director is responsible for the following activities:

- 1. Collaboration with Newsletter Editor and CCOA Board to develop CCOA editorial policy/content directed to CCOA members through At The Sign Of The Cat.*
- 2. Collaboration with Web Master and CCOA Board to develop CCOA editorial policy/content directed to CCOA members and the Cougar community through the CCOA web site.*
- 3. Development and distribution of news releases directed toward the general public through regional and national media.*
- 4. Development of CCOA communications directed toward other classic car marquee clubs.*

5. Development of CCOA campaigns to influence the manufacturers and sellers of Cougar parts.
6. Participation in the development of the CCOA's policies as they pertain to communications.
7. Development of other communications programs as directed by the CCOA President and/or BOD.

SALES AND MARKETING DIRECTOR

Appointed by the CCOA Board of Directors and reporting directly to the CCOA President, the Sales and Marketing Director is responsible for overseeing the CCOA's sales and marketing strategy for the purposes of increasing sales of club membership and merchandise, as well as other tasks as directed by the CCOA President and/or CCOA Board of Directors within the guidelines laid out in the spirit of the club mission. More specifically, the CCOA Sales and Marketing Director is responsible for the following activities:

1. Development of a CCOA sales and marketing strategy directed toward potential CCOA members.
2. Development of CCOA sales and marketing strategy directed toward CCOA members and the Cougar community through the CCOA web site.
3. Development, sales, and distribution of CCOA merchandise.

NATIONAL DATABASE REGISTRAR

The National Database Registrar shall be responsible for all data collected on the production of the Cougar automobile for registry purposes, and make regular reports to the CCOA publications. This data will include VIN, door data, and other information used to identify a vehicle and its options. The National Database Registrar shall also oversee all the volunteer registrars."

N. AV/S2/Editor/B

"Must have unrestricted access and expertise with IBM DOS/Windows Personal Computer and any standard desktop publishing package;"

O. AV/S2/Official Rep

OFFICIAL CCOA REPRESENTATIVE AT NATIONAL SHOWS

"The President shall act as the Official CCOA Representative at all National Shows. If the President is unable to attend, then the Vice President, or a duly appointed representative, shall attend in the President's place. The duties of the Official CCOA Representative at a National show will include, but not be limited to creating an agenda and chairing the CCOA general meeting, which is required at all National shows (appoint a person to take minutes, etc.); be the conduit for feedback on the event (keep notes on accolades and complaints from members, etc.); make a report on the event to the newsletter editor for publication in ATSOTC; and "meet and greet" members in attendance. The Official CCOA Representative also should collect dash plaques and other promotional items and forward those items to the CCOA Historian. The Official CCOA Representative also should be prepared, upon request of the host club, to present awards to the owners of winning cars. The CCOA will provide an annual total travel allowance of \$2,000 to cover costs associated with the attendance of one CCOA officer at each of the two annual National Shows (one officer may use this total amount to attend both shows or it may be divided equally between separate officers, each attending one of the two shows). Allowable expenses include travel to the show site from the officer's home; accommodations (if free accommodations are not available); food; and some minimal local transportation. This travel allowance would be offered as an advance (\$1,000 per show, provided by the Treasurer) to the officer acting as the official representative. After the show, the officer must submit receipts for the approval of the President, or Vice President for shows at which the President serves as Official CCOA Representative. Any money not spent shall be returned to the CCOA so it may be deposited into the club treasury."

P. AVII/ATSOTC/B

"Members may place classified advertising in the newsletter at no charge. Such advertisements shall be limited to 100 words per issue. Longer classified advertisements and all commercial advertisements will be accepted at rates set by the Sales and Marketing Director, Advertising Representative, and the CCOA Board;"

Q. AVIII/S1/I

"All elected officers, volunteer officers, and at-large appointed officers may petition the Board for reimbursement of actual expenses incurred in performing their official duties. No travel expenses shall be submitted for reimbursement, except those of the Official CCOA Representative at National Shows. A detailed account of such expenses with justification shall be required. Reimbursement shall be made as approved by the Board and as Club finances can support, and list of all such reimbursements shall be published in ATSOTC;"

R. AVIII/S1/J

"J. All officers are responsible to minimize actual casts incurred in the performance of their duties, and should consider a substantial portion of such expenses, including most telephone expenses, to be "out-of-pocket" contributions to the Club;"

S. AVIII/S3

"SECTION 3—SPECIAL PROVISIONS

By special inquiry of the President, the CCOA Board of Directors is authorized to approve certain one-time expenditures of up to and including \$2,000 (US), for each instance, for items not currently or specifically authorized under the bylaws, on condition that the membership, within nine-months of the approval, by the Board, of such special authorizations, be asked to vote on such expenditures of a continuing nature—that is, approve future such expenditures as regular operating expense, at the discretion of the CCOA elected officials."

T. AIX/H, I, J

"H. The Board shall review proposals for Regional Shows prepared by interested members or Chapters;

I. The CCOA budget shall provide for at least four Regional Shows for each calendar year;

J. Every effort will be made by the Board to select Regional Show sites that rotate among the Regions to distribute the volunteer work required;"

At The Sign Of The Cat

4012 HAMILTON ST

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