

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

We've Got Your Number: The CCOA Registries

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The Cat

The official publication of
The Cougar Club of America

Editor

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Editor's Desk

We all know about the capacity of Americans to unite in the face of tragedy. Few events in the past half century have illustrated this basic truth as well as the terrorist attacks of Sept. 11.

And like the broader American public, our small community of Cougar enthusiasts answered the call and showed, as it has time and again, that we're more than a collection of gearheads, more than an isolated group of people concerned only about our cars. We're much more than that.

Within days of the attacks, clubs were pitching in to the relief effort. The Cougar Club of America responded with two donations of \$200 each to The New York Firefighters 9-11 Relief Fund and the American Red Cross Disaster Relief Fund.

Local clubs contributed, too. The Delmarva Cougar Club, my club, contributed \$100 each to the Red Cross and a fund established by the Washington Redskins football team to aid victims of the attack on the Pentagon. The Cougar Club of New Jersey, with many members not far from "ground zero" in New York City, contributed \$200 as a club to the Red Cross. Out west, the Fordnutz Cougar Club sent \$100 to the Red Cross and encouraged members to donate blood.

Eric Overton, a professional photographer and frequent contributor to this publication, has pledged to donate to the Red Cross \$1 from every sale of a popular swimsuit Cougar calendar he produces and sells.

I'm sure other clubs and individuals in the Cougar community have made financial or other contributions to the relief effort, and my apologies for not listing you here. But know your efforts are appreciated, nonetheless.

Hot Wheels Cat is Back!

After a decades-long dryspell only mildly relieved by a limited-edition casting a few years ago, Cougar lovers can again buy a regular production Hot Wheels die-cast Cat.

Actually, they'll be able to buy two: A "Custom Cougar" and a "68 Cougar," both part of Hot Wheel's annual "First Editions" line for 2002, expected in stores soon.

The best part: The "Custom Cougar" (seen in photo) is an XR7-G, complete with fog lights, scoop and other trimmings! It's obvious someone at Mattel knows classic Cats.



Carl Graziano



President's Report



Scott Ferguson

The summer months have been busy for me, as they, no doubt, have been for many of you. I have been privileged to have been able to attend many great events this year.

Among Cougar events, I traveled down to Renton, Wash., (about 175 miles south of Vancouver, Canada) to the Cascade Cougar Club's annual "Prowl" show. Several Fordnutz members, including myself, left around 10 a.m. July 29 from just north of the U.S. border with Canada. After crossing the border, we drove into the town of Lynden, Wash., to pick up another of our members. We then continued the rest of the way toward Renton.

Traffic was pretty good and we had a light sprinkle on the way down as our only real distraction. We checked into our hotel, rested up a bit, and then headed for the home of Eric and Judy Anders for a barbecue and get together. It was a great evening of socializing and Eric Anders was kind enough to tweak the carburetor on my '68 XR-7. (I've gone from 14 mpg to 19 mpg. To borrow a saying from my friend Jim Pinkerton: "It goes like a striped butt ape.")

The next morning we went to the show site, a beautiful park near Interstate 405, in Renton, and took part in a great show. This year, the Cascade club teamed up with the Renton River Days festival, and the benefits were easy to see. After the show, some of us headed to the home of John

Benoit, a CCOA at-large board member who owns and operates Cascade Classics (a Cougar parts supplier), where we bought some great stuff. The rest of the trip home was pretty much uneventful.

The Fordnutz Cougar Club hosted a CCOA-sanctioned regional event Aug. 11 and 12 in Surrey, BC, Canada. More than 20 vehicles showed up for the cruise through scenic White Rock on Saturday and more than 30 attended the baron of beef buffet dinner that same evening. The next day we had 115 vehicles register for the show, more than 60 trophies were handed out to the winners, including one for the best plastic model. You can read and look at pictures about this event elsewhere in this newsletter.

As summer is beginning to come to an end, your CCOA Board is working on many projects. Take care until next time.

P.S. Some tragic events have happened in September that affect all of us, whether we are American, Canadian, British, Australian or other nationality. I'm sure all our hearts go out to those effected by the terrorist activities in New York, Washington D.C., and Pennsylvania. I am at an absolute loss of words as to the lengths some will go to try to make whatever radical point they are trying to communicate. Many have beefs with governments, etc., but where is the logic in killing the innocent citizens of a country? It makes no sense to me at all.

Regional Reports

1N Summer's nearly over and it's been a great show season in the Northwest. The weather finally began cooperating with the weekend schedules in late July. The hot, dry weather we expect for most of July and all of August finally arrived about Aug. 1. That, coupled with last winter's drought, contributed to three weeks of forest and range fires around the region that are just now ending. A good rain on Aug. 20 and 21 helped contain most of the blazes.

It was our good fortune that none of the fires affected any Cougar, Mustang or other shows. Most important, there were no raindrops from all those clouds over Renton for our annual Prowl and Mercury-Edsel-Lincoln-Ford Picnic and the first Lie-Swapping Barbecue at Eric and Judy Anders' home. That show is the topic of a separate story elsewhere in this issue.

Meanwhile, the Cascade Cougar Club won the Club Participation Award for the fifth time in the

five years it has been given at the Strawberry Festival Parade in Marysville, Wash. Another large group of Cougars made it to Bellevue Community College for the annual Mustang Roundup, hosted by Mustangs Northwest. Jeff and Carol Bingaman drove back to near their Spokane roots in late June to scenic Coeur D' Alene, Idaho, for a fairly new show called "Car D' Alene." They loved it and encourage others to join them in future years. Several others made it to various smaller or lesser-known shows around the region, too.

Mid-August finally arrived with a journey into Region 8's territory for the annual Claw-In at South Surrey, British Columbia. The Fordnutz Cougar Club recruited 110 cars to their big show, including 33 Cougars. Thirteen of those Cougars were entered by Cascade Cougar Club members (counting CCOA President Scott Ferguson as a CCC member, as well as the fearless leader of

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Fordnutz). Cougar class winners were Alan Haaland ('67-'68 std.); Jeff and Carol Bingaman ('67-'68 XR-7); Chris Osborne ('69-'70 coupes); Dennis and Mari Welch ('69-'70 convertibles); Lonnie Sparhawk ('71-'73 convertibles); and Jim and Elaine Pinkerton (GT/GTE/Eliminator), with their recently completed red 427 GT-E.

The Pinkertons were surprise entrants after Dennis Gage of "My Classic Car" came to their home the day before the show to film a story on their black cherry 428 4-speed GT-E. Likewise, John and Susan Benoit and family were surprise entrants with their Competition Blue 1970 Boss 302 Eliminator. The car voted Best Of Show, though, was the yellow 1970 Cougar XR-7 coupe entered by Chris Osborne and daughter Amanda.

This show was preceded by an enjoyable Saturday afternoon cruise and catered dinner. Other Cascade Cougar Club entrants were Karl and LaDonna Gehlhaar, Tony Fisher, Jim Compton (Long Distance Award), Ted and Lucie Both, and Neal Jacobson. And there was the accidental entertainment on the way back. The third traffic jam as we drove back south on I-5 was caused by a boat lying on its side in the middle of the center lane at the end of a long white skid mark. Two State Patrol cars were protecting it, but I saw no sign of a tow vehicle or trailer there to retrieve it yet.

A week later came the annual trek to Lewiston, Idaho, for the annual Hot August Nights show. This year was a bit different, though. Hosts Valerie and Howard Guenther have frequently taken early arrivals up the Snake River in their boat on the day before this show in past years. This year, Val set up a commercial jet boat tour for us. The lucky 13 who went to the show were treated to a day-long journey about 100 miles up the Snake through Hell's Canyon. Don and Cheryl Skinner made the long trip from Hillsboro, Ore. The Pinkertons, Boths and Anders drove over from the Seattle area. Rick and Karen Morehouse came in from East Wenatchee, while Jim Compton needed to drive only the short 140 miles from Richland to Lewiston. We saw deer, bighorn sheep and mountain goats. We saw whitewater rafters all up and down the river. We saw the Grande Ronde, Imnaha and the fabled Salmon River (The River of No Return) empty into the Snake. And we got wet in the rapids. The further up the river you go, the bigger the rapids get and the faster the water flows. The best part of the trip is that the rapids seem wilder as you proceed back downstream because it's harder to control the speed of the boat. The drivers were excellent, though, and succeeded in getting just about everyone wet, as well as picking up an injured young lady and her father from a raft just

below the Salmon River. Several stops were made along the way for breaks and lunch and swimming was available at one home in the afternoon.

The Hot August Nights show also was a lot of fun. A change in the entry point and the method of parking may have sparked some comments from a few (dozen) entrants. Nonetheless, the 230 cars were an impressive array. A few clubs managed to arrive together and be parked alongside each other. The Cascade Cougar Club's six Cougars were clearly the largest group for any single car model to be parked together. Members of the public were posing for photos in front of our line-up (OK, in front of the Anders' modified '69 convertible).

There's one major show left for this year. The Sun Country Mustangs will hold their annual Ponies and Cougars In The Sun show in Yakima Sept. 16. Several of us have reservations at the motel across from the show site and plan to have a cruise or two on Saturday. Other smaller shows also will be held, but we have to face the reality of rain on the west side of the states by mid-October and snow in the mountain passes by early November. We're also discussing plans for the annual Christmas party and holding an election for part of the Board of Directors.

One final comment from the Hot August Nights show in Lewiston: Two gentlemen stopped for a long review of Don and Cheryl Skinner's slightly modified '67 GT and one was heard to say, "Now, *that's* a great car!" It certainly is. Come on up sometime and see for yourself.

—Jim Compton

2S It has been warm here in Texas this summer, but not nearly as warm as it was the two previous years. It has been tolerable for the outdoor shows and cruises. I had an excellent trip to Williamsburg, Va., for the 2001 CCOA National Show, driving all the way with Austin's Eric Overton.

The show was great, except for the rain. It was nice to feel rain, as there has been a lack of it here in the southwest. My car made it to the Nats one more year. I really think I need to get the A/C fixed, so I can be more comfortable. I replaced the two-row radiator with a three-row, so it should not be as apt to overheat. I am already looking forward to Atlanta, next year, for the 2002 CCOA East Nationals, hosted by the Georgia Cougar Club; I hope to see you all there.

The North Texas Mustang club hosted a show July 14 at Five Star Ford in Fort Worth, Texas. It was open to all makes of cars. There were about 85 cars there, with two Cougars from the D/FW Cats club entered. The North Texas Mustang club had its annual Yellow Rose Classic in Fort Worth, Aug 10 to 12. This was the 12th year for the show

and there were a total of 217 cars shown. The D/FW Cats, which had nine cars entered in the show, put on a Southwestern theme and won first place for our display. The \$200 prize will be donated to our club's favorite charity. Photos of the show may be seen at the D/FW Cats Web site, at Mercurycougars.com.

—Ken McDowell

4 With another summer of shows, events, gatherings and Cougar fellowship behind us, the Christmas party planning is already underway. While the cars (and the owners) all got another year older, it has been encouraging to see more of the younger Cougar enthusiasts at the meetings and events.

While some are just the latest in the line of dedicated Cougar families and taking the reins from Mom or Dad, others are enthusiasts who found a connection with a Cougar. It is our responsibility to support these new devotees with encouragement, Cougar knowledge and openness to their own style of car dedication. The cars will survive us and they deserve homes at least as good as they have enjoyed with us.

The summer has been filled with many fun events in California, and the fall will bring a few more. For lovers of the finest cars, the Monterey Concours was another great event, and the Newport Concours will be here in October. September means San Bernadino car craziness and Route 66, this year celebrating 75 years of that famous highway.

July was a great month to travel in Cat style. The stray Cats and Northern California clubs ventured to the Towe Auto Museum in Sacramento, taking part in the special Planes, Trains and Automobile event. It included a museum tour, train ride, rallye, lunch, airport tour, speaker (Pat Derby—trainer of the Cougars used in the L-M ads), and Cougar trivia contest. That sounds like a full and fun day. No less important to that group was the August show and picnic in Milpitas for the combined Northern California and Stray Cats clubs. Heard there was a good showing in all classes and the barbecue was very tasty.

In September, the clubs in Northern California will participate in and stuff entry bags for the 5th annual Ford Fun Sunday in Vallejo. This show continues to grow and rivals Fabulous Fords for the biggest West Coast Ford car show. October will be a highlight for NorCal, as it celebrates its 20th anniversary in Lake Tahoe. This overnight trip will include a group brunch and maybe even some gambling. Some of the Stray Cats will be along on this trip and also will be doing their own October outing—Cattistoga. The newest Cougar Club out here, Silicon Valley, will be joining the two others from the north and the two from

Southern California for a September run to Santa Maria. This is always a tough event to orchestrate for all the clubs, but we hope to have it happen this year.

The Cougar Club of San Diego is “unleashing” its 13th annual Cougar Classic Car Show at beautiful Deer Park in September. This premier event is held in an orchard with the cars parked among the trees. The facility also houses a two-building auto museum and shop. With contributions going to Make-A-Wish, this is always a special and enjoyable day.

The Cougar is fast approaching another milestone, with its 35th anniversary next year. I hope this will mean that the Cougars will be the featured marque at Fabulous Fords in March/April, 2002, at Knott's Berry Farm. There is no question how the anniversary event will be celebrated at the West Nationals, July 20, 2002 in Cypress, Calif.: Tiffany. The Southern California Cougar Club acquired a 1967 Cougar to be given away at that event and dubbed it “Tiffany” (after its Tiffany Blue color). The Club, with help from parts vendors, members and friends, has started the restoration with great enthusiasm. Those who can't be directly involved get to follow the renovation progress in the monthly newsletter, including detailed narrative and telling pictures. The task is a great place to learn how much work a car project can be and/or how much enjoyment it can bring. Tickets are on sale now for this 67,000 mile Cat through the club. Celebrating its ninth year, this club continues to grow and develop, approaching the 50-person mark at its monthly meetings. The Nationals Show Committee is busy on all the other details of this important event next year, working to top the success of the last one. Still, 25 members found time to cruise down Pacific Highway to the beach for lunch, looking and laughter. Upcoming participation in the Santa Maria trip and San Diego Deer Park event will be followed by a run to the Roy Rogers Museum in October.

Do you know where your club will celebrate the Holidays?

—Rich Ladd

5 Sometime back in '00, Jeanette and I decided we should spend some cash and time on my Cougar. Well, when I say cash and time, that's our cash and my time!

Last year came and went. I hadn't found time and our bank balance didn't suffer. So, along came '01 and Plan B. Job One was to get parts while in Florida. Job Two was to spend summer fitting them all. Why does it never work that way?

I didn't come back from the Sunshine State with the major stuff I needed, so I had to order

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Great Races, Great Read

"Trans-Am: The Pony Car Wars 1966-1972,"
by Dave Friedman, MBI Publishing Co., 252
pages, \$39.95

By Phillip Payne

Knowledgeable racers and race fans alike know that the Trans-Am series, from its beginning in 1966 until the end of 1972, provided some of the most exciting and hotly contested racing action ever on display in this country. To the delight of ever-growing crowds, legendary drivers such as Dan Gurney, Parnelli Jones, Jerry Titus, George Follmer and Mark Donahue swapped paint and banged wheels in the era's most popular sedans (including our beloved Mercury Cougar) on road courses throughout North America.

Given the series' immense popularity and media coverage at the time, it is surprising that, until now, little has been available on book shelves documenting this golden age of American racing.

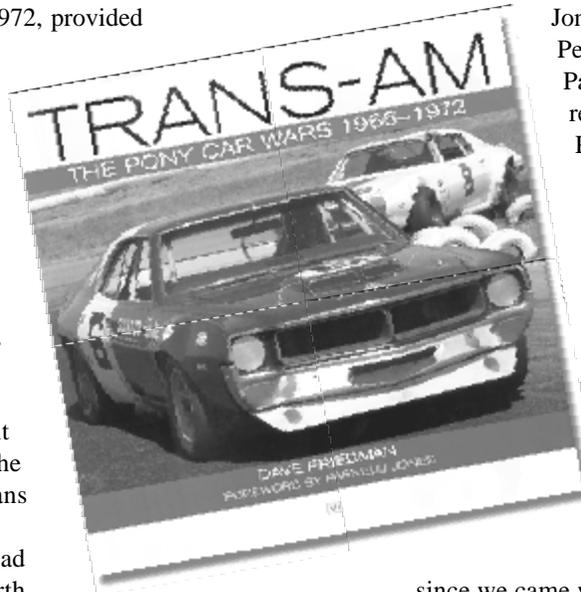
To our rescue comes former Shelby American team photographer Dave Friedman. In his new book, "TransAm: The Pony Car Wars 1966-1972," Friedman combines his spectacular photography (along with some from his colleagues) with great quotes from the drivers, team managers and owners to finally bring these stories back into the light of day. Naturally, the emphasis here is on photos of the cars in action, and Cougar fans will be delighted to see some great shots of the Bud Moore-prepared red and silver cats duking it out with Camaros, Mustangs, Barracudas and, even, Porsches and Alfa Romeos.

The 1967 Mercury Cougars that Bud Moore built were the most tricked-out, best looking cars in the series that year. A quote from Parnelli Jones reads: "Bud knew all the tricks from his many years of preparing one of the most competitive

teams in NASCAR. I don't think any of us ever really knew everything that was done to, or in, our cars, and we never asked." Another quote from lead driver Dan Gurney pretty well sums up the '67 Trans-Am season for Team Cougar:

"Lincoln-Mercury decided to contest the Trans-Am series with the new Cougar model for 1967. I was teamed up with Parnelli Jones, Ed Leslie, David Pearson, and Peter Revson. Parnelli and I were the regular drivers and Ed, Peter, and David filled in at the races that we could not attend. Longtime NASCAR crew chief and team owner Bud Moore was in charge of the team preparation. Ford wanted the Mustang to win the championship again, and they were not happy with the challenge we presented, especially

since we came within two points of the 1967 manufacturer's championship. It was sure great racing that year, and we all loved it. Unfortunately, it didn't last long enough."



Great shots, such as this one of Ed Leslie (dark shirt) chatting with Bud Moore, make "Trans-Am: The Pony Car Wars" worth the price of admission.

Indeed, despite their great showing, Ford pulled the Cougars from the series in '68 and put all of its muscle behind Carroll Shelby's Mustangs. Unfortunately, Ford also saddled Shelby with the horrendous "tunnel port" 302 engine, and the Penske Camaros dominated and took the

See **TRANS-AM**, page 26

Tech Center: Q & A with Dick Hertzler

Q: I would like to get pinstriping painted on my black '67 Dan Gurney Special. Could you tell me the exact width, spacing, etc.?

A: For '67 and '68, the stripes are both 3/32-inch wide with 5/16-inch between them. They do not join together at the ends! They end abruptly about a half-inch from the front and rear edges of the fender extensions. There is a small gap (about a half-inch) at the door edges, and fender and quarter extension seams.

Q: Hello. In one month, I will buy a 1969 Mercury Cougar convertible with the 390 engine. What is the length and the width of this car?

A: The wheelbase for the 1969 Cougar (both hardtop and convertible) is 111 inches, overall length is 193.8 inches and width is 74.2 inches. The convertible trunk has 8.9 cubic feet of space. The weight for an XR-7 convertible with the 390 engine and automatic transmission is 3,607 pounds; the standard convertible weighs 3,582 pounds.

Q: I have a Cougar with power brakes and I hear a hissing sound when I apply the brakes. What could the problem be?

A: You could have a bad booster—most likely a ruptured vacuum diaphragm inside the booster. The solution is to buy a rebuilt unit. Be sure you get the correct one, either Bendix or Midland. Either can work in your car, but the adapter for the mounting bolts must be saved if you switch.

Q: I read your column that addressed common problems of the Cougar. I tried all of your ideas—tightening the alternator belt, checking bulbs and voltage—and I still have the same problem: All my signal lights operate fine, but my dashboard turn signal indicators just glow and do not blink. Can you think of any other repairs I can try?

A: Don't let this bother you. Most '68 Cougar dash turn signal indicators do not actually blink! They go bright and dim in rhythm with the signals in the back, but do not blink. On my car, they will blink when

nothing else is on, but with headlights on or even the brake lights, they only change brightness.

If you study the operation of '68 turn signals, you find that relay K5, the turn signal indicator relay, near the accelerator pedal, has normally closed contacts, providing ground to the dash indicators. The +12 volts to the respective lamp comes from the turn signal switch, left or right.

The +12 volts to the sequential motor in the trunk flows from the turn signal switch through the K5 relay coil. Assume that the resistance of one lamp is 12 ohms. Thus, when the motor selects the first (inboard) lamp, 1 amp flows through the relay coil. When motor selects the second lamp, the front signal also lights, so the total resistance in the circuit of the three parallel lamps is now 4 ohms, meaning 3 amps flow through the relay coil. When the third (outboard) lamp lights, resistance drops to 3 ohms (four lamps) and 4 amps flow through the relay coil. This is enough to create the magnetic force to energize relay K5, which opens the ground contact for the dash indicator and momentarily turns it off. The motor then opens the circuit to all lamps, relay K5 de-energizes and re-establishes ground, and the dash indicator glows again.

Now, suppose we add additional resistance in the circuit, such as a corroded connection, which would come in series with the four parallel-wired lamps. This keeps the current from ever reaching 4 amps to open relay K5, which may partially open or not open at all. So, the dash indicator never goes completely out. The extra resistance can be anywhere in the circuit: the ignition switch, turn signal switch, relay K5 coil connectors, sequential motor contacts, emergency relay K10, main relays K8 (right turn) and K9 (left turn), the lamp grounds themselves and the ground in the trunk at the screw near the gas filler. That's a *lot* of wire and connectors to check!

To get the dash indicator to actually go out completely, you have to eliminate all resistance in the circuit except that of the bulb filaments themselves. Relay K5 is special, staying closed with the current for three lamps in parallel and opening as the current reaches four lamps. You might check the ground for the relay itself if the dash light is always dim. This is provided by the screw that mounts the relay to the bracket near the accelerator.

If the relay K5 ground itself is good (check the relay mounting screw!), then the dash light will be bright when the relay is closed. If you can access the dash lights with the cluster out, see if

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Dick Hertzler

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.

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they are really bright. If they alternate between two states of dim, you might try replacing K5.

The most likely place for extra resistance is the lamp socket ground in the trunk, itself. Shine these up and make sure the sockets are firmly seated in the holes. Clean those front signal sockets, too!

On my car, the right turn signal lamp switches on and off, most of the time, if the engine speed is up and alternator voltage is good. But the left lamp reacts as above, so I must have some added resistance there. I will check the front signal lamp socket first, because I have just done everything in the trunk, and I know it is right.

By the way, all four lamps *must be the same type*. And I *do not* trust the Taiwan bulbs at discount tool stands!

Q: Dick, I just purchased a big block '69 Eliminator, with a sunroof, for my wife. I know a lot about Cougars and I know about sunroofs, but I don't know a lot about Cougar sunroofs! Are documentation and parts available?

A: Assuming the car has the original Bosch sunroof installed by American Sunroof Co., then the first thing you need to know is that all the hardware is metric. In the Final Edition, 1975 parts book, the complete exploded view is on Page 12 of Section 500. American Sunroof (734-285-4911, www.ascglobal.com) still has most of the parts you might need. They have divisions nationwide and I have had the best luck with the Boston group.

Mercury put out a training manual on the sunroof, and you can buy a photocopy from former CCOA president and parts vendors Randy Goodling (717-367-6700). Also, American Sunroof has a useful book, ASC 775-7, which they published in 1975. It covers all their installations, and is mostly correct for the earlier '68 and '69 models.

The most important thing I have found about Cougar sunroofs: The welding work is very sloppy, and the top will have lots of hot spot dimples. You probably will want to MIG weld the assembly to make it stronger. Use a padded vinyl roof, like Mercury did, when you put it back together. Be sure the water tubes go down the pillars and actually exit to the outside—otherwise, you're asking for rust! The power switch is a '68 Mark III power window switch. And last but not least: NEVER lean on the car with the panel out! You almost certainly will push the whole roof to one side and, maybe, crack the windshield.

Q: I have a 1992 Cougar that I love. I want to make it a much nicer ride than it is now. I have tried to find wheels that will look good and have been told that my car has a unique tire size. Could you tell me what size wheels would fit and if I have to do any alterations to get custom wheels on my car?

A: From the shop manual for the 1992 Cougar and Thunderbird: The wheel size for standard (including the LX and the 25th Anniversary models) is 15 x 6.5 inches and uses a P215-70R15 tire. The XR-7 uses 16 x 7.0 inch wheels and P225-60R16-97V tires. For either, the bolt circle is 4.25 inches, and the offset (to clear the brake caliper) is 0.39 inches.

Q: I'm having a devil of a time finding the right choke thermostat for my '68 XR-7 with a 302-4V engine. The choke thermostat housing has the fitting for the heat tube in the center of the cap. No one seems to have it and many folks aren't familiar with it. Meanwhile, the car is hard to start and the idle won't kick down—not fun. Can you advise?

A: The Autolite four-barrel carburetor for your 302 is C8ZF-C, for a standard transmission, and the choke housing is coded "EY." For an automatic, the carb is C8ZF-D and the choke housing is "EX." You're right: The choke furnace tube enters the housing in the center of the cap, not on the edge, as is common with other Ford carbs. You can, of course, change the complete choke mechanism to the other type, using either the piston type or the non-piston type—either will work. Then, you will have to fabricate a new furnace line.

I agree these are hard to find! But I wonder if everything else is right with the adjustments; you did not say if you are actually missing the housing. You have to have the choke operating lever secure in the thermostat spring loop when you install the housing, and this usually means you have to rotate the housing as you install it to reach the alignment index marks.

Q: I am starting to restore my '69 Cougar convertible, 390-4V, C-6, 3:00 open rear. While removing the rear springs, I was able to see where the paint code stripes were. I am not able to tell what color they were. Can you help?

A: Leaf spring colors for '69 with the 390 engine are red, violet and orange for convertibles and red, violet and brown for hardtops (contributed by Bill Quay).

The Holy Grail?

A collection of documents that, for Cougar enthusiasts, could prove among the most historic ever found, sold this past summer on the eBay online auction service.

On Aug. 26, CCOA Treasurer Jim Pinkerton won an eBay auction for a binder of documents on the Cougar's 1966 introduction compiled by C. Gayle Warnock, the Ford Motor Co. public relations executive who directed the Cougar's initial publicity campaign.

"The original photos and documentation about the phases of the introduction are extremely fascinating," Pinkerton, of Snohomish, Wash., says of the Warnock binder. "There was much more to the campaign by Lincoln-Mercury than most of us were aware of.

"How the publicity and promotional campaigns were carried out is not generally known within the Cougar community. I haven't found any real nuggets not previously known, but aspects of the various campaigns are probably not published elsewhere."

Pinkerton, who paid more than \$1,600 for the collection, had not reviewed it closely enough before this interview to provide details about what the documents reveal. He said "plans for dissemination of the information to the broader Cougar community are being considered," but did not comment further on how he would distribute that information.

The 3-inch thick, three-ring binder, with Warnock's name embossed on the cover, is arranged in eight tabbed sections: Summary, Planning, Leak Campaign, Dealer Introductions, Technical Press Conference, National Press Preview, Cougar Country Press Conference and Other Post-Introduction Activities. Each section is rich with text and black-and-white and color photos, including original shots of celebrities Kim Novak and Barbara McNair at press previews.

The promotional campaign to introduce the Cougar in 1966 was regarded at the time as among the most creative in automotive history. It included mysterious messages on crumpled brown paper sacks mailed to 300 automotive writers by a "hunter" in Cougar, Wash. "Yesterday I caught a glimpse of a cougar," the message stated, "and it's even more beautiful than you've read—lean, lithe, powerful, sleek, cool, aloof, perfectly balanced, fast and elusive." The hunter said he would send "evidence" of his hunting skills and urged the automotive writers to "make room in the refrigerator."

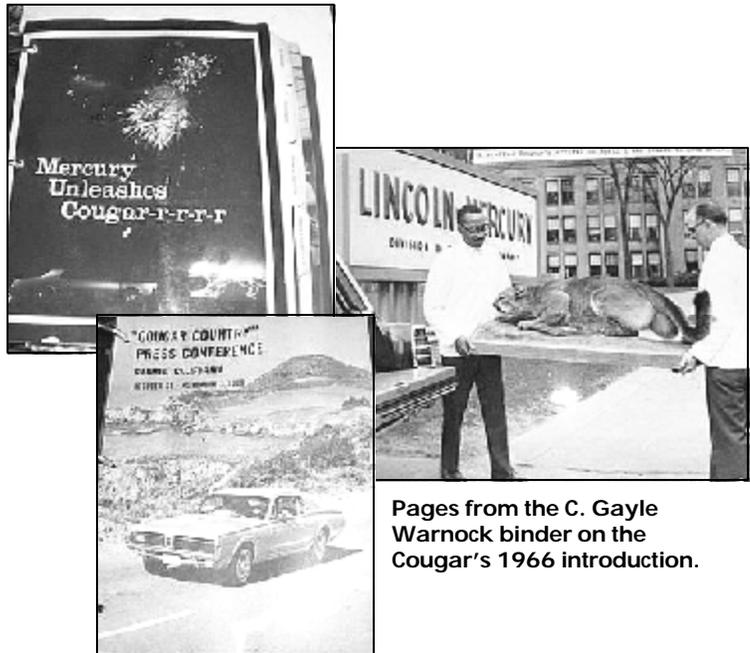
A few days later, the same writers received a 6-pound air express package containing frozen "Cougarburgers"—specially seasoned, Cougar-shaped sirloin patties packed in dry ice. The promotion proved so popular that Mercury ultimately offered a "Cougarburger Barbecue Set," complete with a Cougar mitten and cookie cutter to replicate the Cougar-shaped patties.

Mercury even outfitted a light plane with a pulsating electric sign that read "Mercury Unleashes Cougar" and flew it at low altitudes over major cities at night. The stunt provoked reports to newspapers of UFO sightings, easing Mercury's fears that the sign might not be visible from the ground.

Pinkerton replied with an unconditional "yes" when asked if he got his money's worth with the Warnock binder. He called the binder "an important piece of Cougar history."

The binder was one of several Warnock collection items auctioned off in late August. Other items included a desk set, promotional playing cards and a gold necklace. All had been in Warnock's personal collection for more than three decades and inspired furious bidding by Cougar enthusiasts.

—Carl Graziano



Pages from the C. Gayle Warnock binder on the Cougar's 1966 introduction.

Variety Rules at CCC Prowl

By Jim Compton

Marc Ogren, show director for the 2001 Cascade Cougar Club Prowl & Mercury-Edsel-Lincoln-Ford Picnic, probably said it best with his simple question: "Have you ever seen so much variety?"

Not at our annual Prowl/MELF Picnic. First, we had 125 cars on the grass at Cedar River Park in Renton despite clouds and a slightly damp forecast. In the assortment, we had 44 Cougars, 22 non-Cougar Mercurys, 17 Lincolns, 27 domestic Fords, two imported Fords, seven Edsels, six street rods and six trucks/SUVs.

We had eight pre-registered cars that did not attend, probably due to the weather forecast. Our field also included 28 convertibles, with 12 of them in the Cougar classes. The 17 Lincolns included four V-12 Zephyrs, one of which was a street rod convertible, and others from the '40s, '50s, '60s, and '80s. The Mercurys were represented with nearly all the body styles from World War II through 1980. Two of those Mercs were 1955 Sun Valleys. The Fords included three '62-'63 Thunderbirds, four Mustangs, a '29 Model A, a Ford Zodiac (English), and a '74 Falcon GT (Australian).

The people were just as varied as their cars. John and

Mary Beddome came up from the Phoenix area as did Dan and Michelle Gire, who recently moved from here to there. Steve Eitzen of The Classic Cougar Network drove up from the Bay Area of California. A few more drove in from the Portland area or across the mountains from eastern Washington. We also had at least six cars and 15 people drive southward from CCOA Region 8 in British Columbia. Cougar class winners included Randy & Denise Smithhisler ('67 Std.), Karl & LaDonna Gehlhaar ('67 XR-7), Roman Benoit ('68 Std - yes, that's John & Susan's son), Scott Nelson ('68 XR-



Variety was the order of the day at the 2001 Cascade Cougar Club Prowl & Mercury-Edsel-Lincoln-Ford Picnic, in Renton, Wash. Top, the '68 XR-7 class, and under that, the '69-'70 class. Below, club members at the first-ever "Lie Swapping" barbecue.



7), Bill & Linda Herbert ('69 Std. HT and '69/'70 Conv.), Steve Eitzen ('69 XR-7 HT), Chris Osborne ('70 HTs), Lonnie Sparhawk ('71-'73 Conv.), Dennis & Mari Welch (modified Conv.), John & Susan Benoit (GTE/G/Elim), and Mike Nelson (Modified HT). One second place ribbon deserves special mention. It was awarded to Stephanie Russell for her '68 Std in her first show. Stephanie had to work a double shift on Saturday and then stayed up all night to get her Cougar

See **PROWL**, page 16

A Bigger, Better 'Claw-In'

By Scott Ferguson

To put on a good car event, you need to start planning for it a year or so before the big day. As such, some of the Fordnutz Cougar Club volunteers began planning for the club's "Claw-In 2001" before the Claw-In Y2K show was over.

We decided we wanted more space for this year's event, a CCOA Regional Show. So, we moved to the Arena parking lot, which is much bigger than the Field House lot. We have always promoted the Claw-In as a family event and encouraged participants to bring their children. That's why we hold the event at the South Surrey Athletic Park, as the complex has a water park, skateboard area, ice arena, baseball diamonds and playing fields. It is also important to have accommodations nearby, so anyone coming from out of town has a nice, clean, comfortable, worry-free place to stay.



Cats, other cars, on the cruise to scenic White Rock.

Weather, of course, is important when holding an outdoor event. I researched historical weather

reports to determine which weekends statistically have good weather. That, coupled with past years' event lists (you don't want to compete with an established event, especially another Ford club event) determined that we should hold our Claw-In the second weekend of August. You also need to offer perks for the participants, and we have a good selection of high-quality awards and categories in which to compete. Door prizes are important, too. Everyone likes to win something, even if it isn't a trophy, and we had more than 175



The '67-'68 Cougar class at the Fordnutz Claw-In. Below, the Convertible class.

prizes to give out during the event. (It got a little hectic toward the end this year, but we always learn to do things a bit better after a review, and we will improve on it for next year.) Some prizes were worth hundreds of dollars, including some Cougar-specific items.

After our club Christmas/Holiday party, last year, I thought it would be great if we had live entertainment at the show this year. We had a one-man band, called Teen Angel, at our holiday party. He put on a great show, both for listening and dancing. As checked out entertainment, we came to the conclusion that hiring Dean Marlow (Teen Angel) would not be too much more than hiring a DJ, so we made the arrangements—and we were happy we did.



We brought back the Boy Scouts to provide the food service. This is a win-win situation, as they raise money for scouting and we don't have to worry about providing food and drinks and getting our own licenses from the city, and all the other stuff you have to go through as a food vendor. Also, because the Scouts are a fellow not-for-profit group, they do not have to give a cut of what they took in

See **CLAW-IN**, page 17

Cats in Color



Ove Engnøg, Norway



Henry L. Smith, Sedalia, Mo.



Lavonne Bordner, Holmen, Wis.

United, We Stand



Members of the Delmarva Cougar Club (Del., Md., Va., D.C.) show their colors at a September Mustangs and All-Ford show in Fredericksburg, Va. Owners from left to right: Kenny Holloway, Marc Wolitz and Richard Wright.

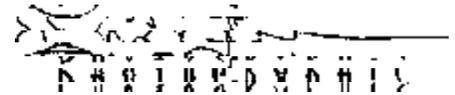
**The Cougar Club of America
honors the victims
of the Sept. 11 terrorist attacks.**



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PROWL, from page 12

ready. She was tired all day, but still willing to talk to others about her car during the show. She had to be awakened by her brother, though, when her name was called for her award. She woke up quickly. Finally, the Best Cougar Award went to Jeff & Carol Bingaman for their slightly modified '68 XR-7.

Awards were also passed out for those owners whose cars achieved Senior status during the year. The Senior Street Stock medals were given to Charleen Bodvin ('68 XR-7) and John Benoit ('70 Eliminator). Senior Street Driven medals went to Ted & Lucie Both ('69 XR-7 HT), Eric & Judy Anders ('69 modified convertible), Don & Cheryl Skinner ('67 GT), Mike Benson ('68 XR-7), Tony Fisher ('68 XR-7), and Jeff & Carol Bingaman ('68 XR-7).

Steve Eitzen presented a special award from The Classic Cougar Network at the show. TCCN recently held a poll to determine the best Cougar parts suppliers in various categories. The overall winner was John Benoit of Cascade Classics, in nearby Edgewood.

While the parents looked at cars, the kids did a great job of coloring some of Mike Hainsworth's Cougar cartoons from recent newsletters. John Benoit supplied the genuine Ford Crayola crayons. Meanwhile, John Ritter brought some track and a starting gate for running the car jump contest for Hot Wheels and Johnny Lightning-style models. The two best jumps were both from the grocery cart entered by 3-year-old Ben Hoeper. Cameron Benoit took first place in the plastic car model contest.

The festivities started on Saturday evening, though, just a few miles further east in Renton. Eric and Judy Anders hosted about 50 people at their home for our first named "Lie-Swapping Barbecue." There were plenty of hamburgers and *big* hot dogs, plus everything else imaginable. The Anders' and Skinners' white Cougars in the front yard made the house really easy to find. Their neighbors also were very accommodating by allowing a side street to be blocked for parking and by photographing each car as it arrived. They even had car washing equipment available in the driveway for those who came from out of the Seattle metro area. Despite a car getting washed and the presence of rain all around the region, not one drop fell during the barbecue, overnight or during the show. The Cougar collection at the barbecue included four from BC and about a dozen Region 8 members, including CCOA President Scott Ferguson. No evening at "Doc" and Judy's would have been complete without the Doctor of Carburetors working a little of his magic on a Cougar—Mr. Ferguson's, in this case.

Please join us at future events—we're always happy to have new faces and ideas around. We like seeing other cars once in a while, too. And we are *never* short of food or drink at our barbecues.

CLAW-IN, from page 13

at the event back to the city. We made a similar arrangement with other vendors: donate part of your proceeds to charity and the city will let you operate without taking a cut of sales.

OK, on with the show!

We decided to have Saturday events for anyone who wanted to participate, and had an afternoon cruise that went through scenic White Rock, along the beach, past some very nice homes, to the show site, where we took pictures of everyone's car. Back at the hotel that evening, we met at a local restaurant, where we sat in the private party room and enjoyed a baron of beef buffet dinner, with all the trimmings. Copies of the photos, taken during the cruise, were given to the participants (the remainder were distributed the next day at the show). Most of us then headed back to the hotel to socialize and enjoy the facilities of the resort atmosphere in the pool area.

Sunday morning was an early rise for most of the volunteers. We met at the show site before 7 a.m. to begin setting up the event, including shelters for relief from the sun. We improved on our registration process from previous years and cut any wait time down to a negligible level. Those who pre-registered had pre-printed dash cards with all the information on it, goodie bags, extra door prize tickets and more.

We had 39 vehicles pre-registered and 76 more register on show day, for a total of 115 vehicles at the show. One person from Arizona pre-registered to get all the show stuff, even though he was not going to be at the event. Brett Irick, the CCOA GT Registrar, flew from Dearborn, Mich., after work Friday, arrived in Vancouver late Friday night and attended all the show festivities (joking that he traveled 3,000 miles and was still within 10 miles of the U.S. border). He left Monday morning to continue his two-week vacation, which took him all over British Columbia, into Alberta, up the Alaska Highway, as far as the Yukon Territories (about a 4,000 mile trip). On his return to Vancouver, Brett and I enjoyed an evening out to a local car hang out and dinner at a collectable car theme restaurant.

All in all, it was a lot of hard work that paid off with the enjoyment that everyone seemed to have. Thanks to all the volunteers and sponsors, we couldn't have done it without all their help. I also want to thank Delmarva Cougar Club Editor Phillip Payne for a portion of the artwork used in the dash plaque design.

Trophy Winners, 2001 'Claw-In'

■ '67-'68 Standard

1st Alan Haaland
2nd Mike Murphy
3rd Shane Gargaro

■ '67-'68 XR-7

1st Jeff & Carol Bingaman
2nd Karl & LaDonna Gehlhaar
3rd Scott Ferguson

■ '69-'70 Hardtop

1st Chris Osborne
2nd Ted & Lucile Both
3rd Steven O'Connell

■ '69-'70 Convertible

1st Dennis & Mari Welch
2nd Brad & Heather Whitaker
3rd Connie McClinton

■ '71-'73 Convertible

1st Lonnie Sparhawk
2nd Grant Hadland
3rd Maurice Hadland

■ G, GT, GT-E, Eliminator

1st Jim & Elaine Pinkerton
2nd John & Susan Benoit
3rd Bruce Haaland

■ Wounded Cat/Unfinished

Project
Dave Irving

■ Modified

2nd John & Lois Edwards

■ Long Distance

Jim Compton, Richland, WA (350 miles-one way)

Best of Show

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('70 Cougar XR-7
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Registry Reports

The Cougar Club of America maintains a confidential National Database of 1967 to 1980 Mercury Cougars still in existence (although not necessarily on the road) as a service to members and the Cougar Community. The CCOA also maintains various registries to track the number of Eliminators, GT cars and other low-production speciality models and trim packages.

The CCOA believes the importance of compiling such data cannot be understated. Through this information, enthusiasts can identify production trends and learn other helpful details about Cougar history. The data allow us to answer questions regarding the rarity of our cars, the option mix, colors. It documents how many of these cars remain among us and can serve as a source of information when owners seek to research and document the histories of their cars.

Also, if your Cougar is documented in the database and later stolen, that registry information could help you recover your car should it turn up for sale elsewhere. The database can put owners of similar vehicles or those in similar localities in touch with each other. We also have re-united a handful of owners manuals with their proper owners through the CCOA database.

Contact information for Phil Parcells, the National Database registrar, and the registrars for all the speciality registries is available on page 25. You can register your car by contacting the appropriate registrar directly—telephone numbers and postal and e-mail addresses are provided for each. You also can register your car with the National Database through the CCOA Web site, at www.cougarclub.org. It's quick and easy, so please visit the site soon.

National Database

Phil Parcells

Year	Model	Registered	Year	Model	Registered
1967	6.5/GT?	76	1970	CONV	159
1967	6.5L	55	1970	ELIM	408
1967	6.5L XR-7	20	1970	STD	500
1967	BENCH DGS	6	1970	XR-7 CONV	246
1967	BENCH GT	9	1970	XR-7	405
1967	BENCH	94	1971	CONV	75
1967	DGS	49	1971	GT	10
1967	DGS XR-7	22	1971	STD	86
1967	GT	120	1971	XR-7 CONV	113
1967	STD	1483	1971	XR-7	104
1967	XR-7	564	1972	CONV	43
1967	XR-7GT	129	1972	GT	3
1968	6.5/GT?	41	1972	STD	49
1968	6.5L	46	1972	XR-7 CONV	118
1968	6.5L XR-7	142	1972	XR-7	110
1968	BENCH 6.5L	2	1973	CONV	66
1968	BENCH GT	6	1973	STD	66
1968	BENCH	40	1973	CONV	245
1968	DGS	57	1973	XR-7	206
1968	GT	37	1974	XR-7	21
1968	GTE	164	1975	XR-7	7
1968	R STD	13	1976	XR-7	20
1968	R XR-7	13	1977	2DR	4
1968	STD	1462	1977	4DR	9
1968	XR-7	870	1977	St. Wg.	3
1968	XR7-G	180	1977	XR-7	9
1968	XR-7GT	104	1978	2DR	6
1969	BENCH	26	1978	4DR	9
1969	CONV	488	1978	XR-7	23
1969	ELIM	306	1979	4DR	2
1969	STD	2821	1979	XR-7	21
1969	XR-7 CONV	504	1980	XR-7	8
1969	XR-7	774			

1968 R-code, Non GT-E

Bill Quay

	Standard		XR-7		Total	
	Prod.*	Known	Prod.*	Known	Prod.*	Known
Dearborn	110	17	90	21	200	38
San Jose	3	0	4	1	7	1
Total	113	17	94	22	207	39

* Lincoln-Mercury production numbers courtesy of Marti Autoworks, Phoenix, Lessee of Ford production database.

Of the 39 cars we have accounted for, five have been parted and scrapped, thus leaving only 34 of these rare Cougars still on the road today. If you happen to come across one of these "R" code Cougars and are contemplating a purchase, please contact me so I may verify that the car is truly a 428 "R" code and not another car being passed off as an R-code Cat.

1969-1970 428 Cobra Jet

Scott Taylor

1969 COUGARS (R & Q codes—428 CJ)

Total Q codes (all body types): 376
Total R codes (all body types): 1164

Cars Registered:

XR-7 hardtop	63
XR-7 convertible	41
Standard hdt. Eliminator	68
Standard convertible	8
Standard hdt. non-Elim.	23
Total cars registered	262
Percent of production	17.0%

1969 totals by color (code)

Bright Blue Metallic (6)	31
Competition Orange (3)	22
Bright Yellow (9)	20
Red (T)	18
Unknown	18
White (M)	15
Dark Ivy Green Metallic (C)	11
Burnt Orange Metallic (F)	10
Maroon (B)	10
Medium Lime Metallic (I)	10
Black (A)	9
Light Yellow (W)	7
Medium Blue Metallic (P)	5
Medium Emerald Metallic (4)	4
Dark Aqua Metallic (F)	4
Light Ivy Yellow (2)	3
Pastel Gray (D)	3
Medium Gold Metallic (S)	3
Special Order (blank)	2
Light Aqua Metallic (E)	1

1969 totals, transmission/axle

C6 Auto (U)	137
4 speed (6)	62
2.75 Open (2)	1
2.83 Open (5)	6
3.00 Open (6)	21
3.00 Traction Lock (O)	14
3.25 Open (9)	2
3.25 Traction Lock (R)	34
3.50 Open (A)	37
3.50 Traction Lock (S)	31
3.91 Traction Lock (V)	21
4.30 Detroit Locker (W)	13

1970 COUGARS (Q code—428 CJ)

Total Q codes (all body types): 840

Note: Includes Ram Air and non-Ram Air cars.

Cars Registered

XR-7 hardtop	13
XR-7 convertible	22
Standard hdt. Eliminator	59
Standard convertible	1
Standard hdt. non-Elim.	3
Total cars registered	98
Percent of Production	11.7%

1970 totals by color (code)

Competition Orange (1)	17
Competition Blue (J)	16
Unknown	13
Competition Gold (U)	9
Black (A)	9
Red (T)	9
White (M)	7
Competition Yellow (D)	7
Dark Ivy Green Metallic (C)	3
Medium Lime Metallic (G)	2
Deep Gold Metallic (K)	2
Competition Green (Z)	2
Pastel Blue (N)	1
Bright Blue Metallic (6)	1
Light Ivy Yellow (2)	0
Medium Gold Metallic (S)	0
Dark Aqua Metallic (F)	0
Medium Blue Metallic (Q)	0
Chestnut Metallic (Y)	0
Yellow (9)	0

1970 totals, transmission/axle

C6 Auto (U)	45
4 speed (6)	40
2.83 Open (5)	1
3.00 Open (6)	9
3.00 Traction Lock (O)	8
3.25 Open (9)	5
3.25 Traction Lock (R)	2
3.50 Open (A)	10
3.50 Traction Lock (S)	12

1971 429 Cobra Jet

Richard Brown

	CJ Ram Air	CJ	4spd.	C-6	Trans. ?
Std.	2	3	2	3	0
XR-7	13	6	3	14	2
Std. Conv.	6	0	6	0	0
XR-7 Conv.	6	1	2	5	0
All Std.	8	3	8	3	0
All XR-7	19	7	5	19	2
Total	27	10	13	22	2

Eliminator

Frank Bowers

1969 Eliminators		1970 Eliminators	
G code:	35	G code:	137
M code:	151	M code:	181
R code:	62	Q code:	73
S code:	36		
Q code:	10		
Total:	294	Total:	383

Please note: The Eliminator Registry figures are not intended to imply all vehicles listed in the database are “alive and well” and traveling the roads. A portion of the vehicles listed in the registry are basically VIN numbers “only”—those located in salvage yards, on parts cars and non-road worthy “some day” projects, and reported by fellow Cougar enthusiasts.

GT, XR-7 GT, 6.5 Litre

Brett Irick

	'67 GT	'67 XR-7 GT	'67 6.5L	'67 XR-7 6.5L
Production (est.)	4,800	3,100	3,500	1,100
Registered	127	128	53	19

Note: '67 standard model where 6.5L vs. GT unknown: 44; '67 XR-7 model where 6.5L vs. GT unknown: 35.

	'68 390-4V	'68 390-2V	'68 GT 390-4V	'68 GT 428-4V
Standard	15	18	47	3
XR-7	33	112	92	2

Note: '68 with 390-4V engine where 6.5L vs. GT unknown: 12; '68 XR-7 with 390-4V engine where 6.5L vs. GT unknown: 27.

Other model years: 1969 Cougar with 390-4V “S” code engine, all models: 383; 1971 GT: 10; 1972 GT: 3.

GT-E

Jim Pinkerton

	Standard		XR-7		Total		% Known
	Prod.	Known	Prod.	Known	Prod.	Known	
W code (427)	101	34	256	117	357	151	42%
R code (428)	14	5	23	8	37	13	35%
Total	115	39	279	125	394	164	42%
Percentage	34%		44%		42%		

Note: Columns marked “Prod.” indicate actual Lincoln-Mercury production numbers, courtesy of Kevin Marti, Marti Auto Works, Phoenix, lessee of the Ford production database.

	Production	Listed	Confirmed
Total	16,142	50	17

Colors

Burnt Orange (Y)	2
Med. Gold (S)	2
Med. Green (4)	1
Lt. Ivy Yellow (2)	1
Med. Lime (I)	2
Dk. Ivy Green (C)	1
Lt. Aqua (E)	1
Med. Blue (P)	1
Bright Blue (6)	1
Black (A)	1
Med Blue/White (PM)	1
White/Black (MA)	1

Interiors

Standard

Black Vinyl (1A)	3
White/Blue Vinyl (AB)	1
Lt Ivy Gold Vinyl (1G)	3

Decor

Black Vinyl (2A)	4
Lt Blue Vinyl (2B)	1
White/Blue Vinyl (BB)	1
Aqua Vinyl (2K)	1
Lt Nugget Gold Cloth (KY)	1

Engines

351W 2V (H)	13
351W 4V (M)	3
428 CJ RA (R)	1

Axles

3:00 open (6)	10
2:75 open (2)	2

Transmissions

FMX (X)	12
3-spd manual (1)	1
C-6 (U)	1

XR7-G

Royce Peterson

The registry has made a comeback in the first half of 2001 thanks to CCOA National Database Registrar Phil Parcells, the Yahoo! CLASSIC-COUGARS e-mail list and a few dedicated enthusiasts who keep sending information.

The number of cars in the registry went down to 148 thanks to the list of all VIN and door data information from Kevin Marti, which I paid to license from Ford Motor Co. The reason for the decrease was several fraudulent cars were weeded out. I cannot emphasize enough how important it is to contact the registry prior to buying an XR7-G. There also is one car which is titled with a correct XR7-G VIN but has a different VIN on the windshield ID tag. Watch out!

The total number of cars registered today is 173. This includes cars known to have been parted and scrapped.

Here, for the first time on any printed page, is the list of XR7-G production for each engine and transmission combination:

Engine Code	Engine	Transmission	Total Production
6	302-2V	C-4 Automatic	2
F	302-2V	C-4 Automatic	81
F	302-2V	Four Speed	3
F	302-2V	Three Speed	1
J	302-4V	C-4 Automatic	140
J	302-4V	Four Speed	6
X	390-2V	C-6 Automatic	62
S	390-4V	C-6 Automatic	296
S	390-4V	Four Speed	14
R	428-4V	C6 Automatic	11
R	428-4V	Four Speed	3
Total XR7-G, all combinations			619

Interesting in these figures are the two 302-2V cars with engine code "6"—a low-compression 302-2V typically used in cars exported to Mexico, South America or other areas with inferior fuel supplies; their whereabouts today are unknown. Also interesting is the single 302-2V three-speed manual transmission car produced. Its whereabouts also are a mystery.

Less than one-third of all XR7-G production is accounted for. I estimate that around half the cars are not in existence today. Please help us document the ones that are left. Even better, restore one for yourself so that we can all enjoy seeing another XR7-G at a future CCOA National Show! The registry can help owners of these rare cars locate parts for and information and statistics on their vehicles.

Local and Regional Clubs

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

Alabama	Dixie Cougar Club , 430 Ryan St., Montgomery, AL 36107. Andrew Rolfsen, president. (334) 263-1964; Negativeimage@earthlink.net
Arizona	Arizona Cougar Club , P.O. Box 5335, Mesa, AZ 85211-5335. Scott Taylor, membership director. (602) 857-2005; scott.a.taylor@intel.com
Australia	Cougar Club of Australia . Clive Dennis. 029-623-2780; clive@eagles.com.au
California	Northern California Cougar Club , 91 Molokai Court, San Ramon, CA 94583. Dave Vandever, president. (408) 226-1595 Cougar Club of San Diego , 9414 Pearlwood Road, Santee, CA 92071-1407. Roger Gray, president (858) 566-1395. Web: http://clubs.hemmings.com/cougarsd/ Silicon Valley Cougars , James Wallace, jrw@apexmail.com ; Skye Barcus, (408) 294-3444, extension 122, skye@got.net ; Web: clubs.hemmings.com/silicon_valley_cougars Southern California Cougar Club , 5527 Bluebell Ave., North Hollywood, CA 91607. Mike Brown, president. (818) 762-6424; thebrowns1@earthlink.net ; Web: home.earthlink.net/~epike Stray Cats , P.O. Box 41, Fairfield, CA 94533. Dennis Pierachini, president. (415) 621-7648; pierachi@wellsfargo.com . Web: www.classiccougar.com
Canada	Fordnutz Cougar Club , P.O. Box 24015 Airport R.P.O., Richmond, B.C. Canada V7B 1Y2. Scott Ferguson, president. (604) 421-4518; fordnutz@direct.ca . Web: www.bigfoot.com/~fordnutz Great Lakes Cougar Club , 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca . Web: clubs.hemmings.com/greatlakescougar
Colorado	Colorado Cougar Club , P.O. Box 27435, Lakewood, CO 80227. Gary Wilmon, president. (303) 343-3978; coloradocougarclub@juno.com
Connecticut	Connecticut Cougar Club , 54 Trafford St., Unit 10, Meriden, CT 06450. Marc Nettleton, president. (203) 238-7787; MN73cougar@aol.com . Web: pages.cthome.net/cougar
Delaware	Delmarva Cougar Club , P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com . Web: www.dconline.org
D.C.	Delmarva Cougar Club , P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com . Web: www.dconline.org
Florida	Sunshine State Cougar Club , 1024 Dawson Drive, Deltona, FL 32725. Steve Weir, president. (407) 574-1656; fla-firecat@webtv.net . Web: www.motorhood.com/classiccardrive/sscc
Georgia	Georgia Cougar Club , 388 Dacula Road, Dacula, GA 30211. Richard Seaman, president. (770) 339-7497. Web: www.georgiacougarclub.com
Idaho	Cascade Cougar Club , P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; jcbingcougar@home.com . Web: clubs.hemmings.com/cascadecougar
Illinois	Illinois Cougar Club , 1700 Kelly Ave., Crest Hill, IL 60435-2314. Scott Dyke, (815) 726-7905 (after 6 p.m.); jsouich@mailcity.com
Indiana (South)	Kentuckiana Cougar Club , 2810 Arden Road, Louisville, KY 40220-1306. John B. Johnson. (502) 459-0600; jbjohnson@cais.com . Web: www.kyclassiccougars.com
Kansas	Heartland Cougar Club , 3337 S. Vine St., Wichita, KS 67217-2639. Kevin Smokorowski, president. drgracjnk@aol.com
Kentucky	Kentuckiana Cougar Club , 2810 Arden Road, Louisville, KY 40220-1306. John B. Johnson. (502) 459-0600; jbjohnson@cais.com . Web: www.kyclassiccougars.com
Maryland	Delmarva Cougar Club , P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com . Web: www.dconline.org
Michigan	Great Lakes Cougar Club , 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca . Web: clubs.hemmings.com/greatlakescougar
Mississippi	Dixie Cougar Club , 430 Ryan St., Montgomery, AL 36107. Andrew Rolfsen, president. (334) 263-1964; Negativeimage@earthlink.net
Montana	Cascade Cougar Club , P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; jcbingcougar@home.com . Web: clubs.hemmings.com/cascadecougar
New Jersey	Cougar Club of New Jersey , P.O. Box 121, Springfield, NJ 07081. Don Wussler, president. Donwussler@aol.com ; members.aol.com/pwdcougar
New Mexico	Cougar Club of New Mexico , 5413 Territorial Road, NW, Albuquerque, NM 87120. Rich Gilkerson, president. (505) 897-2080; rgilkerson@uswest.net

See **CLUBS**, page 22

- New York** **Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
Long Island Cougar Association. Steve Cameron, licougars@msn.com. Web: members.tripod.com/licougars/home.htm
- Nevada** **Sierra Nevada Cougar Club**, 40 Carneros Drive, Sparks, NV 89436. Gary Guzelis, (775) 425-1113; merc-cougar@home.com
- North Carolina** **Carolina Cougar Club**, 5970 Fairview Road, Suite 106, Charlotte, NC 28210. Marvin Wyant, (704) 643-6430; (704) 643-6425 (fax); panther@webserve.net. Web: members.aol.com/cougarcats
- Ohio** **Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
- Oregon** **Cascade Cougar Club**, P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; jcbingcougar@home.com. Web: clubs.hemmings.com/cascadecougar
- Pennsylvania** **Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
- South Carolina** **Carolina Cougar Club**, 5970 Fairview Road, Suite 106, Charlotte, NC 28210. Marvin Wyant, (704) 643-6430; (704) 643-6425 (fax); panther@webserve.net. Web: members.aol.com/cougarcats
- Tennessee** **Dixie Cougar Club**, 430 Ryan St., Montgomery, AL 36107. Andrew Rolfsen, president. (334) 263-1964; Negativeimage@earthlink.net
- Texas** **DFW Cats Club**, 4205 Trailridge Drive, Frisco, TX 75035. Ken McDowell, president. txjyhawk@msn.com. Web: www.mercurycougars.com
- Virginia** **Delmarva Cougar Club**, P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com. Web: www.dconline.org
- Washington** **Cascade Cougar Club**, P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; jcbingcougar@home.com. Web: clubs.hemmings.com/cascadecougar

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Cars for Sale

1968 Cougar, standard V-8, lady-owned, stored. 90,000 actual miles, California car, Diamond Blue. \$8,000/OBO. (563) 323-3738

1970 Eliminator, Grabber Green, black interior, 351-4V, 4-speed, factory rally wheels, needs restoration. Now has 302-2V automatic. \$2,300 or best offer. Call Scott at (815) 726-7905 after 6 p.m. In Illinois.

1973 XR-7: Unrestored original, movie car ("The Ice Storm"), 2nd owner, 54,000 original miles, 351-2V Cleveland, AT, dark green exterior, advocado interior, A/C, AM/FM stereo, 1/2 vinyl roof, rear defroster, 5 matched Michelin/Sears radials, spare tire/wheel lock, original carpeted floor mats. Won 1st place, unrestored class, at 2001 CCOA Nationals. \$6,500. Contact Richard Clark, 75 Thayer Road, Manchester, CT 06040. (860) 649-8520.

Parts for Sale

N.O.S. 87-88 Cougar red headliner, part number E7WY-6651916-ABD; brand New GT-40 aluminum heads, \$1,100 a pair; N.O.S. C8AZ-13A016-A automatic headlamp dimmer, for Fairlane, Comet, Falcon, Mustang, Cougar, T-Bird, Ford, Merc., Mark III, Lincoln Continental, \$200; 429 CJ intake, D00E-9425-G, \$100; 429 SCJ heads, D00E-R, \$750; 390 GT cast iron intake, C8AE-9425-A or C6AE-9425-G, \$100 ea.; 1968 302 4bl smog heads, \$250; 289 HI PO Crane Fireball heads with roller rockers, like new old stock, \$1,200; 351W Mallory dual point distributor, \$65; 351C 4bl exhaust manifolds, \$75 ea. (314) 351-1789 (after 8 p.m.). Keith Litteken, 11394 Revere Lane, St. Louis, Mo. 63128-1416; or e-mail kslitteken@aol.com.

NOS Deluxe wheel covers with recessed spinners for 1968/69 Cougar, set of four, \$275; NOS 1968 XR-7 trunk lock insert, \$35. Ralph Harkins, (717) 766-1685.

Sell or trade: I am parting out a complete great rust-free 1969 Cougar ('67 and '69 rear bumpers,

\$75) and other 1966, '67-'68, '69 engine and other parts. Virgin blocks, cranks, heads, 289, 302, 351W, 390 complete with CJ rods and C-6 transmission, \$250. FMX, too, \$70. Give-away prices or trade! Call (661) 663-8803; (661) 978-1386 (cell); or alan.s.owens@power.alstom.com; AIOwensXR7G@aol.com.

Parts Wanted

For 1968 Cougar: either NOS or excellent original condition front side marker lights, rear quarter reflectors, any NOS trim and "Mercury" emblem for trunk lid. Please contact me as to condition, photos helpful, and price. Charles Powell, powellcoug68@cs.com or (941) 354-1913 (evenings).

For XR7-G: one hood pin that has the ring and two small balls; driver's side racing style mirror, remote; headlight door "G" emblem holder (I have emblem); good XR-7 overhead console with good chrome and no curled corners for a saddle interior; rear seat lights, chrome perfect, that mount in headliner; chrome trim, both sides, that mount outside, below the quarter windows; console toggle switches for a G. Please list any other good "G" parts, such as tilt or cruise control parts, horns, console, center caps, etc., that you may have; AC chrome dash outlet plates. Call (661) 663-8803; (661) 978-1386 (cell); or alan.s.owens@power.alstom.com; AIOwensXR7G@aol.com.

Misc. for Sale

Literature—'73 Mercury, including Cougar, all VGC: shop manual, five-volume set; sales booklet, 12 pages, full color, 8" X 10"; sales booklet, 25 pages, full color, 9" X 12"; paint chart, 1 page. Prefer to sell as lot, \$80 ppd. John Moseley, (336) 789-1600 EST daytime.

Factory Service Manuals, '67, '68, \$49.95 each; '69-'83, five-volume service manual sets, \$59.95 each set. Parts Interchange Manual, \$39.95. Owner's Manuals: \$10-\$30. Alex Voss, (206) 721-3077; www.books4cars.com.

Hey, Cougar owner:

Are you a Cougar Club of America member?

If not, you're missing out on the best way to hook up with fellow enthusiasts for shows, parts sources and other information about your classic cat. For information, contact CCOA Membership Director Ron Crouch at (757) 587-5498 or at Cougr351C@aol.com.

Treasurer's Report

CCOA Financial Statement, Fiscal Year-To-Date: 09/30/01

Revenues

	12/31/00	'00-YTD	03/31/01	06/30/01	09/30/01
Dues	5,110.00	21,750.00	7,230.60	6,020.04	3,232.50
Ads	425.00	880.00	130.00	155.80	122.70
Clothing	12.50	50.00	58.09	10.00	114.00
Directories	5.00	5.00	0	0	0
Calendars	149.00	1,217.00	2,355.00	320.00	210.00
E. Nats.	230.52 (a)	5,050.85	0	0	0
Judging Bks.	44.00	146.00	40.00	14.00	27.00
Total Revenues	5,976.02	29,098.85	9,813.69	6,519.94	3,706.20

Expenses

Postage	1,604.69	4,853.41	1,779.63	1,443.76	1,318.44
Copies	28.05	28.05	0	0	0
ATSOTC	3,595.00	13,560.84	3,649.80	3,649.80	3,293.85
Supplies	77.36	226.64	27.20	43.79	14.30
Calendars	1,852.86	3,052.86	0	0	0
Ads	0	6.62	0	0	0
Rebates	2,721.28 (b)	4,221.28	0	5.00	5.00
Contribs.	56.58	1,638.08	794.35 (c)	0	1,150.00 (d)
E. Nats.	0	4,972.33	0	0	0
Advances	128.50	2,016.33	0	123.15	(8.00)
Total Expenses	10,064.52	34,576.24	6,250.98	5,265.50	5,773.59
Net Income/(Loss)	(4,088.50)	(5,477.39)	3,562.71	1,254.44	(2,067.39)
Beg. Bank Balance	17,740.36	19,129.25	13,651.86	17,214.57	18,469.01
End. Bank Balance	13,651.86	13,651.86	17,214.57	18,469.01	16,401.62

Notes: (a) East Nats. Hotel refund. (b) 1,500 Web site; 1,215.54 CCOA decals; 5.44 returned check fee; (c) Net Nation = 34.95; eGroups = 59.40; Delmarva Cougar Club, National Show = 500.00; FordNutz Cougar Club regional show = 200.00. (d) 200.00 @ NYFD & American Red Cross; 750.00, CCOA liability insurance. Reserves: ATSOTC = 9,000.00; '02 shows = 3,300.00; Total reserves = \$12,300.00. Working capital = 16,401.62 - 12,300 = \$4,101.62. Previous reserves for the Web site, e-mail membership and club insurance reversed due to member rejection of bylaws change provisions.

Registries

National Database (all Cougars): Phil Parcells *cougdb@juno.com*
7227 Heath Markham Road, Lima, NY 14485-9508, (716) 624-8011

1968 R-code, Non-GT-E: Bill Quay *wquay@aol.com*
7113 Old English Road, Lockport, NY 14094-5408, (716) 433-9267

1969-1970 428 Cobra Jet: Scott Taylor *scott.a.taylor@intel.com*
2151 W. Shawnee Drive, Chandler, Ariz., 85224-1740, (480) 857-2005 (evenings)

1971 429 Cobra Jet: Richard Brown *letssuss@aol.com*
7392 Stonedale Drive, Pleasanton, CA 94588-3735, (925) 426-1703; (510) 475-8309; (510) 476-1444 (fax)

Dan Gurney Special: Scott DeFriez *demingdobes@zianet.com*
6420 Hermanas Road S.W., Deming, NM 88030-9519, (505) 544-4444

Eliminator: Frank & Sharon Bowers *bowers@clnk.com*
P.O. Box 775, Wister, OK 74966-0775, (918) 655-3352

GT, XR-7 GT, 6.5 Litre: Brett Irick *xr7gt@prodigy.net*
2 Brookwood Lane, Dearborn, MI 48120-1302, (313) 240-6418

GT-E: Jim Pinkerton *pinktwo@gte.net*
20727 106th Ave. S.E., Snohomish, WA 98296-7166, (360) 668-0243

Sports Special: Bruce Wallace *bwallace@ccci.org*
8709 Catbriar Lane, Orlando, FL 32829-8619, (407) 826-2936 (o), (407) 273-1092 (h)

XR7-G: Royce Peterson *roycegte@cs.com*
1734 Conner Road, Hebron, KY 41048-8254, (859) 689-2539

Events

Note: Events in **bold** sponsored by CCOA or local Cougar club

Date	Event	Contact
June 27-30, 2002	CCOA East Nationals, Marriott Gwinnet Place, Dulith, Ga.	www.georgiacougarclub.org
July 19-21, 2002	CCOA West Nationals, Courtyard by Marriott, Cypress, Calif.	(760) 242.1290

TRANS-AM, from page 8

1968 championship. (Let the record state however, that Moore took his Cougars into NASCAR's new "Baby Grand" series and cleaned house, winning 12 of 18 races and taking that series' 1968 championship).

Meanwhile, back in the Trans-Am, Ford brought Moore back for the 1969 season, but this time had him field a team of the corporate pet Mustangs. Once again, Moore was pitted against Shelby's Mustangs and. . .well, if you don't already know the story, I'd hate to spoil it for you. Suffice it to say that Bud Moore should have campaigned "school bus" yellow Eliminators in 1970. Oh, what might have been.

So if you're a Cougar fan (and who among us isn't?), or even a vintage racing fan, this book is a must have. Brought to us by the fine folks at MBI Publishing (Motorbooks International) and retailing for \$39.95, it is well worth every penny.

So hop into your Cat, race down to the nearest Barnes and Noble or Borders Books and head straight for the Automotive section. You can also visit MBI's Web site at www.motorbooks.com to check out some of their other great books.

REGIONS, from page 7

with my chosen vendor when I got home and a whole load of stuff arrived at Manchester airport a few days later. But at a price! The cost of the parts was OK, but the airline wanted \$40 to unload the package from the plane and Customs wanted another \$40 for their cut on the deal plus \$100 in Import taxes. That's on top of the \$40 the vendor wanted to truck my package to the nearest airport in the US. I guess I paid almost 60 percent in additional fees!

So, couldn't I get the parts in the United Kingdom? Well, yes, I could, but would they know exactly the parts I needed? Um, nope! Our vendors of American parts do a pretty good job in the U.K. and I turn to them for "common" parts, say a new starter, a gasket set, maybe brake linings or pads, but if I need Cougar/Mustang parts, I'd rather go to the experts 3,000 miles away who I know will let me have Ford-licensed, MCA-approved pieces. There was a time when this approach would have saved me a bunch of cash, but today with the pound/dollar exchange, I don't save a penny. But like I said, I do get the correct part.

Jen and I went on a Charity run back in July and there were so many really nice looking cars

there—MGs, Jaguars, Rolls-Royces—that when we got back home, we decided the bumpers really did need new chrome. I took 'em off. The brackets almost fell apart with rust! Not to mention the frame rail behind the left bracket. Oh, what the heck, a little fast action with my trusty MIG and some heavy sheet metal and all this is as good as new.

I took the fenders off to replace them with the spares that have been cluttering up my Mom's garage for the past 19 years. These are in so much better shape than the original two, I don't know why I didn't change them years ago! The right fender even has the original part number stenciled on the underside. It seems a shame to spray it with weather sealer. My spray technique needs some work, but the finish is better on these replacement fenders than the last time the car was painted, just before I bought it 19 years ago. And good enough to last until I get Jeanette's Mustang II back on the road sometime next year. Then I can work more on the paint with a full re-spray and get it how I want it.

OK, that's it. Now I'm going to enjoy what's left of the summer cruising round with my new chrome!

—Barrie Dixon

At The Sign Of The Cat

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