

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

Everybody Loves
Cougars!



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The official publication of
The Cougar Club of America

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Advertising

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Disclaimer

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Editor's Desk

This issue of *At The Sign Of The Cat* marks an exciting turn in how the CCOA delivers news about activity in state and regional Cougar clubs.

The "Regional Reports" column, long a mainstay of this publication, has been replaced with a "Local Club Reports" feature that brings together articles by volunteer writers in local clubs nationwide.

I'm encouraged and greatly appreciative of the response I've received so far for this new column. There's a lot happening in the Cougar community at the local level and we aim to report as much of it as possible every quarter in *ATSOTC*.

Local clubs really form the foundation of our community, hosting the vast majority of Cougar-specific shows annually and providing a means for Cougar enthusiasts to meet face-to-face and build the camaraderie so important to the enjoyment of the classic car hobby. Much of the contact we have with fellow enthusiasts comes through local events. Also, the real, hands-on support we receive in restoring and maintaining our cars would be difficult or impossible to get without organized efforts at the local level.

You'll notice that not all clubs are included in this initial column. That, I hope, will change in upcoming issues, as this publication and the CCOA continue to strengthen relationships with local Cougar groups. I encourage any and all submissions for the Local Club Reports column. While I prefer that you write material for the column—you know your club far better than I do—I can work from existing newsletters to assemble reports, so forward me any printed material you have. I may not always have time to extract information for reports in *ATSOTC*, but I'll make every effort I can to publish something about your club.

Our Latest Celebrity Car

The featured story this issue is a centerspread piece on actor and comedian Ray Romano's recent purchase of a '69 Cougar convertible. It's not the first celebrity car we've had—country music legend Tammy Wynette also owned a '69 ragtop—but it is, certainly, the newest.

My thanks to several people for their help with this article—West Coast Classic Cougar owner Don Rush, who found the car for Romano; Dave Finatri, the car's former owner; Christy Kallhovd, Romano's *extremely* helpful assistant; and, of course, Romano himself, for taking time out of his busy schedule to talk to me. I hope you enjoy the article as much as I enjoyed reporting and writing it.



Carl Graziano

President's Report



Scott Ferguson

It sounds like the Georgia Cougar Club and the Southern California Cougar Club have planned well for the East and West CCOA National Shows they will host this year. You'll be in good hands should you attend either or both events. The Fordnutz Cougar Club, which is hosting a CCOA Regional Show in August, looks to improve an already great event with changes to how it plans this annual show.

We love to hear your renewal comments, and I would like to encourage you to keep them coming. A few of you have asked when the CCOA is going to hold a show or event in your area. The CCOA does not organize National and Regional Shows—CCOA members and local clubs do that, with the CCOA's support. The CCOA stands ready to offer guidance, sponsorship money for CCOA-sanctioned shows, judging rules and sheets, and insurance coverage for your event, among other things. There are many members that have helped to organize events and can provide information to get things rolling. Contact me for more information on CCOA-sanctioned events.

As you will notice elsewhere in this newsletter, CCOA T-shirts are now available for purchase.

The design is by Phillip Payne, whose work includes the CCOA logo and various shirts for CCOA National shows and the Delmarva Cougar Club. There's more merchandise in the pipeline that will allow you to show your club colors, so stay tuned. Same Cat station, same Cat time!

The CCOA Board of Directors has approved an initiative to form a Club Committee. This committee will have a CCOA representative (that reports back to the CCOA Board) and representatives from the local clubs to combine forces to improve both the local clubs and the CCOA. Anything can and will be discussed in this committee, from sharing information on how to run the clubs more efficiently to adopting a national and international standard for judging Cougars. If your local club is interested in being a part of this valuable resource please contact me for more information on the Club Committee.

Like most clubs, the CCOA depends on its members to help out. We are in need of some help from you to continue to improve on the services the club provides to the membership. Please consider volunteering for one of the open positions listed on the next page or as a helper to one of our other volunteers. You won't regret it.

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Local Club Reports

Arizona Cougar Club

In April 2001, five energetic Cougar-holics in the Phoenix area got together and decided to start a regional Cougar club, the Arizona Cougar Club (AzCC). These founders were Fritz Wester, Steve Citrone, Scott Taylor, Rick Loar and Dan Gire. Scott and Dan had been involved with other regional clubs and National Shows in the past, and Fritz, Steve and Rick were forging ahead based on their energy and sheer love for the car.

We decided it would take at least 20 members by the end of 2001 to make the club feasible and strong enough to continue forward. A Cougar club had previously existed in the Phoenix area years ago, but folded due to various reasons. This time would be different as we had help from the Cougar Club of America and The Classic Cougar Network's "club-in-a-box," so were able to contact many Cougar members across the state and become fairly well organized right from the start.

In our first year, we've grown to more than 35 members, developed a slick Web site, thanks to Webmaster Rick Loar; hosted our first show (with trophies); set up a discount program at several dealerships and retailers; and continue to increase interest and membership in the Phoenix area for classic Cougars. If you want to learn more about us, go to clubs.hemmings.com/azcougarclub

—Dan Gire

Cascade Cougar Club

The winter quarter started off well for the Cascade Cougar Club. Forty-three adults and at least five future Cougar owners attended the CCC Christmas Party at the All-City Diner in Renton. A videotape played during the dinner included images from the year's shows and events; another contained earlier drag racing footage from a night when club Cougars beat everything else on the track.

Club President Jeff Bingaman introduced Prowl Chairman Marc Ogren for the presentation of Special Merit Awards from last July's big show. These awards were given to Eric and Judy Anders, Karl and LaDonna Gehlhaar, Jim and Elaine Pinkerton, Pat Price, Jim Compton, Dave

Emmett, Neal Jacobson, Don and Cheryl Skinner, Jeff Bingaman and Bill Herbert. Jeff then presented one to Marc. The highlight of the evening was the awarding of a Lifetime Membership to Bill Herbert for his years of award-winning service as newsletter editor.

Other actions from late 2001 included donations to a police organization in New York City, a Renton Vocational-Technical School for a scholarship and to Mary Bridge Children's Hospital in Tacoma.



Cascade Cougar Club members Jeff and Carol Bingaman's red '68 XR-7 shined at the March 7-10 Seattle Roadster Show.

The Cascade Cougar Club has a replacement for Bill Herbert as our newsletter editor. The new editor is Cara Chapman, who lives in the Portland metro area. She has a background in publishing and also owns a nice blue 1970 Cougar.

Our attention now has turned to this summer's Prowl and Mercury-Edsel-Lincoln-Ford Picnic, to be held July 28, and to getting our cars ready for that and other shows. The first big show will be April 20, when the North Olympics Mustang Club hosts Mustangs And Cougars At The Courthouse in Port Angeles. Two weeks later, a few of us will be in East Wenatchee for a parade and "all makes" show there. Several Cougars will venture to Richland for the Pacific Northwest Mustang Club's spring show on Memorial Day Weekend. A week later, some will venture out of Washington to Hillsboro, Ore., for a Saturday All-Ford Show there, then return to Bellevue for the All-Ford Show there on Sunday.

Several of us attended the Seattle Roadster Show and a preliminary Club breakfast March 9. The show featured a few cars from various movies and also included Jeff and Carol Bingaman's red '68 XR-7 with a shine more

brilliant than I can ever recall seeing on that always beautiful car. Chris Osborne helped Jeff with the buffing to get the car ready for the four-day show. With children and friends included, at least 13 members attended the show and 14 members attended the breakfast. In addition to the cars, there were demonstrations of car care products and other vendors selling the usual assortments. One vendor had several Cougar and Mercury pins, patches, caps, and license plates I have not seen at other shows (I don't get to many swap meets, though). Jeff's XR-7 took third place in a field of 20 to 30 "Small Block Pony Cars" at this show. He beat out some really nice Mustangs, Shelys and Camaros to win this award.

We hope your clubs have had a great winter and are also getting your Cougars back into show condition and settings. Remember: You're always welcome to join us with or without your Cougars.

—Jim Compton

Colorado Cougar Club

The Colorado Cougar Club celebrates its 10th Anniversary this season. It has been an interesting time for all involved. We are still going strong and will for many more anniversaries!

This year, we start the season at LandMark Lincoln Mercury. They are having a big sale of their current stock of Cougars. We have been invited to show our cats along with the new ones. This event, May 4, will help the club generate much-needed funds.

We are planning a busy season again this year—a tour of a racing facility, joining the FoMoCo club in a large picnic and show and many cruises. It looks as if there are at least four events each weekend for the whole season.

The Colorado Cougar Club is interested in all Cougars from highly modified to super original. The membership covers mostly the "Front Range" but we do have members from other parts of the state. I believe one of the interesting things about our club is the number of Eliminators. Ten percent of the members' cats are Eliminators. We have two 428 CJ Eliminators, both orange, but one is a '69 and the other is a '70. We also have three '70 Boss 302 Eliminators. It seems that the Rocky Mountain region received a large number of these Cats shipped to DSO 51.

If you are in Denver, please look us up so we can get together and share a few "Cat tails."

—Bill Quinlisk

Cougar Club of New Jersey

Greetings from the Garden State. The Cougar Club of New Jersey held its first meeting on March 3. It was for officers and board members.

Lots of topics were covered to plan our year. Plans include a club picnic in May, a club outing

to a minor league baseball game and covered bridge tour in October. When you add in our traditional shows and monthly meetings, you see how quickly the calendar fills up!

Speaking of shows, our Fanwood, N.J., show held each September will have some new features. This year, in conjunction with Flag2Flag Racing Collectibles, the show will have a real National Hot Rod Association top fuel dragster on display. The driver, Karen Benkovich—that's right, Karen—lives in the area. CCNJ will host a children's poster contest in partnership with Prevention Links, a local antidrug and alcohol education group. The children's artwork will be on display at the September show and the winners will receive U.S. Savings Bonds. Partial show proceeds will be donated to Prevention Links so it can continue to teach parents and children alike the evils of drugs and alcohol.

October will bring our return to Kean University of New Jersey. Kean's mascot is the Cougar and each year we exhibit club cars at the school's homecoming event. Through the hospitality of Kean alumni Robert Cole, CCNJ members in attendance are treated like royalty at the event. Food, music and passes to the homecoming football game ensure a great day for all of us.

Our members are hard at work preparing for the 2003 CCOA Nationals, which the CCNJ will host in Atlantic City. We're nervous, but very confident. We'll be sure to give more details on the events listed and other projects next time. If you're interested in CCNJ, visit our web site at www.ccnjonline.com. Thanks.

—Tom (TJ) Jedic

Dallas-Fort Worth Cats Club

The 2002 Dallas Autorama show car series came to the Dallas Market Hall Feb. 15 to 18, and the DFW Cats Club served up a six-car display of prime Cats to an appreciative audience.

The club held a display set-up party the night before in lieu of our regular monthly meeting to make sure everything was just right by show time. The great cars in a great display paid off, and all the club participants came away with an award: Sonny Morgan, 1970 Boss Eliminator, Best in Class; Doug Bodensteiner, 1969 Eliminator, Outstanding; Logan McLeod, 1969 XR-7, Place; Kendall Spears, 1968 standard coupe, Outstanding; Ray Bodensteiner, 1967 restomod, Outstanding; and Barry Rowe, 1967 GT, Place.

In addition, Kendall Spears nabbed first place in the scale model diorama contest for his "Dirt Track Garage." At time of this writing, Kendall is working on several Cougar models that will probably make it to next year's show. I can hardly wait!

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REPORTS, from page 7

March is the kick-off for another season of exciting bracket racing here in north Texas. The local car clubs gather at a different drag strip one or two times per month during the spring and fall (too hot in the summer!) to compete for individual and club points in the 2002 Texas Muscle Car Club Challenge series. Last season, both Doug and Ray Bodensteiner finished in the top 10 for drivers. Doug was in the hunt for top driver honors right up until the last meets of the season. The club finished a respectable 12th overall out of 40 clubs.

For this year, Doug has made some mods to his 1967 Cougar drag car and, if it ever arrives from Canada, his fiberglass front clip should make him even faster. Sad to say, 2001 may have been the last season for Ray's 1969 XR-7 convertible in the Street Muscle class. Rumor has it that Ray will move up in class and we'll see him in a T-Bird this year!

As of this writing, DFW Cats was planning its March 23 Spring Car Show in partnership with John Eagle Lincoln Mercury and the Junior League of Dallas. We're expecting to better the 65-car mark set in December 2001, when our Christmas show raised more than \$1,200 for local charities. Full report in the next issue.

—*Bob Arnold*

Delmarva Cougar Club

Delmarva Cougar Club members are taking many of their cars out of hibernation as cruise and show season begins in the Mid-Atlantic area. The club, which now has 90 members, is coming off a busy and successful 2001, which included the DCC-hosted CCOA National Show in Williamsburg, Va., in June. Club members who turned out at other events earned individual honors and nabbed the DCC a pair of club participation trophies.

At the July 28 "Good Old Days Car Show," in Woodbridge, Va., new member Marc Wolitz, of Richmond, Va. (1968 standard, 302, C-4). won the show's "Best Detail" award. In all, DCC members won 11 plaques and the "Club Participation" award. DCC members continued their winning ways at the 26th Annual Tobacco Trail Antique and Classic Car Show, in Bowie, Md., Aug. 18. Erin Monfort, of Hollywood, Md., won third place in the "all years, unrestored" class with her recently acquired '69 hardtop. A week later, on Aug. 25, John Knowlden, of Mount Airy, Md., won first in his class with his 1969 Eliminator at the Mid-Maryland Ford Club's 5th Annual Mid-Maryland Ford Meet, at the Mason-Dixon Dragway, in Boonsboro, Md.

The Delmarva Cougar Club made another impressive showing—18 cars and a club participation award—at the Sept. 22 Mustang and Ford

Show, at Spotsylvania Mall, in Fredericksburg, Va. At the Fredericksburg show, the DCC, for the first time at a local event, conducted its own judging, using technical inspection and cleanliness and condition sheets created by DCC member Ralph Pagington. First-, second- and third-place trophies, paid for by the DCC and provided by the National Capital Region Mustang Club, were awarded for three Cougar classes: '67-'68, '69-'70 and '71-'73.

The last major DCC car event of the year attracted a dozen members on Oct. 21 at a club drag race and picnic event at Colonial Beach Dragway, in Colonial Beach, Va. While most DCC members soaked up the sun's warmth just off the track, several created a little heat of their own on the nearby eighth-mile strip. DCC President Jim Karamanis, who organized the event, and members Jim Stagner, Sally and Ron Crouch and Ed Swanson all hit the track for time trials in the morning and early afternoon, before the actual racing began. Jim Stagner, driving his '69 CJ428 Eliminator, posted a Cougar best time of 9.1 seconds at 79 mph. Jim Karamanis, driving his yellow, 351-powered '70, wasn't too far behind, with a best time of 9.474 at 75.927 mph. Sally Crouch brought a dose of inspiration to the Cougar faithful by taking her '90 XR-7 super-charged coupe out on the track, turning in a best time of 10.331 seconds at 69.198 mph. Ed, who raced last year during a similar club event in Maryland, turned in a best time of 9.65 seconds at 72.55 mph.

Charitable giving continued to remain a high priority for the DCC in 2001. In response to the terrorist attacks Sept. 11 in New York City, Washington, D.C., and Pennsylvania, the DCC donated \$100 to the American Red Cross and another \$100 to a Washington Redskins fund established for victims of the Pentagon attack. In December, at the club's annual meeting and luncheon, DCC member contributed generously to the U.S. Marine Corps' "Toys for Tots" campaign. At the annual meeting, held Dec. 16 in Fredericksburg, Va., members voted on numerous bylaws changes and discussed other key planning issues for the club, such as potential show sites in 2002.

Also during the meeting, Jim Karamanis presented club Editor Phillip Payne with the club's first-ever "Pick Of The Litter" award, which the DCC will present annually to members who make outstanding contributions to the club over the course of a year. Payne's work is well-known to classic Cougar fans: He designed the DCC and CCOA logos, has managed the design and production of T-shirts for both clubs and provided artwork for various club publications.

See **REPORTS**, page 14

Tech Center: Q & A with Dick Hertzler

Q: I have a 1968 XR-7. The driver's side door glass drops about 1 inch everytime I shut the door. Could the regulator be shot?

A: You hit it right on the head! Your regulator is faulty. Either the spring is broken or the gear teeth are worn so far that they do not grip. I bet it also doesn't catch evenly when you crank the window up. This is a common problem and easy to fix with a replacement regulator. Check any Cougar vendor for a good used one.

Q: I recently purchased a '69 hardtop with a 351-2V Windsor and among many strange things I've found under the hood (like the broom handle in the firewall) is a loose kick down rod. This is absolutely not going to attach where I think it should—the bracket I made didn't quite cut it—and Chilton's makes no sense. Can you point me in the right direction?

A: The kickdown rod to the FMX transmission connects to a stud that attaches to the throttle shaft and lever assembly, just next to where the accelerator cable attaches. The stud often is missing on stick shift carburetors and many rebuilt units. It's one of the parts you have to move over from the old carb if you do a swap. You can see the complete kickdown rod illustration and adjustment procedure in the '69 shop manual, page 10-09-03.

Q: My 1968 Cougar is equipped with the factory option door edge guards (originally a \$4.90 option). Should these match the color of the interior or the vinyl roof? I have talked to a few people about these moldings and nobody has heard of them before. My moldings are faded from the sun and I cannot tell if they were originally white to match the roof, or saddle to match the interior.

A: The door edge guards are chromed plastic. When they fade or the chrome plating flakes off, you have only the plastic below, which is kind of a neutral color. I will buy all the sets of these you can provide at \$4.90! Expect to pay \$50 or more from any vendor who has them. Suggestion: If your guards are basically in good shape, gently pry them off. Clean them, sand them with fine paper and re-spray using the "reflective aluminum" paint (part number 10005Z) and clear coat (10197Z) from

Eastwood Co. (800-345-1178). Be sure they know you are spraying plastic.

Q: I need to unhook the vacuum headlight feed from the carburetor of my 1970 Cougar. It's leaking and causing really ugly running. Where is it on the carb? Is this an easy thing to do?

A: Headlight vacuum comes from a manifold "tee" behind the carburetor. Make sure you cap the port to which the headlight feed is connected. By the way, make sure your leak is not at this tee; the rubber cap on the downward-pointing connection sometimes melts and leaks. Your headlight leak most likely is in the reservoir tank under the fender.

Q: I'm having a problem with a '70 Cougar. We went through the transmission when we restored this car and installed a rebuilt torque converter. It now leaks, but only after sitting idle for several days. Any ideas on the source of the leak?

A: A local Ford service manager suggests you check for a damaged or missing O-ring seal where the transmission fill tube meets the case. He says the torque converter is "leaking down" (probably the result of a bad seal) and filling the pan to the point that you get leakage out of the fill tube connection. One clue to this problem is a brief delay before the transmission engages after the car has sat idle for a few days, a result of too little fluid in the converter (but the dip-stick will show full due to the leak down).

Q: I have a 1996 Cougar. It has a factory keyless entry system and a dealer installed "Ford Vehicle Security System." After a recent battery change, the security system lost its settings. The alarm sets itself every time the ignition is turned off. Before, the alarm set whenever the doors were locked either by the keyless remote or the power door lock switch. I have no manual for programming and the local dealership is no help. All I want is to set the alarm when I want to. Can you help me?

A: I also have the Vehicle Security System with Keyless Entry on my '92 25th Anniversary car. I've had similar problems and learned that Ford maintains a special help line (800-FORD-KEY) with a menu



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.

prompt for “owners with keyless entry or vehicle security system.” Give this a try.

Odds 'n' Ends

■ We had a recent question about the dash turn signal indicators not going out, and I explained just how these work and what to look for in troubleshooting. Just last week, I was cleaning the trunk of my '68 Hertz XR-7G after installing new reverse lights and discovered that the emergency relay in the trunk was no longer attached to the wheel well board that holds the sequential turn signal motor and relay. Mounting of the emergency relay to this board is *essential* for proper dash indicator operation. The black wire to the ground comes from the harness to a ground on the relay bracket, but the bracket must be attached to the stud on the relay board for the ground to be correct for the relay. I re-attached the relay bracket to the stud and the dash lights now blink brightly and go out completely in sequence with the middle tail light! Be sure the middle light is firmly snapped into the tail light assembly to make a good ground.

■ One of the CCOA's best friends is long-time member and GT Registrar **Brett Irick**, who owns

(and drives often) one of the only Concours-class cars we have: a white '67 390 GT. Brett is an engineer with Ford, currently New Model Launch Manager, Panther Frame at the Dearborn frame plant. The Panther Frame will get rack and pinion steering and is being beefed up to handle the 2003 Mercury Marauder. Brett has been a great help to me answering your questions and reminded me that +2 degrees caster (a bit outside spec) gives best handling/road feel to big block cars on radial tires. He also recommends the one-piece export brace, available from most vendors, in lieu of the two standard shock tower braces.

As to steering gear, Brett recommends Rode's Restoration, in Galion, Ohio, (419-468-5182) for rebuilt steering boxes, power steering cylinders and control valves. He also recommends an annual check of steering box lubricant level and FoMoCo's C3AZ-19758-A lubricant.

For wheel bearing grease, even on older vehicles, Brett suggests E8TZ-19590-A “4X4 High Temp” grease. And stick with DOT-3 brake fluid (higher guaranteed boiling temperature, critical to the four-piston disc brakes on the '67 Cougar), Brett advises. Changing the brake fluid every three years is highly recommended.

Thanks, Brett, for your attention to the questions I forward to you!

—Dick Hertzler

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what REAL Cougar enthusiasts wear



Brake Booster and Heater Core Replacement

(And everything else you might want to do at the same time!)

By Dick Hertzler

In this issue, we'll detail two repairs common to older Cougars: replacing a defective brake booster and a leaky or clogged heater core.

A bad booster usually can be identified by a hard pedal (yet the car will stop), and, if the problem is the vacuum diaphragm, increased engine idle speed during braking. A heater core problem is either identified by little or no heat (a clogged core) or a leak onto the passenger's side floor. Also, if the defroster causes condensation on the windshield and you can smell antifreeze, these are sure signs of an internal leak.

We'll assume you want to get your car back on the road as quickly as possible, and the step-by-step will focus on the minimum work needed to do that. But we'll also include information about other repairs and restoration to consider "while you're in there." These optional items will be identified with the **WYIT** ("while you're in there") label. We strongly recommend at least some of the optional items. Why tear your car apart again later when you have easy access to these items now?

Next—and this is essential, because one article can't completely detail the procedure for all model years—keep your shop manual handy as you follow the steps here and consult it to identify differences in procedure.

Rebuilt booster units and heater cores are readily available from most local and chain auto parts retailers. A Cougar booster costs about \$110 to \$150, depending on the model year and whether you need a Midland or Bendix type. And, for only nominal added cost, you also can get a rebuilt master cylinder attached to the booster!

For heater jobs, there is now a full kit of gaskets and seals you can get from most any Cougar and Mustang parts vendor. The CCOA Web site, at www.cougarclub.org, lists all the major parts vendors for our cars.

Going For The Booster

Step 1 Disconnect the battery.

Step 2 Remove the driver's seat so you can lie on your back to get at other underdash components.

WYIT Clean and lubricate the seat adjuster mechanism. Check to see if the D7ZZ-69618C46-

A safety recall bracket is installed to secure the seat back pivot.

Step 3 Using 1/4-inch socket on a long extension, preferably with a universal coupling, loosen, but do not yet remove, the nuts securing the booster to the firewall. You might need to remove the instrument cluster to create more access space at the firewall. Follow your shop manual for this procedure.

WYIT With the instrument cluster removed, check the instrument regulator and all indicator and illumination lights, and clean dirty contacts with spray contact cleaner. Lubricate the speedometer cable housing.

Step 4 Using *only* a tubing wrench, remove the two brake lines at the master cylinder. Cap these with vacuum line caps available at your auto parts store. Carefully push them back toward the fender a bit so the threads clear the cylinder. Disconnect the vacuum line to the booster.

Step 5 Back under the dash, remove the connecting rod from the booster to the brake pedal by removing the wiring connector from the brake light switch, removing the lock pin from the pedal stud and sliding off the connecting rod and switch together.

WYIT Consider removing the steering column to free up more space and replace worn parts. Check for pinched wiring (especially with a swing-away column) and check and replace, if necessary, the turn signal switch.

Step 6 Remove the nuts securing the booster studs to the firewall. Some units also use one bolt through the firewall screwed into the booster. Be absolutely sure you are not removing the small bolts securing the brake pedal assembly to the firewall. The booster/cylinder should now come out from under the hood (you may need to remove the shock tower brace to gain clearance).

In general, '67 power drum and disc cars use Midland boosters and '68 through '73 cars use Bendix ('68 power disc cars may use either). In almost all cases, the Mustang equivalent is correct. Most of the differences are in the number and arrangement of the studs and bolts that secure the booster to the firewall. Midland units can be identified by the band around the middle, while Bendix units have crimped halves.

Step 7 If you have only a new booster, separate the master cylinder from the old booster

and attach to the new one. You will have to check your shop manual for the procedure to get the cylinder actuating rod clearance adjusted. If you have a rebuilt master cylinder already attached to the replacement booster, you must prime the cylinder following the instructions that come with the booster.

WYIT This might be a good time to tighten the steering box drag link, top off the lubricant, check the power steering cylinder mount for tightness or cracks and clean up the greasy mess that always seems to be in this area. If you have a big block, check the spark plugs. You also might consider a full brake job, maybe to include a change to silicon brake fluid.

Step 8 Position the new booster/cylinder from under the hood, being careful not to pinch the actuating rod rubber bellows. Use a rag under the master cylinder to catch any dripping fluid and prevent it from ruining underhood paint detailing. Install and tighten securely the booster nuts from under the dash, and reattach the brake pedal and brake light switch. Squirt a little lubricant on the pivot points.

WYIT I certainly recommend a new brake light switch because of all the trouble these cause, and non-working brake lights are trouble waiting to happen! Change the switch connector and green wire leads if you detect any sign of overheating. Change the brake pedal bushing, nylon spacers and pedal pad, if worn.

Step 9 Very carefully reattach the brake lines to the booster. Be sure they are not cross-threaded, and get them very tight. Reattach the vacuum line, and the shock tower brace. Fill the cylinder with specified brake fluid. Reconnect the battery, start the engine and check everything out. If you did not lose any fluid from the lines, and you properly primed the cylinder, you probably do not have to bleed the brake system, but it is certainly a good idea to adjust your brakes and then bleed the system whenever the hydraulic lines have been opened.

Now, here's a list of other **WYIT** items:

- Clean out the driver's side air vent of all leaves and other debris. Lubricate the cable.
- Check the parking brake mechanism. Clean and lubricate the front cable and check and adjust the warning light switch.
- Inspect the air conditioner flex ducts.
- Inspect the wiring harness for damage or nicks. Find and tag for future use the accessory feed wire (should be a thick black/green stripe) in the harness.
- Check to see if the C9AZ-14313-A connector kit is installed on most '68's and all '69s. This will eliminate ignition cut off at odd times.

■ Change the clutch pedal crossover nylon bushings, spacers and rubber bellows.

■ Repair with tape any tears in the firewall pad. New pads are now available, but there is much more to changing this than is obvious.

■ Disconnect the wiring harness firewall connector. Clean all fuse clips, and spray contact cleaner on all connections.

■ Inspect and replace as necessary the vacuum lines to headlight switch ('68-'70). Remove the headlight switch, clean the vacuum ports and the dimmer rheostat.

■ Inspect and replace as necessary the thin vacuum lines to the air conditioner control head. Check and lubricate the temperature cable.

■ Check the door jamb switches.

■ For '67 and '68, lubricate the wiper linkage and the bushing at the wiper motor.

■ Check for small rust holes in the cowl-to-firewall area over the steering column where leaves and other debris have accumulated. Fix this to prevent rusting your floor pans and getting your clothes wet.

Going For The Heater Core

Step 1 Disconnect the battery.

Step 2 Remove the driver's seat for more room to work underdash.

WYIT Clean and lubricate the seat adjuster mechanism. Check to see if the D7ZZ-69618C46-A safety recall bracket is installed to secure the seat back pivot.

Step 3 For air conditioned cars, you must remove the dash pad. The job will be easier on standard heater cars if you remove the pad as well. Consult your shop manual for pad removal instructions. Remove the glove box on all cars.

NOTE: To correctly change the heater core, you must remove the entire heater assembly! The snap clips that secure the covers cannot be re-installed if they somehow are removed (or broken) while attempting this task with the assembly in the car.

Step 4 For non-A/C cars (proceed to step 5 for A/C cars)

a. Drain enough coolant from the radiator to bring the level just below where the hoses connect to the manifold and water pump.

b. At the engine, disconnect (or cut) the two coolant hoses to the core and allow them to drain as much as possible.

c. Also in the engine compartment, disconnect the fan wires and remove the nuts securing the complete heater mechanism to the firewall. These may be covered with sealant or undercoating.

d. Put something over your carpet to collect the coolant that is going to leak out! A plastic garbage bag will work fine.

e. From inside, disconnect the control cables and remove the defroster hoses. Pull the complete heater assembly out, including the coolant hoses (this is where the spill can happen).

f. With assembly on a work bench, remove the hoses and snap clips securing the cover. Clean out leaves and debris and replace the core. Reassemble using new seals from the kit.

g. For '67 and '68, this is the only chance you will have to reach up and check for and fix rust-out at the air intake, or to remove leaves and other debris collected there.

h. Attach the existing or new hoses to the core, make sure they're tight and feed them through the firewall as you re-mount the assembly. Reattach the hoses to the engine.

i. Lubricate and then reconnect the cables. Install the defroster hoses and ensure that the rubber bellows to the air intake is not pinched.

j. Run the engine with heater on and check operation. You likely will need to add coolant after the new core fills.

Step 5 For A/C cars:

a. Same as step "a" above.

b. Same as step "b" above, except hoses can be removed at the firewall; it is a good idea to plug the heater core nipples to minimize leakage.

c. Under the hood, remove the sheet metal screws that secure the two parts of the hose shield to the firewall, and remove shield by unhooking the two pieces; they will likely be covered with undercoat and other grime.

d. Close the Schrader valves at the air conditioner compressor. Discharge the air conditioner, recovering the Freon R-12 as required by law in your area. You will probably change over to R-134 after this procedure. Disconnect the refrigerant lines at the firewall and the expansion valve. You will probably want a new expansion valve and dryer when you re-charge the system.

e. Inside the car, disconnect and tag the various vacuum lines and/or cables between the control head and the heater assembly. Remove the wire from the icing switch. *Carefully* remove the condensate drain hose. Remove fastener (if used) that secures the output end of the heater assembly to the blower assembly.

f. Remove the nuts that secure the assembly to the firewall. Large washers are used and tend to stick to the firewall.

g. Remove the sheet metal screw to the support bracket behind the glove box.

h. Work the complete heater loose and remove from the car. The air intake is simply pushed up into the duct, and likewise to the separate blower assembly.

i. Check for any rust in the cowl-to-firewall area, particularly behind the air intake.

j. On the workbench, remove the snap clips securing the cover, clean out the box and remove and replace the heater core. Examine the air conditioner evaporator and replace if damaged. Lubricate the air blend door and change the seals as you reassemble. It is a good idea to change the icing switch while it is accessible.

k. If you need to service the blower, proceed as directed in the applicable shop manual to remove it. Lubricate the blower motor and remove any debris in the housing. Change defroster hoses if broken or brittle.

l. Clean the fire wall area and re-install the assembly, taking care to ensure that the blower and air inlet seal are fully engaged to the housing. Connect the coolant hoses and refrigerant lines. Replace the hose shield and ensure that the engine-to-body ground cable is clean and securely connected.

m. If you switch to R-134, get a changeover kit that contains the ester oil needed to mix with your conventional R-12 compressor oil.

n. Do not forget to re-attach the condensate hose! Many a Cougar has rusted passenger side floor pans because the water runs under the carpet and never dries out!

Now, here are some **WYIT** items:

■ Remove the console. While it is out, check the interior lights, clock lights ('67-'68), cigarette lighter and other accessories.

■ Remove the shifter boot (standard) or the shifter knob and bezel (automatic). Shoot lots of cleaner down there followed by low pressure compressed air to remove dirt and grease. Follow up with good lubricant, and work the shifter a few times. Clean out the neutral start/backup light switch (it might be covered with undercoating), and check the shifter lamp.

■ Recondition the seat belts.

■ Install new carpet and pad. Good time to just pull up the carpet and check for rust underneath.

So there you have it: a nice, warm Cat that will stop! It is a good idea to "team up" with another club member and arrange to do these jobs with their help. The job goes much faster with another Cat owner to assist and provides a ready excuse to get together again. Good Luck!

REPORTS, from page 8

The DCC has been busy in 2002. In February, club officers met for their annual planning meeting. Members filling club positions created at the December meeting attended: Events Planner Erin Monfort and Head Judge Ken Compher. Event plans are under discussion, and club officers are working to strengthen relationships with area clubs representing other Ford "orphan" (non-Mustang) models, with the intention of beginning a yearly event associated with the club. As of this writing, the club was preparing for its annual picnic, to be held April 13 at a park in Bowie, and discussing options for a DCC "signature" show sometime in the fall. The DCC also is looking for members to host "garage tour" repair clinics, a popular club event in recent years.

—Barry Reichenbaugh

Fordnutz Cougar Club

The members of the Fordnutz Cougar Club seldom rest for long, and we are off to a great start in 2002.

Our annual Fordnutz Claw In show was approved as a CCOA-sanctioned event this year, and plans have been well under way for a number of months to improve on previous years. We have changed our process to a committee format to try to get more volunteers to help out through the entire process and so that the members of the committee can help to recruit more volunteers.

Already this year, Fordnutz members have helped raise several hundred dollars for our favorite charity, the Society for the Prevention of Cruelty to Animals. Fordnutz is a charter member of the Ford Car Club Council of British Columbia, Canada, and helped to organize and run a Ford club Valentine Dinner and Dance party in February. Our members are planning a display for an indoor venue featuring members' Cougar convertibles in a "Go Topless, or Go Home" theme. There will be many tours of local collections, both automotive and other special interest, including a local winery, as well as many other social and community events in 2002. We are just getting started.

—Scott Ferguson

Great Lakes Cougar Club

The big news in this region is that the Great Lakes Cougar Club will co-host an All-Ford show along with the Western N.Y. Shelby Club. This is a first for our club, and we need door prizes and lots of stuff for goodie bags. Some details are still to be worked out, but the show is now official and will include a promotional spot on "The Weather Outside" on a Buffalo television station the Friday night before.

The all Ford show takes place at the Lamm Post on Wehrle Drive, in Williamsville, N.Y. (near Buffalo) Sunday, June 9. We need all the support we can get. The Shelby Club has hosted this show the past 14 years.

A date change has just been announced for the All-Ford Fun Show and Picnic at Letchworth State Park in October. The new date is Oct. 19. It will be at the park's Highbanks Recreation area, just south of Rochester. I have started work on a regional calendar of events, most of which have not been announced yet. Watch the Great Lakes Cougar Club Web site, at clubs.hemmings.com/greatlakescougar, for show information. Please contact me if you know of anything you want me to add. Until next time, have a good what's left of winter. See you out in the spring.

—Jim Megannety

Long Island Cougar Assoc.

Our annual barbecue will be the end of May. Hot dogs, hamburgers, salads, soda and chips will be supplied, free of charge. The barbecue will be at the Bellmont Lake State Park, Long Island, N.Y. Any clubs wishing to join us would be more than welcome. Mid-June will bring a charity show hosted by "Cars For Kids." Proceeds from the show will be donated to the "Make a Wish" Foundation. Every year we make a dream come true for a terminally ill child. Last year we sent a child and his family to Disney World.

One of our larger annual shows will be Aug. 11, 2002, with a rain date of Aug. 25. This is our third annual show and every year we have a great turnout of Cougars and other show vehicles. The show is at the Bohemia Fire Department, in Bohemia, N.Y. Please contact us at (631) 589-4996 for information about these events.

We would like to congratulate LICA member, Thomas Lawrance, whose 1970 Eliminator appears on the cover of and as the May photo in the "Hemmings Motor News" Muscle Cars 2002 calendar. Thomas' 428 Ram Air, four-speed Eliminator is a hot, immaculate car. Tom has been a fantastic club member and we wish to thank him for his help with our club. Congrats Tom!

"Long Island Cougar Association" club T-shirts are available to anyone wishing to purchase them. They sport a nicely designed, large logo on the front (Mercury's "running cat" over a map of Long Island) and are made of quality materials.

—Steven C. Cameron

Overseas (Region 5)

In the Winter 2001 *ATSOTC*, Dick Hertzler answered a braking systems question. I'd like to reiterate how important these systems really are.

Here in the U.K. we have an annual road safety test, known as the MOT. This test, intro-

duced about 1960, applies to all vehicles older than 3 years and, originally, it covered just brakes, lights and steering. Over the years, it has increased to cover chassis, wipers, washers, seat belts and a whole bunch of stuff.

The Department of Transport approves centers all over the country for testing and, generally, there is no need to book; just go to whichever one you like and ask them to test your car. No problem. Unless, of course, you own an older car! The guy I used to use didn't like the amount of play I had in the steering, but he was used to rack and pinion and anything more than factory fresh, he wasn't too keen on!

About two years ago, I changed my test station. No problem. The car went through OK and I drove home with my test certificate (about \$40) and put the car to bed. The next day I had to drive to a town about 15 miles from home, and I set off on my merry little way. I'd gone about six miles when a cloud of smoke poured from under the car! "Oh, dear me. I have a problem," I thought! I couldn't stop at that point as I was in a traffic flow system, but at the first opportunity, I turned the car around and headed for home. I knew from the smell that it was brake fluid that was burning and a quick check suggested it was at the back of the car.

How I got the car back, I'm not too sure. Every time I had to stop or slow down, the pedal went down further and I had to pump it more but, using a combination of pumping and emergency brake, I did get home and find the problem. The rear flexible hose had burst! This same hose that a day earlier an enthusiastic tester had been swinging on without problem! Needless to say, I can't just call in at my local parts store and pick up a new one, so while I waited for U.S. Automotive to deliver (two days later), I took everything apart and, yes, the main brake line collapsed while I was trying to take the fittings apart. Doesn't it always happen that way?

Well, I now have a new system all the way through: new tube, new unions, new hoses. The tubing is copper and the unions, brass, so I know they'll be good for a long time to come. The hoses, like the cylinder seals, will probably need to be replaced again in 10 years or so, but that's the nature of hoses: They give out. Just don't let them give out when you're in traffic!

—Barrie Dixon

Southern Calif. Cougar Club

With the change in the reporting format, I will miss reporting on all the California clubs. I will be retaining all my club memberships though, and will read the newsletters, looking at opportunities for cooperation and coordination between the clubs.

The headline news for the Southern California club, which is of interest to all the clubs, is the 2002 CCOA Cougar West Nationals. The event is July 19 to 21, with the show itself on the 20th. It is already looking like it will top the very successful 2000 National show held out here.

Late News: In cooperation with Lincoln Mercury, we will be adding to this show LM's annual "Cougar Fest West" event for 1999-2001 Cougars. We expect 50 proud owners of these pocket rockets to show off the latest original and modified "New Edge" Cats. Special classes have been added to accommodate their participation.

The greatest attention for the show this year revolves around Tiffany, the 1967 Cougar that will be raffled at the event. Publications, other car clubs, local media and Cougar devotees from around the country have expressed interest and offered their assistance. The SCCC is working hard to complete this project and refresh this 67,000 mile car. Many thanks go out to those parts and service providers who have assisted this effort. You can find out more about this project, the raffle and the show by checking out the club's Web site (www.socalcougarclub.com) or looking in this publication for more info. If you get *Mustang & Fords* magazine you probably already have seen one article about it and there are additional pieces being written about it in this and other publications. The public debut of Tiffany will be at Fabulous Fords Forever on April 14, at Knott's Berry Farm. This is the largest West Coast Ford show, drawing nearly 2,000 cars annually. It is sponsored by Ford and the Ford Car Club Council. This year the Cougar will be a featured marque, as the 35th anniversary will be celebrated. Several Cougars from the local clubs will be in a special Ford exhibit, with another 75 to 100 in the general display area. Admission is free and the event usually draws a good crowd.

Since this is a recap going back to the last quarter of 2001, it would be a big omission not to recall one of our favorite events, the annual Deer Park Show put on by the Cougar Club of San Diego. Deer Park is an operating winery, an auto museum and an orchard, set in the hills of Southern California. With the cars parked on the grass in the shade of the trees and the museum open, it is always a fine event. This year was no exception. Thanks to the San Diego group for the friendly show atmosphere they always manage to bring to their events.

On a more somber note, we responded to the sadness of September 11 with prayers for all those affected and a donation to the New York Firefighters 9-11 Disaster Relief Fund. The club's Web site was appropriately adorned for 30 days in remembrance of the tragedy.

See **REPORTS**, page 18

Celebrity Cat

'Everybody Loves Raymond' Star Looks to Youth for Latest Set of Wheels

By Carl Graziano

Actor and comedian Ray Romano recalls the mid-1970s—long before the contracts and Emmy awards and financial means to have almost any car he desired—when his brother's '69 Cougar was off-limits and his regular ride was, well, somewhat less impressive.

"My father had a Ford Falcon that he bought for \$50, and he fixed it up and had it for 10 years after that, and that was the car I had to drive around in with girls, whatever," says the 44-year-old star of television's "Everybody Loves Raymond." "Now, you find one of those in nice condition, it's a cool thing. But it wasn't cool back then."

Meanwhile, Romano's older brother, Richard, was wooing dates with the Cougar, a car Ray Romano could only admire from afar. "It was one of his first cars," Romano says, speaking in a recent telephone interview. "He got it used. This was about 1975. And I just loved it and never really got to

drive it. He would never really let me use it."

Fast forward to 2001. Now, a successful comedian, actor and writer, Romano got an itch to drive the car he once coveted as a teen-ager growing up in New York. "It just became something that, now, in the position that I am, financially, I don't have a lot of toys," he says. "Throw in a little bit of midlife crisis, and that's your answer, right there."

So, Romano, who readily concedes that he's "not a car guy," turned to another "brother," Brad Garrett, who plays his lone sibling, Robert, on the television show. "He's a bit of a collector of cars," Romano says of Garrett. "So, I went to him first, and we started looking around and...he came across [a] Web site on the Internet" dedicated to Cougars.

That site was the online home of

West Coast Classic Cougar, a Salem, Ore., Cougar parts and car business operated by CCOA member Don Rush. Rush remembers, now with humor, the first contact he received about Romano's interest in finding a '69 convertible Cat. His role in the search almost ended before it started, Rush says.

Romano's assistant made the initial contact, Rush recalls. "She's got a high voice, she talks fast—it sounded like direct marketing. So I thought, 'Here it is, they're trying to sell me something.' I've got a line of customers waiting and I'm giving her the cold shoulder, trying to get off the phone as fast as possible." Rush and Romano did eventually hook up, despite the confusion of that first call, and Romano asked Rush to find a solid, restored '69 convertible for sale.

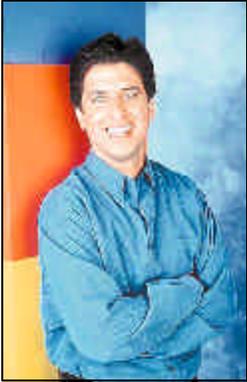
It took a bit of effort for Romano and Rush to get on the same page regarding the search, Rush remembers. "They said, 'Here's a blank check. Just buy it like you're buying it for yourself.' But I said, 'No, you don't want that,'" Rush says, explaining that his tastes lean toward a big block Cougar with all the trimmings. Romano, he says, wanted a basic convertible, nothing flashy. "He wanted something 100 percent stock, nothing goofy, no stripes, spoilers," Rush says.



Actor Ray Romano and son, Matthew, take a spin in Romano's recently acquired '69 convertible. Romano, who found the car through CCOA member Don Rush, has wanted a '69 Cat ever since his brother owned one in the mid-1970s.

Rush also had trouble adjusting to the fact that he had an open checkbook, and he initially placed too high a priority on finding the least expensive car for Romano. “He almost had to shake me,” Rush says of Romano. “He said, ‘Don, I make good money—that’s not necessary.’ So, he finally got it through my thick skull that price was not an issue.”

As Rush’s search continued, he got a call from a Cougar enthusiast who had seen a want ad by Rush and knew of a good candidate car that had been on display recently at an Arizona Cougar Club show. The yellow ragtop was owned by Dave Finatri, a Surprise, Ariz., resident who was selling off his stable of Cougars (including a ’68 Finatri had owned since it was new). The ’69 was perfect for Romano: a fully restored beauty that matched nearly perfectly the car Romano’s brother owned years before.



Actor Ray Romano

“I had bought the car sight unseen from somebody in Phoenix back in 1990, ’91,” Finatri says. “I found the car through somebody in the [CCOA]. It was in great condition, an Arizona car all the way. At the time, I owned an auto repair and brake shop in Illinois, so I sent two of my men down with a trailer and hauled it back and restored it in Illinois.”

Finatri gave the car to his wife as a wedding present in 1996 after the couple had moved to Arizona, where it received minimal show time before the Finatris decided to leave the classic car hobby. “It was the last of five I restored, so we really didn’t show it that much,” Finatri says. He says it took some convincing to get his wife to part with her 351-powered wedding gift. “That was tough,” he says, “but we kept running out of garage space. You know when you let cars sit too long—the gas varnishes, you have to rebuild carburetors. As it turned out, we had reached that stage in life. . . where we were just showed-out. We were done.”

So, Finatri began selling his Cougars and was open to offers when Rush approached him about the ’69 convertible for an unidentified buyer. After one glitch—a competing offer that Rush had to top by \$2,000 to win the car for Romano—the deal was completed. Only afterward did Finatri find out that his car had gone to a celebrity. And even then, the recognition wasn’t immediate, he says.

“I had seen the show, but the name didn’t click at first,” he says. “I mentioned it to my wife, and she said, ‘You’re kidding!’ We’ve really become avid fans of the show now.”

The car, an XR-7 with just more than 106,000 miles at the time of sale, is loaded. The black top, black leather interior car, powered by a rebuilt two-barrel Windsor engine, has power steering, a Tilt-Away column, power disc brakes, air conditioning and console, among other features.

“What I like about the Cougar, it has a modern look, even though it’s a classic car,” Romano says. “And it’s a big car, but it’s a small car at the same time. It has a cozy feel to it, but it’s also a pretty solid car. When I was looking for the Cougar, he [Rush] was tossing around ideas, and he said, ‘What about going to the Mustang?’ But it’s not the same. I like the Cougars much better.”

Romano says it’s been tough finding time to get behind the wheel of his new weekend cruiser. He didn’t drive it before buying it, and his mechanic (a master mechanic who also provides special effects for Romano’s show) had the car for about three weeks immediately after the purchase to perform minor valve and front-end work. “Then I got it back and now, we just moved houses, so I’m in the middle of all that,” he says. “So, I didn’t get much chance to drive it. I took the kids around once or twice and I took it to work once, and that’s about it.”

Not being much of a “car guy,” Romano says it’s unlikely he’ll display the car at shows. And as for the television show, there’s not much chance you’ll see the car there, either. “The show’s 6 years old now, and in year one, we did the car episode, where the father’s selling the car that I grew up in and I have all these memories of my girlfriends in it,” he says.

For now, at least, it’s just weekend rides for Romano’s ’69 convertible, he says.

“Yeah, I’m just going to have fun driving to the ballgame with my kids, whatever,” the father of four says. “When we were looking, there was one car Don found and he said, ‘It’s the best Cougar in the world today.’ But he said, ‘Ray, it’s almost like you don’t even want to drive that one.’ So, I told him no, I’m looking for one that’s mint condition, but I’m going to drive it. So, this was a nice compromise.”



REPORTS, from page 15

Cougar caravans made it out to some new and interesting places. After hosted breakfast at a member's home, more than 30 of us headed to a special guided tour of the Nethercutt Collection and Museum. J.B. Nethercutt co-founded Merle Norman Cosmetics Inc., based in Los Angeles, and started collecting and restoring classic automobiles in the '50s. His personal cars have won Pebble Beach several times. This complex includes a public museum of more than 100 classics, a state of the art (and now earthquake retrofitted) restoration facility and a private-tour, three-story building housing cars, player pianos, one of the worlds largest pipe organs, self playing instrument ensembles and more. About 30 club members also journeyed to a different, but no less interesting, museum: the Roy Rogers & Dale Evans Museum. Besides the vehicles like Nellybelle (the Jeep that was on the TV show) and Roy's Lincoln convertible, there were rooms full of memorabilia from their public and personal lives. The annual Holiday party topped itself again as Frances Thompson opened his home to a record crowd. Good food was in abundance; the rotational gift exchange was fun and sometimes surprising.

Each of our monthly meetings in 2002 has been primarily focused on Tiffany and the National Show. We have come close, but not yet hit the target of 50 members at the monthly lunch meeting. If you are visiting Southern California this year, all our welcome on the second Saturday to join us—just touring everyone's ride in the parking lot is worth the trip. We hope to see you at Fabulous Fords, the Nationals, or maybe on your pickup trip here as the winner of Tiffany.

—Rich Ladd

Sunshine State Cougar Club

As of this writing, the Sunshine State Cougar Club's All-Cougar Show was together, packaged, and ready to go! The show, March 22 to 24 at Daytona International Speedway, promised to be another great weekend get-together. Look for a report in the next *ATSOTC*.

In other news, Mark Piechowski, Charles Powell and Barry Margolis attended the Ft. Lauderdale Mustang Club Show Jan. 27 at the Bass Pro Shops Outdoor World, and the weather was the *only* thing that outshined this show. Three cars, two first places and a second; well done, guys!

Mark your calendar for the next SSCC event, "Beach Blast VIII." Mike Kelly of *Cruise News* magazine, hosts this annual event. It will be held May 19 at the newly-renovated Cocoa Beach Holiday Inn, right on the ocean. Participant Voting gives everyone an opportunity to win one

of more than 40 classy awards. Several SSCC members have already signed up; most are planning to make a weekend out of it!

Did you know: The SSCC Web site, at www.sscconline.com, averages more than 1,000 visits a month, which is exceptional for a target audience such as ours. Guests make up almost 80 percent of the viewers. Changes in the site's design have been made recently, and there are just a few finishing touches to add. If you find any misspelled words or non-working links, please let me know. The Bulletin Board continues to be popular, and several members have taken the time to answer questions that have been posted. It's there for everyone, and everyone is encouraged to make use of it.

So, when does a car show not involve pre-registering, detailing your car, hoping the price of gas hasn't jumped 10 cents a gallon overnight (since you're driving 400 miles roundtrip to get there), dealing with inclement weather or wondering how "scary" the host hotel will be?

When that car show is the First Virtual All-Cougar Show, hosted by the SSCC, on our Web site! We launched the show in March, and with little advertising, received nearly 60 entries from 16 U.S. states, three Canadian Provinces, the United Kingdom and Germany. In all, 14 Cougar clubs were represented on the virtual show field.

Voting was underway in April and results for "Best of Show" and four "Top Pick" winners and results were expected to be announced May 1. Look for those results in the next issue of *ATSOTC*.

Also: A Windows desktop wallpaper will be created from the Best of Show and Top Picks, and will be available to download from the club's site. The photos and background info of the winners will remain on the site during 2002.

—Nancy Elder



Visit the
**CCOA on the
Web at:**

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It's Here! The 2002 CCOA Calendar



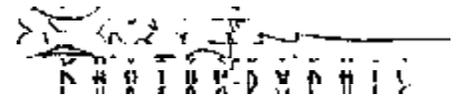
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Local and Regional Clubs

Do you have updated contact information for your club? Please send it to ATSOCT, 4012 Hamilton St., Hyattsville, MD 20781-1842; editor@cougarclub.org; 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 , 1483 Ormsby Drive, Sunnyvale, CA 94087-4248. George Karabian, Co-President, (408) 267-8298; Diane Dresbach, Co-president, (760) 564-4192; norcalcougars@crosswinds.net; Web: www.crosswinds.net/~norcalcougars/ Cougar Club of San Diego , 9414 Pearlwood Road, Santee, CA 92071-1407. Roger Gray, president (858) 566-1395. Web: http://clubs.hemmings.com/cougarsd/ 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. 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@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
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. Bob Reed, 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
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Cars for Sale

1967 Cougar, 289-2V, PS/PB, front discs, standard 3-speed transmission floor shift, good body, good running gear, partially restored, \$2,500. (805) 647-4737 (Calif.)

1967 Cougar, 289-2V, 3-speed, 99,500 miles on original motor w/all CA smog equipment, runs well. Has new carpet, front seats, front end, rear brakes and bearings, front tires, misc. exterior engine parts. Needs clutch. Only rust is tiny bit on cowl vent, small patch in trunk, surface rust on corner of bumpers. Car is straight, no dents, undercarriage is good. New AM/FM/tape radio w/two speakers in rear package tray. Good fun car to drive while restoring! In Fredericksburg, Va. Asking \$5000/OBO. (804) 754-0497.

1967 GT standard, VIN 7F91S521303. Turquoise with turquoise interior. 390 automatic, air, tilt, power disc brakes. Rust-free body, except for floors. Needs complete restoration. \$3,500. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

“Dyno Don” Nicholson 1968 Cougar: VIN 8F93R569384; 428CJ RAM Air with C6. This car was originally given to Dyno Don by Ford Motor Co., Lincoln-Mercury Division, to drive while he campaigned the “Cougar Eliminator” funny car. The car was ordered with the following options: 3.91 traction-lok, black vinyl roof, console, tilt-away steering column, AM/8-track stereo radio, tinted glass, front seat headrests, P/DB, P/S, F70x14 belted traction tires, & styled steel wheels. \$20,000. (314) 351-1789 AFTER 8 p.m. Keith Litteken 11394 Revere Lane, St. Louis, Mo. 63128-1416; kslitteken@aol.com

1968 Cougar, stock V-8, auto floor shift Merc-O-Matic, PB/PS, 90,000 actual miles, Burbank, Calif., car until it came to Iowa in 1991. Garaged, no rust. Show car, placed 2nd a lot. Diamond Blue exterior, blue interior. Appraised for \$8,500 in 1992. Asking \$7,500. (563) 323-3738, leave message.

1968 Mercury Cougar XR-7—302/2barrel engine, Yellow w/black vinyl top and tan leather interior, 101,666 original miles, always garaged, one-family owned, in fairly good shape. Needs some work to show. Asking \$6,500. Contact (937) 885-3695. Located in Dayton, Ohio.

1968 GT standard, VIN 8F91S537850. Special order Grabber Orange with black interior. 390 automatic, power steering and disc brakes. Rust-free

body. Needs complete restoration. \$3,500. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1968 XR-7, VIN 8F93J500256. Possibly built first production day, 1968. Blue with blue interior, black top, 302-4V, auto, air, power disc brakes. Complete car, partially disassembled. Includes 20 years of maintenance documentation. \$1,000. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1969 Cougar XR-7, dark aqua metallic, aqua/white leather interior, PS/PDB, console, Tilt-Away, A/C. 50,000-mile original car, 351-2V automatic, always garaged. \$6,700/OBO. (570) 386-1144 after 6 p.m. EST. Can bring to All-Ford Carlisle in June.

Two '69 Cougars: Eliminator, a survivor, Competition Orange, matching numbers, 351W FMX, factory air, strong runner, lots of documentation, all-time California car, but minor rust in lower quarter (nothing scary, though), white interior, bring a truck for the spare parts, tracks straight, original paint and stripes, never hit, \$5,000 firm. Also: '69 XR-7, survivor, original burnt orange, needs re-paint, original excellent vinyl top (black), very, very good black interior, 351W FMX, 3.50 Detroit Locker, 28 spline, new power train with paperwork, tracks straight, never hit, no rust, R-134 cold A/C, \$7,500 firm. Lou Whitfield, (661) 588-1887, Bakersfield, Calif.

1969 XR-7, passionately known as “pole cat,” as seen at 2000, 2001 Nationals. VIN 9F93S532173. 390, C-6 automatic, power steering, cold air, Comfort Weave interior, special order two tone paint (white with black hood and scoop), hood scoop and rear wing, GT wheels. Everything in the car is new, ready to drive or show. \$10,500. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1969 standard convertible, VIN 9F92H517069. Red with white interior. 351, C-6 automatic, power steering, power disc brakes, air, power windows and top. Car runs, top is good, needs restoration. Usual rusty spots. \$3,500. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1969 XR-7, VIN 9F93M562628. Blue with white interior. 302, auto, air, power disc brakes. Older restoration. Runs good. Paint faded but would make a good driver. \$3,500. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1969 standard, pretty solid body, disc brakes and air. Includes 20 years of maintenance documentation. I am willing to part out or sell whole body.

Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1969 standard convertible, VIN 9F92M502257, auto, air, power steering, power disc brakes, 351-4V with about 1,000 miles on rebuild. Yellow with white interior, black top. Very solid body, partially disassembled for painting. \$4,500. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1970 XR-7 convertible, VIN 0F94M517290, blue with white interior, 351 motor (missing), automatic, power steering, power disc brakes, power top. Body very rough, have all sheet metal to restore it. \$2,000. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

1973 Cougar convertible, 54,000 original, verifiable miles, 351C automatic, light blue, white top, white interior with dark blue accents, console, AM radio, PS/PB, racing mirrors, wire covers and front guards. Paint, top, tires, interior excellent. Multiple trophy winner, great show car. \$10,000. Herman Thompson, Grimes, Ohio, (937) 653-7337.

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; 390 GT cast iron intake, part number 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; kslitteken@aol.com.

Left quarter panel for '67-'68 Cougar, good condition, \$250. Call Tim at (610) 437-9753 (Allentown, Pa.)

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.

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.

I will be attending the 2001 Nationals at Atlanta. Parted out many cars. If you need sheet metal or other special parts, call or e-mail before the show. Contact Robin at (828) 884-5719 or at mjacques@citcom.net.

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.

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

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.



2002 Calendar

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

Date	Event	Contact
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 19	11th Annual Mercury-Edsel-Lincoln show, Manchester, Conn.	(860) 875-7537
May 31-June 2	Carlisle All-Ford Nationals, Carlisle, Pa.	www.carsatcarlisle.com
June 9	All Ford Show, Williamsville, N.Y. Sponsors: Great Lakes Cougar Club, WNY Shelby Club	
June 9	Annual Toronto All Ford show, Etobicoke, Ontario	(905) 439-6560
June 9	Owen Sound Peninsula Classic Ford show, Owen Sound, Ontario	(800) 265-3715
June 15-16	23rd Annual Mustang/All Ford Show & Swap Meet, Indianapolis, Ind.	(317) 856-5143
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 19-20	Cougarfest 2002 (1999-2002 Cougars), Pigeon Forge, Tenn.	www.cougarfest.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
Aug. 18	All Ford Show, Oakville, Ontario, sponsored by Ford of Canada	(905) 845-2511, ext. 1562
Sept. 8	23rd Annual Summer Power Show & Sale, Mustangs Unlimited, Manchester, Conn.	(860) 649-8520
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
Oct. 19	All Ford Fun Car Show and Picnic, Letchworth State Park, Mt. Morris, N.Y.	jmegs@sympatico.ca
Dec. 1	30th Joy Fund Car Show, Mustang Club of Tidewater, Virginia Beach, Va.	(757) 468-6719

Is your event not listed here? Tell us about it!

Send calendar listings to:

ATSOTC

4012 Hamilton St.

Hyattsville, MD 20781-1842

Listings may also be submitted via e-mail to:

editor@cougarclub.org

Treasurer's Report

CCOA Financial Statement, Fiscal Year-To-Date: 03/31/02

Revenues

	06/30/01	09/30/01	12/31/01	'01-YTD	03/31/02
Dues	6,020.04	3,232.50	8,626.47	25,109.61	8,381.41
Ads	155.80	122.70	142.00	550.50	0.00
Merchandise	10.00	114.00	0.00	182.09	164.45
Directories	0.00	0.00	0.00	0.00	0.00
Calendars	320.10	210.00	1,090.00	3,975.10	1,290.00
Nat/Reg Shows	0.00	0.00	0.00	0.00	0.00
Judging Books	14.00	27.000	0.00	81.00	0.00
Total Revenues	6,520.30	3,706.20	9,858.47	29,898.30	9,835.86

Expenses

Postage	1,443.76	1,318.44	1,979.52	6,521.35	1,879.66
Copies	0.00	0.00	4.11	4.11	27.59
ATSOTC	3,649.80	3,293.85	3,293.85	13,887.30	3,148.95
Supplies	43.79	14.30	110.95	196.24	172.40
Calendars	0.00	0.00	2,098.95	2,098.95	0.00
Merchandise	0.00	0.00	0.00	0.00	3,521.29 (i)
Contributions	0.00	400.00 (e)	0.00	400.00	0.00
Nat/Reg Shows	0.00	0.00	0.00	700.00 (b)	1,200.00 (h)
Operating	128.15 (c)	747.00 (d)	-49.95 (f)	854.35	118.72 (g)
Total Expenses	5,265.50	5,773.59	7,437.43	24,662.30	10,068.61
Net Income/(Loss)	1,254.80	-2,067.39	2,421.04	5,236.00	-232.75
Beg. Bank Balance	17,214.57	18,469.01	16,401.62	13,651.86	18,822.66
End. Bank Balance	18,469.01	16,401.62	18,822.66	18,822.66	18,589.91
Petty Cash Balance	-	-	-	-	200.00

Notes: (a) Net Nation = 34.95, eGroups = 59.40; (b) DCC Nats. = 500.00, FordNutz reg. show = 200.00; (c) Bank charge = 5.00, advances = 123.15; (d) CCOA liability insurance = 750.00, bank charge = 5.00, advances = (8.00); (e) 200.00 each to NYFD & American Red Cross; (f) Advances = (49.95); (g) Bank charge = 10.00, PayPal fees = 73.77, Net Nation = 34.95; (h) GCC East Nats. = 500.00, SCCC West Nats. = 500.00, FordNutz reg. show = 200.00; (i) CCOA T-shirt project. New categories added for direct operating expenses and merchandise. Ads, advances and rebates categories merged into Operating. Net Nation, eGroups, bank and insurance charges reclassified as Operating.

Reserves: ATSOTC = 9,000.00, '02 Shows = 3,300.00, Total reserves = 12,300.00; Working capital = 18,589.91 - 12,300.00 = 6,289.91.

Petty Cash is held by the Membership Director.

Registries

National Database (all Cougars): Phil Parcels 7227 Heath Markham Road, Lima, NY 14485-9508, (716) 624-8011	<i>registry@cougarclub.org</i>
1968 R-code, Non-GT-E: Bill Quay 7113 Old English Road, Lockport, NY 14094-5408, (716) 433-9267	<i>68-r-code@cougarclub.org</i>
1969-1970 428 Cobra Jet: Scott Taylor 2151 W. Shawnee Drive, Chandler, Ariz., 85224-1740, (480) 857-2005 (evenings)	<i>cobrajet@cougarclub.org</i>
1971 429 Cobra Jet: Richard Brown 7392 Stonedale Drive, Pleasanton, CA 94588-3735, (925) 426-1703; (510) 475-8309; (510) 476-1444 (fax)	<i>71-429cj@cougarclub.org</i>
Dan Gurney Special: Scott DeFriez 6420 Hermanas Road S.W., Deming, NM 88030-9519, (505) 544-4444	<i>dgs@cougarclub.org</i>
Eliminator: Frank & Sharon Bowers P.O. Box 775, Wister, OK 74966-0775, (918) 655-3352	<i>eliminator@cougarclub.org</i>
GT, XR-7 GT, 6.5 Litre: Brett Irick 2 Brookwood Lane, Dearborn, MI 48120-1302, (313) 240-6418	<i>gt@cougarclub.org</i>
GT-E: Jim Pinkerton 20727 106th Ave. S.E., Snohomish, WA 98296-7166, (360) 668-0243	<i>gt-e@cougarclub.org</i>
Sports Special: Bruce Wallace 8709 Catbriar Lane, Orlando, FL 32829-8619, (407) 826-2936 (o), (407) 273-1092 (h)	<i>sportsspecial@cougarclub.org</i>
XR7-G: Royce Peterson 1734 Conner Road, Hebron, KY 41048-8254, (859) 689-2539	<i>xr-7-g@cougarclub.org</i>

At The Sign Of The Cat

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