

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

A Mighty Rare Find!

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Would You Pay \$5 for This Cat?

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The official publication of
The Cougar Club of America

Editor

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Editor's Desk

Well, we can't say we didn't see it coming. On Jan. 11, Ford announced it will cut four cars from its corporate line-up, the Mercury Cougar among them.

Ford, hit hard by the recession and its own miscalculation about the strength of its competitors, announced it would cut 35,000 jobs, close five plants and ax four models: the Cougar, the Mercury Villager, the Ford Escort and the Lincoln Continental.

This, of course, isn't the first time we've heard the death knell sounded for Cougar. As we approached the nameplate's 30th anniversary model year, 1997, Cougar's future looked dire, too. And away the car went for one model year, before returning in 1999 as a radically changed, front-wheel drive sports coupe with "New Edge" styling.

But the lead-up to that one-year hiatus in 1998 offered more hopeful signs about a Cougar resurrection than the current situation. Sure, we've heard Ford will return the Cougar to its roots as a rear-wheel drive companion to the Mustang, based on the Lincoln LS platform. But that may be more wishful thinking among enthusiasts than actual corporate planning by Ford. It would be nice, for sure, but don't bet the house on it.

So, the Cougar will go away again, in its 35th anniversary year, no less. While many in this hobby might raise a glass to the end of front-wheel drive and New Edge styling for the Cat, I'd suggest they rethink that toast. In losing the Cougar—even one that, in many ways, is so unlike the classic Cats most of us drive—we lose an important link between the past and present, and the pride in knowing that the Cougar name means as much to car buyers today as it did 35 years ago.

So now, we play the waiting game. Maybe those reports of an LS-based Cougar will pan out, maybe not. Even if they don't and "Cougar" remains permanently retired, at least we can say our car made an impressive run and, along the way, passed a lot of less-fortunate nameplates that saw only a fraction of the three-plus decades of support Cougar enjoyed.

I'll miss you, Cougar. Don't stay away long.

Corrections

My apologies to Jan Ove Engkrog, of Norway, for butchering his name badly in the fall 2001 "Cats in Color" section. In the same issue, I misidentified the pictured Hot Wheels car. It's the new '68 Cougar. Hot Wheels' **Custom Cougar** is a New Edge Cat with a big wing.



Carl Graziano

President's Report



Scott Ferguson

I hope everyone had a great holiday. Spring is just around the corner and it's time to start making plans if you're interested in attending any of several Cougar-specific shows in your region and elsewhere in North America and beyond this year.

Of special interest are three CCOA-sanctioned National and Regional shows. The CCOA provides partial sponsorship of these shows and, in return, asks that the host clubs meet certain requirements to ensure high-quality events.

The Georgia Cougar Club will host the CCOA East National Show in the Atlanta area in June and, in July, the Southern California Cougar Club will host the CCOA West Nationals in the Los Angeles area. In August, the Fordnutz Cougar Club will host a CCOA Regional Show in the Vancouver, Canada, area. Also, the Cougar Club of New Jersey has been named as host club for the 2003 National show. More information on all these events can be found elsewhere in this issue of our award-winning newsletter.

This year also marks the 35th anniversary of the introduction of the Mercury Cougar, and many of the regional Cougar clubs are celebrating this in various ways. Southern California Cougar Club President Mike Brown notes that his club plans to mark Cougar's 35th birthday by raffling off a '67 Cougar called "Tiffany" (for its Tiffany blue paint) at the 2002 West Nationals. I hear raffle tickets are selling at a brisk pace, so if you want a chance at winning this car, which the SCCC is restoring, you had better get on it.

More big news: The CCOA has filled several key leadership positions. Join me in welcoming Wayne Wachter, of Keymar, Md., and Bob Goff, of Canon, Ga., who began terms Jan. 1 as CCOA At-Large Board Members. They take over from

Don Wussler and John Benoit, whose terms expired last year. Also, Michael Hoehn, a Florida resident on his way to a new home in Michigan, has been tapped to fill the remainder of CCOA Treasurer Jim Pinkerton's four-year term. I thank Don, John and Jim for their years of great service to the CCOA, their local clubs and all Cougar enthusiasts. I hope they each will consider serving the CCOA again in the not-too-distant future.

In another change, the CCOA's first Communications Director, Jim Karamanis, of Lake Ridge, Va., has decided to step down due to his busy schedule at work and responsibilities as a father at home. Jim has done a great job in helping to get the CCOA Web site project off the ground and has contributed in other ways that will yield benefits to this club for years to come.

Even though we've been able to fill the At-Large Board and Treasurer positions, we still need more members to step up and volunteer their time to the CCOA. We need committed members to serve as Sales and Marketing Director and to fill Jim's shoes as Communications Director. We also need a legal adviser, a position that will prove key to our progress as we continue work to revise our bylaws. There are great benefits to volunteering in the CCOA, and, with a little help, it doesn't take much of your time—maybe a half hour to an hour a week, depending on the project, but usually less. I would be happy to discuss volunteer opportunities in the CCOA; just contact me at president@cougarclub.org.

As I write about these volunteer opportunities, I am reminded of what former President John F. Kennedy said in a speech early in his presidency. I'll paraphrase here: Don't ask what your club can do for you, ask what you can do for your club.

Best wishes to all members in the New Year.

Volunteers Needed for Key Positions

The CCOA needs to fill three Board-appointed leadership slots and asks members to consider volunteering for these positions.

Legal Adviser: An active or retired lawyer or paralegal professional is preferred. Responsibilities include ensuring club compliance with non-profit status; reviewing contracts for national meeting venues and other events; preparing tax and postal service forms for tax-exempt status and mail permits; ensuring compliance with manufacturer product license and trademark and copyright requirements;

Communications Director: Responsible for overseeing all club print and electronic communications targeting members, other Cougar

enthusiasts, government officials, parts suppliers, other automotive groups and the general public. Responsibilities include developing and distributing news releases; coordinating campaigns to promote greater availability of parts; and maintaining liaisons with other marque clubs.

Sales & Marketing Director: A new position responsible for programs and other activities designed to increase club membership and promote CCOA merchandise sales. Responsible for sales and distribution of merchandise.

Detailed descriptions of these positions can be found in the club bylaws, available on the CCOA Web site (www.cougarclub.org). To volunteer, contact President Scott Ferguson (see above).

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Regional Reports

1 N The Cascade Cougar Club and other regional Cougar owners send you their warmest greetings for the winter holiday season. We're putting most of our Cats into semi-hibernation after letting them run loose for a very good part of the year.

For the year as a whole, we had seven members who drove their Cougars at least 200 miles (one way) to at least two shows. At least five others drove at least 150 miles twice, and a few others drove at least 150 miles once. A few of our Cougars will keep right on purring through the winter; a few others will escape their garages on the drier days for a little exercise. We hope you'll be able to do at least that much, as well.

We had a fun end to the show season. It occurred in Yakima, Wash., at the Ponies & Cougars In The Sun show held two weeks after Labor Day weekend. We entered 18 Cougars in the 142-vehicle field and three of the six model cars that were entered. For a welcome change, this reporter had the short drive at only 75 miles, while the others drove 130 to 225 miles to get to the show.

Half the Cougars were in the '67-'68 class, with at least seven of them capable of taking first place in almost any show. Jim and Elaine Pinkerton's newly restored red 427 GT-E took first place, followed by Jeff and Carol Bingaman's red '68 XR-7, then Karl and LaDonna Gehlhaar's black '67 XR-7.

Other entries in that class were by Pat and Linda Price (white '67 standard); Dick Krouse (tan '68 std); Don and Cheryl Skinner (white '67 GT); Teresa Russell (blue '68 standard); Charleen Bodvin (Lime Frost '68 XR-7); and Katie Wilson (a '67).

The '69-'70 hardtop class had five entries, with Rick and Karen Morehouse winning first place with their slightly modified '69 standard. Neal Jacobson took second place with his newly acquired green '70 XR-7, and Jim Compton's white '69 XR-7 took third place. Dave Emmett also entered his yellow '69 standard.

In the other Cougar classes, Dennis and Mari Welch took first place in Cougar convertibles with their blue '70 XR-7. Doug Mallory won first place in '71-'73 Cougars with his blue 429CJ Ram Air '71 XR-7. Eric and Judy Anders took first in modifieds with their '69 convertible. In addition, CCC member Jim Hall took second place in the '67 Mustang convertible class with his tan beauty. Roman Benoit took first place in the models competition, while younger brother, Cameron, took third.

Finally, the Best Cougar Award was presented to John and Susan Benoit, who entered their Competition Blue 1970 Boss 302 Eliminator. The Cascade Cougar Club was also awarded a box of really good Yakima Valley apples for winning the Club Participation Award (again).

Board of Director elections came up around the time of this show, too. Most of the Board is unchanged. Jeff Bingaman remains the Chair. Kim Lintott is still Treasurer and Jim Compton remains the Recorder. Don Skinner will coordinate non-Seattle area activities, while Dave Nashif coordinates activities in the Seattle area. Jim Pinkerton will continue arranging meeting dates, times and locations. Pat Price rejoins the Board and will handle Membership duties, replacing Neal Jacobson, who will remain active in other ways, just as he always has.

The first order of business for a new Board is always setting up the annual Christmas Party. The 2001 party was scheduled for Dec. 8 at the All-City Diner, in Renton, Wash.

We will also start next year with another new person in a very important club position. Our Golden Quill Award-winning newsletter editor, Bill Herbert, is leaving that position. The new editor will be Cara Chapman, who lives in Portland and has a background in publishing. Those of you who receive our newsletters know what an outstanding job Bill has done the past few years. We think Cara will be able to carry on the tradition of excellence that Bill and his predecessor, Marc Ogren, have established. A newsletter editor's job is time-consuming and often very frustrating, and we can never repay Bill for all his hard efforts at the job.

What's on tap for next year? For starters, five of us plan to attend Cougar Nationals West in Los Angeles next July. One other member is still debating the idea. Come on out and join the fun there, then return to the Northwest with us for an entirely different show a week later.

—Jim Compton

5 Over the past 19 years, I've been telling folks that my Cougar really hasn't cost me anything to run and that I haven't spent that much time or cash on it. Then I sat and looked at some old photos recently. Not much time? Not much cash? Yeah, right!

The first job when I got my car home was to change the wheels and tires for the '69 Eliminator wheels and 205/70X14 radials I had off my old car. While the back wheels were off, I swapped the brake drums for "nearly new" pieces, also from my old car. Time yes, cash no (not yet!). A

few weeks down the line, I bought a replacement radio and cassette. A “standard,” two-knob radio, but I had to modify the housing a little for it to fit.

The radio lasted me three or four years, until I came across a “euro” type radio cassette that slots into the dash. The price was right—actually, it was free—but I had to do a modification again so that the system would slot into the chrome housing. That radio lasted me until late summer of ’00. It died. I bought another. I didn’t have any modifications to do this time, but I did have to do quite a bit of rewiring for the new type “euro” system to work. And it does, with two 6-inch speakers under the front seats and two more in the rear shelf. The rear shelf? Oh, I replaced that with 3/8-inch plywood and covered it in heavy vinyl. This acts like a soundboard and looks a lot better than the original cardboard! OK, so the radio cost me, but the wood was free and the vinyl pennies. The rewiring? A few dollars.

The carpets were pretty shot when I bought the car, but they hung in there for about 10 years. I got some jute-backed carpet at a swap meet, not original, but you can guess what the shipping costs would be from the United States. I think I had change out of a Jackson, so it didn’t hurt much and they look OK in my “almost daily driver.” The driver’s seat was beginning to suffer from both vinyl and metal fatigue. I figured it was time to replace them with something more modern. I bought a pair out of a wrecked Ford Escort XR4/GT. These are similar to Recarro seats and have lumber adjustment, which I figure is a bonus with my back. The old Cougar seats weren’t doing me any favors, trust me! The seats still have their ’80s velour-type fabric covering, and I really need to get them close to the original vinyl of the door panels and rear seat. Maybe this spring.

So far, I’ve only covered the interior. I haven’t touched on the metal I’ve put into the floor pan and chassis yet. I haven’t even considered the steering components that are all new, apart from the box and the power ram. Let’s not even mention my KYB gas adjust shocks, new Holley, K&N air filter, brake lines and a bunch of cosmetic stuff. I don’t want to talk about piston rings, bottom end bearings, gasket sets or four sets of ignition wires.

What did I tell folks? This car hasn’t cost me money or time? Next time you hear me tell someone it hasn’t cost me, kick my shin! No, wait—that might hurt. Better ask how my Credit Card limit is today!

—Barrie Dixon

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Here I sit, in front of the keyboard, wondering what the heck to talk about and where summer 2001 went.

The all-Ford show at the Ford of Canada headquarters, in Oakville—the show I looked forward to the most this season—was a wash out, as far as the weather was concerned. I set out on dry roads here in Niagara falls, but just 20 miles up the highway it rained so hard it was a major chore to see the road. Needless to say, I was eastbound and headed home. Perhaps, I was worried the Cougar might melt in the rain. CCOA National Database Registrar Phil Parcels, the hearty soul that he is, traveled up from the Rochester, N.Y., area to Oakville and saw the 2002 T-bird; I didn’t.

Here in Ontario, the Provincial Government has just made it law for antique and classic car owners to register and use year of manufacture license plates on their vehicles. Several major auto clubs and a few lobbyists have been working on passing this law for the past two years. Even a few MPPs (members provincial parliament), who happen to drive classic cars, also helped.

This past September, I was at the Barrie Automotive Flea Market and the vendors selling plates already were asking big bucks. I purchased a nearly new set of ’68 plates for a friend with a Cougar like mine, and paid \$40. About two months ago, these same plates would have sold for \$10 or \$20.

I was able to attend two all-Ford shows this season. The Ontario all-Ford Extravaganza in London had about 13 Cougars on the grounds and I got a few new VINs for Phil. I’ve attended this show, sponsored by the Forest City Ford Club, for about six years.

A few members of the Great Lakes Cougar Club made a convoy to Toronto in September for the Summit Ford Fall Finale, always a favorite. Summit Ford and the “Back Alley Cruisers” sponsored this show, and they’ve already announced a date for next year’s show: Sept. 15.

On the local scene, the members of the GLCC have said “good-bye” to our club secretary, Kathy Jurek. Kathy and husband Bob were founding members of our club and were instrumental in keeping the GLCC together. I am sure we will all miss the annual picnic at their home in Western New York. Thanks, Bob and Kathy, for your hard work and dedication to the Great Lakes Cougar Club.

The GLCC made a donation to the Sept. 11 fund to help victims of the September terrorist attacks. We decided to split our donation and also give something to Mercy Flight of western New York, a worthy organization that we have been helping for the past several years.

In closing, I would like to wish all our club members and their families a safe and happy holiday season and a safe and healthy 2002.

—Jim Megannety

One-of-a-Kind Find

After yet another trip to the All-Ford Nationals in Carlisle, Pa., the car bug bit again. After a short discussion, it was decided that a Mustang convertible would suit our desires, so the hunt was on. We did the usual things—you know what I mean. We looked at the classifieds, “Trader” magazines, asked around, but nothing turned up. Well, I also drive a truck for a living, so while on the road, my eyes naturally focus in on anything with a ragtop.

While on the road one day, I drove past a little gas station that also sold cars as a sideline, not 10 miles from my house. I knew the place and the owner, and I also knew that he stayed away from Blue Oval products. He had about a dozen cars in his lot, and I noticed quite a few soft-tops. So every trip that I made past, I would focus in on the convertibles.

The cars were parked four wide and three deep. After a week of studying the first two rows, I began to concentrate on the back row. On the fly, I saw one more ragtop there. I could tell it was white with a black top, but nothing else. So on the return trip, I slowed down for a look, and there it was: not a Mustang, but a Cougar.

For the rest of the day, that Cougar nagged at me. That night I told the family about the car, and we decided it was worth looking at. The next day, I stopped to look at the car. One quick walk around, I knew it was a 1969 in pretty decent shape. I popped the hood, took a quick look. It didn’t look like a 351—probably a 390. I opened the driver’s door and looked inside. I don’t know why, but I looked at the door dataplate and started reading the numbers: 9F94R. . . . Whoa, baby, an “R” code! That’s not a 390; it’s a 428 Cobra Jet! I looked under the hood again, and that’s what threw me. The hood and Ram-Air were replaced with a stock hood and air-cleaner, but what the heck.

After a phone call, a deal was struck and the car was purchased. The man said he had put some parts in the trunk and had a couple more in his garage. In the trunk there was a hood scoop, hood decals, NOS light bezels, shop manuals and records dating to 1971. In the garage: two NOS fenders and front valance—the previous owner had bought them for a quick fix in case they hit a deer.

After a few rides in the car, we decided a paint job was in order. The original color was Pastel Gray, but the car was repainted white. We thought some shade of blue would look nice with the blue interior. At night I would sit and study the Cougar, trying to decide on a color, but the car just seemed to scream out “Don’t paint me just yet! I’m special. Just wait and see.”

I wanted to find out more about the car—but how and where? Be it coincidence or fate, in the very next issue of *Mustang & Fords* was an article about Kevin Marti’s Ford and Mercury VIN databases. So, I thought, why not? I contacted Kevin and ordered the total package they offered.

It was like Christmas Day when the package arrived. None of us knew what was inside. What we read, to say the least, was shocking: Only 127 R-code XR-7 convertibles built in 1969. And of those 127, only one was painted Pastel Gray and fitted with an automatic transmission. And quoting what Kevin wrote: “THIS IS THAT COUGAR, A SPECIAL ORDER FOR A FORD MOTOR COMPANY EXECUTIVE” [former Ford Motor Co. Vice Chair Allan D. Gilmour]. After reading that, we were all so excited, you would swear we just won the lottery! So the color choice is simple, Pastel Gray, it is.

Now, when I walk past the Cougar, it just seems to smile and say those famous words: “I told you so.” So, the ragtop that was to be used as a weekend cruiser is now a full-blown restoration project. It will take a few years, but the Cougar will take its place among the best at the All-Ford Nationals at Carlisle. So tell your readers that the Bargain Buggies really are parked in the back row!

—Gary & Barbara Seitz, #7021



Barbara & Gary Seitz, of Venus, Pa., found a diamond in the rough with this Pastel Gray, R-code '69, once owned by former Ford Motor Co. Vice Chair Allan D. Gilmour.

**“Whoa, baby,
an ‘R’ code!
That’s not a
390; it’s a 428
Cobra Jet!”**

Tech Center: Q & A with Dick Hertzler

Q: I'm a new owner of a beautiful '67 XR-7. I have collected, in a small way, classic '50s and '60s cars for several years, and brought this turquoise coupe from Southern California for my son. Two questions: How do I get to the courtesy light bulbs in the doors? Also, when we got the car, the headlight doors did not operate, other than manually, for opening or closing. My son and I found a split hose and, after replacing it and another nearby vacuum hose that appeared to be clogged, the headlight doors opened. Is it that simple to get them to close? That is, should I just replace all the hoses or should I try some other fix?

A: Congratulations on your Cougar acquisition! The bezels over the door courtesy lights are secured with a set screw along the bottom edge—not easily seen unless you're on the ground looking up at the bezel. Loosen it, then gently pry the light cover away from the door panel at bottom and unhook from the fixture at the top by lifting up.

Your second question, about the headlights, is common. If the lights open with vacuum (engine running), they should close when the light switch is turned off, which de-energizes the vacuum switch on the manual override. If they do not, check for a leak in the vacuum tank under the left front fender. Changing all the vacuum hoses is a good idea. They will be hard and, possibly, cracked. And, as you discovered, they might be plugged with crud sucked in by the vacuum. The '67 lights work independently—one can open or close without the other working. If the lights open, then you probably do not have a defective vacuum motor, but just leaks in the line somewhere. Remember: The manual override switch, mounted on the driver's side engine compartment wall, keeps the lights open, so be sure the white lever is out for normal operation. Pushing it in opens the lights, and keeps them open.

Q: My '67 Cougar, with power steering, has an all-over-the-road feel. I've replaced all the front end suspension components and linkages, but the steering is not much better. What can I do to improve or modify my car's steering?

A: I get this question a lot. Given that you've overhauled the suspension and links, I suspect you have a worn steering box—especially if the car has passed 100,000 miles. You can tighten it by loosening the

locknut on top of the unit, seating the screw insert and tightening the locknut. Even if this works, you will still likely need rebuilt unit (check any vendor, Cougar or Mustang) sooner or later. Also, get a rebuilt power steering valve or a rebuild kit for the one on the car. These get a nasty dead spot when worn, and the steering wheel seems to have a dead spot in the middle, then abruptly jerks a bit to right or left as the wheel passes through the dead spot. Another thing: I've been driving Cougars since 1967, on Albemarle County, Va., crowned roads, and experienced terrible wander when I changed over to radials from the "Wide Ovals" that came on the car new. Front end alignment to zero camber and caster mostly fixes that—let the tire do the work! My dealer mechanic was always "throwing in a bit to compensate for the roads," and I was into rallying then, and did not appreciate it. Be sure tire inflation and balance are right on, and your cat should track like it did when new!

Q: What is the proper shade of Ford engine blue for my '68 302-4V—the lighter or darker? Also, would the clock in my XR-7 Sport Console have been quartz movement? I was thinking of sending it in for conversion, if it isn't.

A: Dark Blue! The light blue is for older Ford engines. The clock is not a quartz movement, but, like many automotive clocks, should be converted if you want a reliable unit. But be prepared to lose points in serious concours judging, as the "ticking" action of the quartz second hand is a dead giveaway that the clock isn't original (correct clocks have sweep second hands).

Q: How do I align the windows on my 1970 Cougar XR-7 convertible? The passenger window fell out of its track recently, so I tried to glue it back in and use the bottom adjustment on the door to get the window more vertical as it contacts the upper window molding in the convertible top. The window's bump stop hits first and the window is still canted too far inboard and needs to be pushed out as I roll the window up.

A: Only some early '70 cats and, it seems, most of the convertibles had glued-in windows. Mercury fixed the problem by changing to pinned windows early in the 1970 model run. You can check for sure if the

See **Q&A**, page 10



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.

Q&A, from page 9

rubber edge is on the door window, they are glued-in. If it's on the quarter window, you have the pinned windows.

Now, the easiest thing to do is to find a set of '70 windows (and the door regulators). Note the quarter windows for convertibles are unique—and not easy to find. Put these in per the shop manual, adjust them and your problems are gone. . . until you go for judging, that is. But if you are sticking with the glued-in windows (no pun intended), you must follow the shop manual procedure to adjust them.

Note: Step 7 below is about the messiest job you will ever attempt on a Cougar! Let planning and infinite patience rule.

1. First, you have to be sure the top is correctly fastened so the top weatherstrips are even. Then, you have to clean out the two channels, and get new channel lining. This is available from Cougar parts vendors or, even, your local glass shop. Push the glass into the new lining, in approximate position; be sure you have the front and rear channels correct. Final position will be set later.

2. It is far easier to install the window if you first remove the front and rear guides from the channels. Remove the front and back beltline weatherstrips at the door top. Now is a good time to replace those weatherstrips, as the window will get in the way after installation.

3. Install the two guides on the regulator “wheels.” Wedge them with a toothpick to keep them in position.

4. Slide the window glass with channels through the rear opening, and attach to the guides using the small, beveled, Phillips-head machines crews. You can crank the regulator up to the point where you can access these through the door cutouts. Don't drop these screws! They are special, and this is a frustrating thing to attach. The job is easier if someone holds the window at about halfway while you position the regulator and slide the guides to align the screw holes. Make sure the screws are tight!

5. Be sure the window stops are not stripped! The bolts thread into tapped holes in the soft metal, and are often stripped. You will have to drill and retap these, using slightly larger bolts, or get some good ones. These are the same as a hardtop.

6. Get the window in position, front to back (slide in the channel), and up high enough to just enter the top weatherstrip evenly. Open and close the door very gently as you “tilt” the glass in the channel to arc into the top weatherstrip just right.

7. When you have the window properly positioned and the door closed, climb into the car from the other side and put some epoxy (the very best, quick setting) along the channels to overlap

the glass. Let it set up completely. Then, very gently lower the window so the channel is fully accessible, and put more epoxy all around the channel. Roll the window gently back up to the top and let this set. Careful: If you crank the regulator too hard, it will push the glass out of the channel, and you'll have to start over.

8. Reinstall the molded weathertstrips, and make very minor, fine adjustments to the front and rear “up” position with the stops, then tighten these bolts; seal with epoxy if desired.

9. For as long as you will own the car after this job, remind yourself not to slam the doors with the windows up! If you crack the epoxy seal, then the top weatherstrip can push the window outward. Next time it goes down, then up, it comes out of the channel, and you are right back where you started!

Editor's Note: Former CCOA Technical Adviser Bill Quay notes that Eastwood's steering wheel epoxy works well for window channel repairs. Contact the Eastwood Co. at (800) 345-1178 or at www.eastwoodcompany.com.

Q: I have a '68, 302-2V standard coupe with standard (not power) front and rear drum brakes. They have always pulled a little to the passenger side and, about three years ago, the dash brake light came on (which I solved by disconnecting the plug in the proportioning valve). Recently, I redid the brakes, as three had severe wheel cylinder leaks. I installed new shoes and wheel cylinders all around, and flushed out all the old brake fluid. I did not change the springs or turn the drums.

When I bled the brakes, I was able to pull fluid through both rear wheel bleeder screws (3/8-inch fittings) with my vacuum pump at -30. But I couldn't pull fluid through either front brake bleeder (1/4-inch fittings) even with -70 to -80 of vacuum. But I could pump brake fluid through both front wheel cylinders by pushing on the brake pedal.

I tried to balance the proportioning valve, but the light did not go out. Although the front right brake no longer locks, the car still pulls heavily to the front passenger side. What can I do to stop my brakes from pulling? Do I need a new proportioning valve or can I free this one up? Do I need new brake lines or front hoses? Do I need to replace the springs or cut down the drums?

A: William, your problem is indeed familiar. I am sorry to advise you that you did some of what you need to do, but not all.

There is no shortcut to a full job. You definitely should have turned down the drums to ensure they're equal. If one drum had been turned

some years before, that could be the problem. You cannot “pull” fluid to the front brakes, because the spool in the master cylinder closes the port when brakes are relaxed and opens when you push the pedal. You are getting fluid, so no problem there. The proportioning valve can be removed, cleaned, and re-installed—if you can get to it. It’s tough to get the brake warning light switch re-centered, but you can try. Remove the switch from the top of the proportioning valve and, using a dental pick or similar size wood dowel, try to prod the spool (at the bottom of the switch hole) back to center. After reinstalling the switch, use an ohmmeter or continuity tester across its contacts to determine whether the switch is open (spool properly centered) or closed.

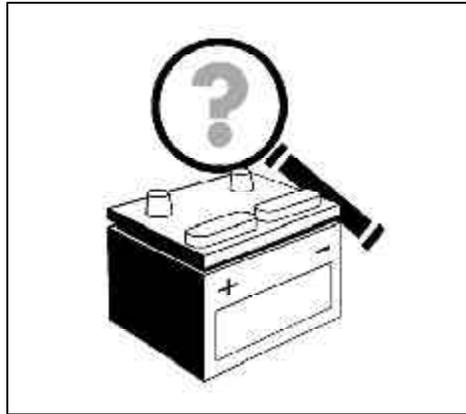
Most Cougars eventually require a complete brake job, and that means hoses (fatigue cracks), lines (rust), master cylinder, all wheel cylinders, new hardware kits (the shoe retaining pins rust badly), new shoes and turned drums. I repeat: Make sure the drums are turned to the same thickness on all four wheels! And make sure you have not turned the drums by more than 0.060 inches total! This is safety issue (and a legal requirement in states that inspect cars). Also, of course, turning one drum more than its mate will cause the pulling you experience. A common cause of mismatched drums is the replacement of only one drum after a wreck. Another tip: Put a small amount of “never seize” on the backing plate, where the shoe edge rests.

Q: I recently noticed my driver’s side low beam headlight went dim while the other low beam and high beams remain bright. I thought the bulb burned out, so I bought a replacement, but have the same problem. Someone suggested a loose ground. Where’s the headlamp ground wire? Also, can you recommend a contact cleaner? Does anyone sell complete wiring harnesses for a 1970 XR-7 convertible?

A: You almost certainly have a bad ground, particularly given that the other light is OK. Ground is carried back through the harness and grounded somewhere along the way, although I’m not exactly sure where. Verify the grounding problem by pulling the lamp plug and connecting the lamp directly to the battery. It should glow brightly. You should be able to get a new wiring harness through a Cougar parts vendors. Check the CCOA Web site (www.cougarclub.org) for links to vendors. Most likely, you just need to clean the ground in yours. Most electrical supply houses and Radio Shack sell spray contact cleaner. The cleaner works especially well if its used in conjunction with a “Scotch Brite” scrubbing pad.

Quick Tip

Battery Drain Detective



Is your car eating batteries? I had this problem with my '68 last year and had to resort to disconnecting the battery anytime the car sat idle. I finally found the problem. With a little detective work and simple tools, you can, too.

First, make sure no accessories, including courtesy lights, remain on with the doors closed and the car off. A faulty switch can keep a glove box light illuminated, for example, and drain your battery in short order.

No problem there? Then disconnect the negative cable and connect a 12-volt test light between it and the negative battery post (test lights are inexpensive and readily available at most automotive parts stores). If the light glows bright, you’ve got a parasitic drain somewhere. Start pulling fuses, one at a time, checking the light with each. If you pull a fuse and the light goes out, you’ve found the circuit with the short. Now the real sleuthing begins: Grab a wiring diagram (in your shop manual or available separately from most Cougar parts vendors) and look for broken or pinched wires grounding out to the body or other metal.

If the test light stays on with all fuses pulled, disconnect the output (“BAT”) terminal on the alternator. If the light goes out, you’ve found the culprit: a faulty diode in the alternator, which is causing the battery to drain to ground with the engine off. You’ll need to replace or rebuild the alternator. That’s what gave my Cat a craving for batteries.—*Carl Graziano*

Stars, Bars and Paws

After the Sept. 11 attacks on the World Trade Center and the Pentagon, U.S. flags began popping up on car antennas and most anywhere else Americans could fly Old Glory. The sudden wave of red, white and blue inspired Cougar enthusiast Scott Felthousen, of Hopkinsville, Ky., to find a distinctive way for Cat lovers to show their colors.

He enlisted the help of CCOA member Eric Dess, an Ohio graphics artist who created the popular "COOL CATS" Web site, and the two came up with a window sticker that dresses Mercury's running cat in colors that, as they say, don't run.

"We feel this is a great way to show support for America, our troops, and as a way to remember the people lost in the events of the 11th of September," Scott says of the decal, which he's offering for \$4 a piece (shipping included), with \$1 of each sale going to support American Red Cross relief efforts. The remaining \$3 covers the cost to produce and mail the decals ("We are not making a profit on these," Scott emphasizes).

Don't be fooled by the image shown above—these 3-inch by 5-inch, outside-stick decals are a bright red, white and blue, with a black border.

To buy a decal, send payment (check or money order in U.S. funds) to: **Cougar Decal, c/o Scott Felthousen, 1721 Parkview Drive, Hopkinsville KY 42240**. Please allow two to three weeks delivery time. Scott can be reached via e-mail at cat232va@hotmail.com (in the subject heading, please type "ATTN: Cougar Decal"). The decal also is expected to be offered for sale, using the "PayPal" credit card system, through COOL CATS (www.coolcats.net).



'Claw-In 2002' Approved

The CCOA has endorsed a proposal from the Fordnutz Cougar Club to host its third annual "Cougar Claw-In" as a CCOA Regional Show.

The event is scheduled for this year, Aug. 10 and 11, in Surrey, British Columbia, Canada (Fordnutz is based in Richmond, B.C.). The show will feature a Saturday afternoon cruise and a dinner that evening. A participants choice show will take place Sunday.

Fordnutz and CCOA President Scott Ferguson promises "many trophy categories for Cougars as well as most of the other Ford models." The show also will feature onsite food and beverages provided by the Boy Scouts, live music, door prizes and a model car contest. A discounted rate of about \$65 (U.S.) has been negotiated at a nearby resort hotel. For information, contact Ferguson at president@cougarclub.org or at (604) 444-3408.

2003 Nats in Atlantic City

The CCOA has approved the Cougar Club of New Jersey's bid to host a CCOA National Show in 2003.

The show is scheduled for June 27, 28 and 29 at the Clarion Hotel & Convention Center, in

Atlantic City, N.J., about five miles from Atlantic City's fabled boardwalk, beaches and casinos.

For information, contact show co-chairs Paul Damato (pwdcougar@aol.com, (973) 366-8341) or Steve Polansky (polanskys@aol.com, (856) 795-6779).

N.Y. Times Calls the CCOA

CCOA President Scott Ferguson recently was quoted in a *New York Times* article about Ford Motor Co.'s decision to discontinue production of the Cougar and three other vehicles.

The Jan. 12 article, by Jim Motavalli, focused on Ford's decision to cut the Cougar, Mercury Villager, Ford Escort and Lincoln Continental from its line-up. The loss of the vehicles came as Ford announced that recessionary pressures had forced it to cut 35,000 jobs and close five plants.

"We're disappointed that the name is being retired yet again," Ferguson told the *Times*. The article noted Ferguson's ownership of a '68 XR-7 and his desire to see Ford return the Cougar to a rear-wheel-drive platform. "So maybe this announcement is just the final chapter for Cougars with front-wheel drive," he said in the article.

Motavalli found the CCOA through the club's Web site, at www.cougarclub.org.

Show Report

Put Yourself in This Cat—For \$5!

The Southern California Cougar Club will raise the bar for car show raffles more than a few notches higher this year when, for a \$5 ticket, it gives away a 1967 Cougar at the 2002 CCOA West Nationals, in Cypress, Calif.

Yes, for a slim fiver, you could walk away—drive away, actually—with a clean, low-mileage '67 Cat the SCCC acquired last summer and



"Tiffany," the light blue '67 Cougar adopted by the Southern California Cougar Club, will be the raffle prize at this year's CCOA West Nationals, in Cypress, Calif.

intends to raffle off at the July 19-21 West Nats, the second national show the SCCC has hosted in the past three years.

The idea to raffle off a car has been a longtime dream of SCCC President Mike Brown. And although he had brought it up often at various club functions, the idea never really caught hold until this past year, as the club began making plans for the 2002 Nats and the Mercury Cougar moved closer to its 35th anniversary.

The idea really picked up steam when fellow club member Dennis Mayeshiro approached the owners of a Tiffany blue 1967 Cougar he saw often on his route as a United Parcel Service delivery worker.

"Though I would pass this classic car about two or three times each morning, it appeared to never be driven, yet there was never a 'For Sale' sign in any of its windows," Mayeshiro recounted in a recent SCCC newsletter story. "And there it sat, year after year, summer through winter with its light sky blue finish and white vinyl top. But with the knowledge that our club was looking for a better-than-average Cougar to raffle, I make several attempts to reach the owners until, finally, I caught them at home."

Mayeshiro made initial contact with the owners, who said they had been interested in selling the car. He then handed off to Brown, who met with the owners and negotiated a deal for the club to acquire the car for the raffle.

The car, nicknamed "Tiffany" for its original paint, has received a partial restoration through a group effort by SCCC members. Rust removal in the trunk area and a new gas tank started the process, which continued with a dismantling of the engine and engine bay for cleaning, painting and reassembly.

The car's exceptional interior needed little work and is among the strong points of this 67,000-mile beauty. On the outside, the car's body is straight as an arrow and its paint and white vinyl top have held up well over the past three-plus decades.

The SCCC will draw the winning ticket for the car Saturday, July 20. Anyone can enter the raffle and the winner need not be present for the drawing. Tickets cost \$5 each, \$25 for six or \$100

for 30.

For tickets or more information about the car and raffle, contact Brown at **(818) 762-9980** or



An exceptional interior awaits the winner of the Tiffany raffle.

write to the SCCC, c/o Mike Brown, 5527 Bluebell Ave., North Hollywood, CA 91607. Brown also can be reached via e-mail at **thebrowns1@earthlink.net**. The SCCC Web site is at **www.socalcougarclub.com**.

Cats in Color

CCOA Merchandise

The Cougar Club of America has the following pictured items and others merchandise for sale at special discounts. Available quantities on these items are limited, so order soon. Send orders to CCOA Region 3 North Director **Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022-9401**. You can call Randy at (717) 367-6700. Please include a check or money order with your order and \$3.50 for shipping. Allow two to four weeks for delivery.

Dash Plaques:



1991 Regional Show—\$1



1992 Regional Show—\$1



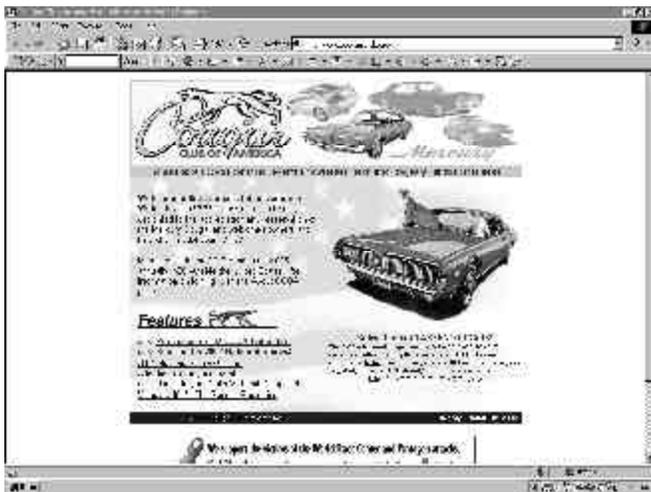
1995 Nationals—\$1



1999 Nationals—\$1

Also Available: T-shirts from the 1999 National Show (same design as dash plaque above) for \$5 each. Available in M, L, XL and XXL. Other items available include the 1999 CCOA calendar (\$5) and copies of the "Cougar Club of America National Show and Judging Guidelines" booklet, which is free members plus the cost of shipping (include member number with order).

Don't Miss the CCOA on the Web!



Go to:
www.cougarclub.org

The Cougar Club of America continues building upon its Web site, at www.cougarclub.org. Don't miss all the great features there now and check regularly for new content for members and the broader Cougar community.

Check out these great features:

- Online VIN/dataplate decoder
- Online credit card payment for new and renewal memberships
- Links to local clubs and parts vendors
- Official CCOA judging sheets
- "Cougars 101—The Special Registries"
- CCOA National Database information
- *ATSOTC* features and 1980-1990 index
- 2002 calendar of events
- Free car and parts classifieds

It's Here! The 2002 CCOA Calendar



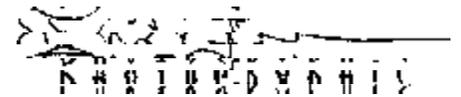
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Elizabethtown, PA 17022-9401

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Local and Regional Clubs

Do you have updated contact information for your club? Please send it to ATSO TC, 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) 786-3673; fordnutz@bigfoot.com . 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; flafirecat@hotmail.com . Web: www.sscconline.com
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@attbi.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. drgracjnky@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@attbi.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; rgilkerson2@home.com

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@attbi.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. Ray Bodensteiner, acting president. 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@attbi.com. Web: clubs.hemmings.com/cascadecougar

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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; 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; Accel super coil, \$25; 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.

From '70 XR-7 coupe: pair of very nice black rear interior quarter panels with armrests and power window cutouts, \$50; from a '70 standard coupe with Decor Group option: very good pair of black rear interior quarter panels with armrests, \$50, and a black Comfortweave back seat top and bottom in very good condition, \$60. Parts in Northern Virginia. Contact Barry Reichenbaugh at (703) 256-9520 or at nitcat@cougars.com.

Parts Wanted

Excellent condition right, left door panels with arm rests for 1968 XR-7. Contact Phil Broughton, philjbro@aol.com or (972) 278-1871 (evenings), as to condition, color, price. Photos helpful.

Treasurer's Report

CCOA Financial Statement, Fiscal Year-To-Date: 12/31/01

Revenues

	03/31/01	06/30/01	09/30/01	12/31/01	'01-YTD
Dues	7,230.60	6,020.04	3,232.50	8,626.47	25,109.61
Ads	130.00	155.80	122.70	142.00	550.50
Clothing	58.09	10.00	114.00	0	182.09
Directories	0	0	0	0	0
Calendars	2,355.00	320.00	210.00	1,090.00	3,975.10
E. Nats.	0	0	0	0	0
Judging Bks.	40.00	14.00	27.00	0	81.00
Total Revenues	9,813.69	6,519.94	3,706.20	9,858.47	29,898.30

Expenses

Postage	1,779.63	1,443.76	1,318.44	1,979.52	6,521.35
Copies	0	0	0	4.11	4.11
ATSOTC	3,649.80	3,649.80	3,293.85	3,293.85	13,887.30
Supplies	27.20	43.79	14.30	110.95	196.24
Calendars	0	0	0	2,098.95	2,098.95
Ads	0	0	0	0	0
Rebates	0	5.00	5.00	0	10.00
Contribs.	794.35 (c)	0	1,150.00 (d)	0	1,944.35
E. Nats.	0	0	0	0	0
Advances	0	123.15	(8.00)	(49.95)	65.20
Total Expenses	6,250.98	5,265.50	5,773.59	7,437.43	24,727.50
Net Income/(Loss)	3,562.71	1,254.44	(2,067.39)	2,421.04	5,170.80
Beg. Bank Balance	13,651.86	17,214.57	18,469.01	16,401.62	13,651.86
End. Bank Balance	17,214.57	18,469.01	16,401.62	18,822.66	18,822.66

Notes: (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 = 18,822.66 - 12,300 = \$6,522.66. 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 Parcels *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 *letsuss@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 *gt-e@cougarclub.org*
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 *roycegt@cs.com*
1734 Conner Road, Hebron, KY 41048-8254, (859) 689-2539

2002 Calendar

Note: Events in **bold** sponsored by CCOA or local Cougar club, or are Cougar-specific.

Date	Event	Contact
Feb. 23-24	All Ford Show, Swap Meet & Car Corral, Evansville, Ind.	(812) 425-4794
March 2	Suncoast Mustang Club's 15th Annual Mustang-Shelby-Ford Show, St. Petersburg, Fla.	(727) 343-4187
March 22-24	Sunshine State Cougar Club All-Cougar Show, Daytona Beach, Fla.	www.sscconline.com
March 23	Dallas-Fort Worth Cats Club Spring Show	www.mercurycougars.com
April 5-6	Mustang Mania 2002, Old Pueblo Mustang Club (open to all Ford-powered), Tucson, Ariz.	(520) 620-1480
April 6	5th Annual Mustangs & Mustangs Show (open to all Ford-powered), Polk City, Fla.	(863) 665-2322
April 6-7	23rd annual Columbus In The Spring Ford Flea Market, Columbus, Ohio	www.springswap.com
April 18-21	Spring Carlisle, Carlisle, Pa.	www.carsatcarlisle.com
April 20	North Olympic Mustangs & Cougars at the Courthouse, Port Angeles, Wash.	(360) 457-0871
April 21	Knotts Berry Farm All-Ford Show, Buenna Park, Calif.	www.fordcarclubs.org
April 27	Mustangs Plus Annual Car Display (open to all Ford-powered), Stockton, Calif.	(209) 944-1745
April 28	Annual Mustang and Ford Show, Sumter, S.C.	(803) 258-3839
May 4	Spring Fever 2002 Mustang & Ford Show, Augusta, Ga.	(705) 556-3755
May 5	14th Annual Mustang & All-Ford Round-Up, Roanoke, Va.	(540) 563-4660
May 11	7th Annual Mustang & All-Ford Show, Clarksville, Ind.	(812) 283-6543
May 11-12	22nd Annual All-Ford Car Show, Huntsville, Ala.	(256) 851-7767
May 17-18	9th Annual Mustang & Ford-powered Car Show & Swap Meet, Wichita, Kan.	(316) 263-1644
May 31-June 2	Carlisle All-Ford Nationals, Carlisle, Pa.	www.carsatcarlisle.com
June 13-16	15th Annual Rocky Mountain Mustang Roundup, Steamboat Springs, Colo.	(303) 973-7635
June 22	Hot Rod and Custom Classics Car Show at Tacoma Mall, Tacoma, Wash.	(253) 568-0843
June 23	Pierce County Mustang Club All-Ford Show at Tacoma Mall, Tacoma, Wash.	(253) 568-0843
June 26-29	CCOA East Nationals, Marriott Gwinnet Place, Dulith, Ga.	(770) 806-1341
July 12-14	Iola Old Car Show & Swap Meet, Iola, Wis.	www.iolaoldcarshow.com
July 19-21	CCOA West Nationals, Courtyard by Marriott, Cypress, Calif.	(760) 242-1290
July 19-21	International Mercury Owners Association National Meet, Belleville, Mich.	(773) 622-6445
July 20	Old Fort Mustangers 20th Annual Mustang & Ford Show, Fort Wayne, Ind.	(219) 749-5589
July 21	20th Annual All-Ford, Lincoln, Mercury Car Show, Car Corral and Swap Meet, Randolph, Ohio	(330) 376-0915
July 21	21st Annual All-Ford Round up, Brookfield (Milwaukee) Wis.	(414) 425-9213
July 26-28	Summer Carlisle, Carlisle, Pa.	www.carsatcarlisle.com
July 27-28	Cascade Cougar Club "Prowl 2002," Renton, Wash. (Renton River Days)	jcbingcougar@attbi.com
Aug. 3	Mid Atlantic Car show at the Chesapeake City Park, Chesapeake, Va.	(757) 468-6719
Aug. 10-11	Fordnutz Cougar Club 2002 Claw-In, Surrey, British Columbia, Canada	president@cougarclub.org
Oct. 3-6	Fall Carlisle, Carlisle, Pa.	www.carsatcarlisle.com
Oct. 5	The Mustang Club of Tidewater Car Fall Fest Car Show, Franklin, Va.	(757) 468-6719
Dec. 1	30th Joy Fund Car Show, Mustang Club of Tidewater, Virginia Beach, Va.	(757) 468-6719

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.



Copy, clip and leave under the wipers of Cougars you come across in your daily travels

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