

AT ♦ THE ♦ SIGN ♦ OF

# The Cat

The official publication of the Cougar Club of America



*...& West*

—Coverage starts page 15

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# The Cat

The official publication of  
The Cougar Club of America

## Editor

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## Editor's Desk

This past July, I was lucky enough to mix a little Cougar-related pleasure with business on a trip west to Vancouver, British Columbia, Canada.

I was in Vancouver July 26 for a meeting and extended my stay a day on either side to visit with upper Northwest Cougar enthusiasts, including those in the Fordnutz and Cascade Cougar clubs.

CCOA President Scott Ferguson, a Vancouver native, was my tour guide extraordinaire. I can't say enough about the time Scott took to show me his hometown and to arrange an impressive turnout of Fordnutz members and their cars at a local cruise night. Scott also carted me down to Washington State, for socializing there.

Likewise, I can't say enough about all the great people I met along the way—the Fordnutz nuts; the Cascade Club members who made me feel at home at their pre-Prowl barbecue; and former CCOA Treasurer and CCC member, Jim Pinkerton, who welcomed me warmly to his amazing home and garage in Snohomish, Wash.

Yeah, I'm getting mushy on you here, I realize. But I have to say how touched and impressed I was with the way the Northwest Cougar community rolled out the red carpet for me, even with my stay as short as it was. It reaffirmed what I've always known about Cougar lovers—they're good people, first, and car lovers, second. Despite the often-talked-about gulf between the East and West, I felt nothing of the sort on my trip. I felt as much at home at Eric "Doc" Anders backyard barbecue, surrounded by gorgeous cars and friendly faces, as I've ever felt at a Cougar event here in my own "backyard," the greater Washington, D.C., area.

Thank you, Scott, Jim, Doc and all the others for turning an otherwise routine business trip into something truly memorable.



*Carl Graziano*



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# President's Report

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*Scott Ferguson*

Summer, in the Northern hemisphere of our blue planet, is coming to an end. Like me, you probably were busy attending all sorts of automotive events in your area. Some of you may even have been lucky enough to travel, with or without your Cougars, to events or club functions outside your home area.

I was lucky enough to have Carl Graziano, our very talented newsletter editor, travel to my home city of Vancouver, Canada, on business from his home in Maryland, near Washington, D.C. It was a whirlwind effort to show Carl as much as I could in the limited time our schedules allowed, but I think he was pretty impressed with what he saw and experienced.

Thursday afternoon and evening saw Carl and I visiting all the interesting Vancouver landmarks, including Stanley Park, most of our beaches, the University of BC and many other sites. On Friday evening, we drove in my Cougar to a local cruise night and met with several local Fordnutz Cougar Club members. There, Carl was able to see a bunch of Cougars and a variety of other vehicles, including a Canada-only Frontenac (Falcon) and Mercury pick-up truck.

Early Saturday morning, I picked up Carl at his hotel and we traveled about 120 miles south, to the Seattle area, where we visited with Jim and Elaine Pinkerton at their home and checked out their great memorabilia and car collection. In the early afternoon we left the Pinkertons' home and took a quick spin through Seattle before arriving at the home of Eric and Judy Anders, hosts of the Cascade pre-Prowl barbecue. After visiting with Cascade members—Carl even took Dave Nashif's black '68 XR-7 out for a spin—it was soon time to drive Carl to nearby SeaTac Airport, where he caught a plane home. Cars are displayed in a different manner for Western car shows compared with those in the East, and I think Carl was able to get the gist of how we do things a bit differently in the West.

Saturday evening and Sunday, I also had the pleasure of visiting with Don Rush (West Coast Classic Cougar), Steve Eitzen (The Classic Cougar Network) and Becci Tomlyn-Litten (a Cougar enthusiast from the San Diego area, who was up for a visit). Sunday was the annual Cascade Prowl/MEL Picnic car show, with more than 150 vehicles entered. It was a great event, as usual, and it was a shame Carl was not able to stay for the whole weekend of events. All in all, it

was a very enjoyable weekend. What could be better, if you are stuck out of town on business, than to be able to fit some Cougar hobby into the trip?

In the last edition of *ATSOTC*, I promised that my engine compartment restoration and detailing project would be done by the time you read the previous article. Well, unfortunately, it was not completely done, and still isn't, mostly due to my very busy schedule. It looks like it will be a weekend project to be finished during the winter, but I promise it will be completely finished by spring 2003.

Speaking of winter, keep an eye out for the December issue of *Mustang & Fords* magazine. Editor Larry Jewett has been busy collecting comment from the Cougar community to accompany a special section on the Cougar's 35th anniversary. CCOA members will be among the enthusiasts quoted. It should be a great read!

## CCOA Elections

The time has come to seek nominations for the 2003 election of club officers.

Open positions, each with four-year terms, include president, vice president, secretary-treasurer and membership director. Also up for a vote are two at-large seats on the CCOA Board of Directors, each with two-year terms.

If you want to nominate yourself or someone else, send us a note stating the name of the nominee, his or her background and qualifications and any other relevant information. This will be published in *ATSOTC* so members can make informed decisions about candidates when it comes time to vote.

Send your nominations and information to me, Scott Ferguson, at [president@cougarclub.org](mailto:president@cougarclub.org) or, by postal mail, to: Scott Ferguson, CCOA Election Nominations, PO Box 24015 Airport RPO, Richmond, BC, Canada V7B 1Y2. You can also call me with nomination information at (604) 786-3673. Please submit nominations by Jan. 31, 2003.

If you would like job descriptions for any of the open positions, contact me or check the club bylaws on the CCOA Web site, at [www.cougarclub.org](http://www.cougarclub.org). Please review this information before nominating yourself—you'll be expected to perform these duties if you win.

All officers, those returning and those newly elected, will take office Jan. 1, 2004.

# CCOA Leadership

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**Region 2 South Director:** *Open*  
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**Region 8 (Canada, west) Director:** *Open*  
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# Local Club Reports

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## Carolina Cougar Club

The Carolina Cougar Club sponsored its annual show on Saturday of this past Labor Day weekend. We were given the premier spot to display our Cougars, right next to the registration tent inside the Lowe's Motor Speedway. We couldn't have done this alone of course, and many thanks go to the Southeastern Regional Mustang Club for setting us up at their MCA show.

While an all-day rain discouraged some registrants, a few of us enjoyed good tours of the vendors area. Many vendors were set up in the garages. Jamie Key and I bought some literature, and I saw Tim Cleary of the International Mercury Owners Association picking up a N.O.S. steering wheel for his '67 project. Pat and I took one of our grandsons to the evening banquet in the Speedway Club to see and hear Jack Roush. I wish everyone could have joined us for a great day.

—*Marvin Wyant*

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**Carolina Cougar Club, 5970 Fairview Road, Suite 106, Charlotte, NC 28210; (704) 643-6430; (704) 643-6425 (fax). Marvin Wyant, president.**

**E-mail: [panther@webserv.net](mailto:panther@webserv.net)**

**Web: [members.aol.com/cougarcats](http://members.aol.com/cougarcats)**

## Cascade Cougar Club

Summer finally arrived in the Pacific Northwest and we took advantage of it as much as we could. First show on the summer agenda was the All-Ford show in Hillsboro, Ore., June 1. For the third year, Don and Cheryl Skinner hosted another fabulous rib barbecue at their home Friday evening and it featured Cheryl's "Ginger Ribs" recipe. It also featured a small embarrassing incident with trying to remove dessert from a pan. The show the next day had perfect weather and two imperfect endings. About 15 Cougars entered the show. Jeff Bingaman and daughter Noel took first in '67-'68 Cougars, followed by Tom Crowley. Bill Herbert took first in '69-'73 Cougars, followed by Lonnie Sparhawk. The imperfect endings? First, Bill Herbert had quite an entertaining tussle setting up a chair borrowed from Don Rush for the awards ceremony. Then, Bill opened his glove compartment while driving his convertible up I-5 and his show notes blew out, all over the road. Luckily, Bill takes ribbing quite well. As Don said in his Prowler newsletter article: "If you're not having fun at someone else's expense, you're just not having fun." Those words would come back to haunt him.

The next big show for some of us was the trip to Los Angeles for the CCOA Nationals West show. We think we did quite well in bringing five cars—two trailered, three driven—from the Northwest. In addition, long-time Cascade members Dan and Michelle Gire trailered their '67 GT in from their new home in Arizona and Steve Eitzen drove down from the San Francisco area. Karl & LaDonna Gehlhaar drove their new Expedition down from Olympia and Rich Klepach & Barbara Brunelle drove all the way from Massachusetts in their Sable. Cougars trailered from the Northwest belonged to Jeff and Carol Bingaman with Sam and Noel ('68 XR7), and Dennis and Mari Welch with Kyle and Sarah ('70 XR-7 convertible). Cougars were driven by Dave and Kimberly Nashif with Chrissie and Julie ('68 XR-7), Neal Jacobson ('70 XR-7 coupe) and Jim Compton ('69 XR-7). The CCC members left the show with four trophies. Jim Compton took third place in '69/'70 XR-7 coupes. Dave and Kimberly Nashif took second in the modified class. Dan and Michelle Gire won first in the GT class with their black '67, which most of us saw for the first time. Finally, Steve Eitzen won first in a large Daily Driver class.

A mere week later, we were back in the Seattle suburb of Renton for our annual Prowl and Mercury-Edsel-Lincoln-Ford picnic. For the first time since '94, we had rain at the show. It was a light mist, so hardly anyone left. We managed to get 168 cars into the show area. I counted 47 Cougars of all types, 24 larger Mercurys, and six Edsels. We also had another good showing of Lincolns, several Fords and more trucks than we've had in the past. Street rods made an impressive showing, too. One other car of note attended for the first known time: Cougar No. 41, the first production GT, entered in the Modified class. Best Cougar was won by Charleen Bodvin, with her lime frost '68 XR-7. Free entertainment was accidentally provided by an old Ford pickup unrelated to our show as it stopped with smoke pouring out from under the hood. CCOA President Scott Ferguson was first to rush to the scene, followed closely by CCC President Jeff Bingaman and others. Several fire extinguishers arrived quickly and the fire was restricted to just smoke under the hood. Scott's success at keeping anyone from opening the hood helped substantially. The Renton Fire Department arrived quickly and finished the job. The younger set also had activities for the day. Each child who entered anything received a new Hot Wheels '68 Cougar donated by Robert and Shelly Anderson, from across the state, in Loon Lake.

Every good show deserves food, and our Prowl/MELF picnic is no exception. First, Eric and Judy Anders hosted another backyard barbecue Saturday night. We squeezed 72 people into the yard, along with about eight of the Cougars. Overall, 20 Cougars, a '64 Cyclone, a '57 Turnpike Cruiser and several newer vehicles surrounded or occupied the Anders' yard for the occasion. How famous are "Doc" and Judy's barbecues? CCOA Editor Carl Graziano came in all the way from Maryland for it, as part of a business trip, and Steve Eitzen and Becci Tomlyn-Litten came up from California.

After three weekends of rest, nine of us ended August with the annual drive to Lewiston, Idaho, for the town's Hot August Nights show. Val and Howard Guenther host the CCC at this annual event, which featured another barbecue, some more snacking after the show, a good car show (it even rained lightly here in the desert for a little while that day!), a concert by Chubby Checker, and the haunting of Don Skinner. We had good reason to have fun at Don's expense that weekend: Don and Cheryl became the first Cougar owners to win an individual award for their car at this show (now in its 16th year), as they took second place in the large '60s stock cars class. We couldn't let that good deed go unpunished. I won't tell you what Don's new nickname is, but he was wearing a yellow shirt and his first name is Donald. And we were quacking up every version of pun for that nickname the rest of the weekend. Must have been our state of squiffness (a word found in good dictionaries everywhere in one form or another), which was the Lewiston Police Department's contribution to every participant's vocabulary for the weekend. Luckily, Don takes razzing as well as Bill Herbert. So do Eric and Judy Anders, who received a 12:20 a.m. phone call for a report on the show and concert.

In other CCC news, the club is holding its election for three of seven Board positions, and the ballot has some good candidates. The next big event on our agenda will be the annual Christmas party. Regardless of how many shows your area might have remaining, do as the road signs say in Texas: drive friendly. Have a great autumn.

—Jim Compton

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**Cascade Cougar Club, P.O. Box 94243, Seattle, WA 98124; (253) 839-7615. Jeff Bingaman, chairman.**  
E-mail: [jcbingcougar@attbi.com](mailto:jcbingcougar@attbi.com)  
Web: [clubs.hemmings.com/cascadecougar](http://clubs.hemmings.com/cascadecougar)

## Cougar Club of New Jersey

The Cougar Club of New Jersey is gearing up For 2003 Nats! The CCNJ has been steadily planning for the 2003 CCOA Nationals in Atlantic City

N.J. Recently the club's "convention board" met and put together some exciting plans for the event. While some of our plans will remain secret for that special weekend, others we can share. The CCNJ has always prided itself at putting together impressive "goodie bags" for local shows. So, CCOA members, get ready for the 2003 Nats bags, because we aim to please! Some of the ideas and contacts made seem to indicate these could be our best goodie bags ever.

Rick Puskas, our hard working and talented webmaster, will create a special "convention update" page at [www.ccnjonline.com](http://www.ccnjonline.com) (the club Web site) for information on the show. Our goal is to host the friendliest, most enjoyable event possible. We're taking this show seriously and are honored to be trusted with the responsibility.

CCNJ also will return as the guest car club for Kean University in Union, N.J., to help celebrate the Kean Cougar's Homecoming. Each year for the last several, we've been treated like royalty at the school's event.

Our second annual Covered Bridge tour will take place in October, as well. The route and scenery are awesome. One of the perks of our area is the still usable covered roadway bridges, a real Northeastern treasure. These bridges bring back the feeling of old time highways and byways. With several local shows on tap and our club exhibiting our Cats at the "Fannywood Day Street Festival," in Fanwood, N.J., Sept. 29, we'll be busy getting our cars ready for the end of 2002. And soon, we'll be polishing them up again for "A.C." in '03.

So, you can see we've got quite a workload, as any of you who have hosted a national show know. But we're up for it and ready and excited! The CCNJ convention crew will be meeting twice a month over the winter and spring, which, in a way, is a nice change compared with garaging our cars and waiting until spring to see each other at a show.

Finally, congratulations to CCNJ member Steve Polansky. The word is his gorgeous 1969 convertible has been selected to be in the parade driving Miss America contestants this year! Nice. . . .

Until next time, keep your claws sharp!

—Tom (TJ) Jedic

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**Cougar Club of New Jersey, P.O. Box 121, Springfield, NJ 07081. Don Wussler, president.**  
E-mail: [Donwussler@aol.com](mailto:Donwussler@aol.com)  
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## Delmarva Cougar Club

June was a good month for Delmarva Cougar Club member Carlton Wright. His 1969 Elimina-  
See **CLUBS**, page 8

**CLUBS**, from page 7

tor won Best of Show and first place, Senior Class, at CCOA Nationals East in Atlanta, and earlier in the month he earned a Juniors first place at the Antique Automobile Club of America's Eastern National Spring Meet in Richmond, Va. Congratulations to Carlton!

Other DCC members who shined at the 2002 East Nationals included Wayne Wachter, who took first place with his XR7-G in the XR7-G/GTE class; Erin and Jim Monfort, whose '68 won second place in the '67-'68 Standard class; and Barry Zortman, who won second place in the Eliminator class.

About 20 DCC members, friends and family turned out Aug. 11 at Colonial Beach Dragway, in Colonial Beach, Va., for the club's second picnic and drag racing event. Fastest Cat honors went to Randy Arnold, of nearby King George, Va., who drove his orange '68 Cat into the high-8s on the eighth-mile track. Close behind Randy were DCC President Jim Karamanis, with his '70 Eliminator clone, and Sunshine State Cougar Club member Mark Piechowski, who drove his 460, automatic-overdrive-equipped '70. Mark was passing through the area on his way back to Florida.

A dozen classic Cats turned out for one of Northern Virginia's weekly cruise-ins on Sept. 7. The Saturday evening cruise at the Manassas, Va., Burger King on Route 28 normally attracts about 150 classics and hot rods. Members who were itching for a chance to drive their Cats enjoyed a beautiful afternoon and evening. Attending the cruise were Ken Compher ('69 428CJ Sports Special); Bill Fanning ('67 standard); Kenny Holloway ('73 XR-7 convertible); Jim Karamanis ('70 Eliminator clone); Jerry Laski ('73 XR-7 351CJ); Tony Paris ('70 Eliminator clone); Phillip Payne ('67 Dan Gurney Special); Barry Reichenbaugh ('69 standard convertible); Clare Rocheford ('67 Dan Gurney Special); Jim and Mary Ann Stagner ('69 XR-7 convertible 428 CJ); Robbie Wilbur ('68 XR-7); and Bob Yutzy ('69 standard). Also at the cruise-in, but without their cars, were Tony Tattarelli, Joe Galanick and Jim Karamanis' brother, Stan.

—*Barry Reichenbaugh*

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

## FordNutz Cougar Club

Summer greetings from Canada. This being the "high season" for all car buffs, especially in the Great White North, there's lots of activity to report from events over the past few months.

May 26: The Steveston Lions Club hosted their annual Sockeye Run. Steveston is a quiet fishing and tourist enclave in the southwest corner of British Columbia, and, in keeping with our "wet coast" reputation, it rained until noon, turning one little topless roadster into a pretty classy hot tub when plastic had to be draped over the interior to keep it dry. A few Fordnutz members braved the elements and were rewarded. "Big Red" Alex Bronevitch's '65 Ford Custom took Best Super Street, and Judi Jensen won Best Unfinished for her '68 orange and black Eliminator clone. Another show on the 26th, in Parksville (Vancouver Island), saw Mark Gazzola's '68 Ford Galaxie 500 XL take second in his class.

June 16: The Pacific Model A Club hosted Fathers' Day in the Park in Mission, B.C., home to one of the best drag racing tracks in the Pacific Northwest. Six of our members joined the nearly 1,100 cars on display. Alex Bronevitch brought out his '65 Ford Custom (Big Red), Grant Hadland his '73 XR-7 convertible, Scott Ferguson his '68 XR-7, Ron Stewart his '70 Eliminator and Kim Friesen had his '79 Ford F150 Truck (too bad all his cats are currently in hospital). No trophies came our way, but a great time was had by all.

July 7: First Annual All-Ford Picnic at Steveston Park in, of course, Steveston. For a first-time event, the response was a little weak, but each club vowed to promote this event for the future. It is a purely social get-together, with no polishing and primping, trophies or vendors, and entertainment takes the form of whatever the imagination provides. This first effort saw golfing with ping pong balls, catch with a softball, and bocce. There is a ball diamond on the site, so, perhaps in future, inter-club softball games can be arranged.

July 13-14: The Royal City Show 'n' Shine, New Westminster, B.C., was a two-day event with a Poker Run on Saturday afternoon and a cruise in the evening. The show was on Sunday, filling up the entire downtown main street of the city and spilling over into the parking lot on the shore of the Fraser River. Alex Bronevitch brought Big Red, Scott Ferguson showed his '68 XR-7 and Stephen O'Connell brought his '70 Cougar Standard. Stephen is a teen-ager who bought his car even before he was licensed to drive it. Now that's a Cougar enthusiast!

July 21: Country Show 'n' Shine, Langley, B.C. Again, the dynamic duo of Scott and Alex were among the 220 cars at this show. Scott came away empty-handed, but Alex won best '60s Muscle Car and Best Engine Compartment.

July 26: A busy weekend began with a visit to Mr. Hamburger, where several club members came out to meet your noble newsletter editor

(yup, Carl was in our neighborhood on business and got squired around by Scott Ferguson, your president and ours). Mr. Hamburger is one of those independent, “greasy-spoon” burger joints that reside in nearly every town, big and small, throughout Canada and the United States. All the right ingredients are there: inexpensive eats, bottomless coffee, indoor/outdoor eating area and, best of all, a huge parking lot. Carl was amazed at the number and variety of vehicles coming and going all evening, and of course, Fordnutz members made an extra effort to bring their cats out for him to see. Don Wicklund, Connie McClinton and Brad and Heather Whitaker brought their '69 XR-7 convertibles. Duane Riordan brought his '70 XR-7 convertible. Scott drove Carl in his '68 XR-7. And Kim Freisen, John Edwards and Alan Haaland brought their '68 standards. Alan Haaland is another teenager whose love for the Cougar preceded licensing. He has done all the restoration on his '68 and also worked with his father, Bruce, to restore a simply purrfect '69 Eliminator.

July 27: Scott and Carl headed off to Renton, Wash., for the Cascade Club Prowl. En route, they stopped at Jim and Elaine Pinkerton's Snohomish home to view their great Cougar collection, including Cougar One. After Scott's guided tour of the Seattle area, they were off to Eric and Judy Anders' home for their annual barbecue. After delivering Carl to the airport for his trip home, our president apparently could not avoid adventure. His cat's power steering developed a leak and had to be disengaged. With the unplanned bodybuilding system now in place, Scott joined Alan Haaland, the Pinkertons, Bingamans, Gehlhaars and Freisens at the show site, where more than half of the 170 cars were Cougars. Trophies went to Scott ('68 XR-7), the Bingamans (Modified Convertible and Senior) and the Gelhaars ('67 XR-7). In addition, a Special Merit award was awarded to Scott for helping extinguish a truck fire on a nearby street.

July 28: Canadian Falcon, Fairlane, Comet Picnic in the Park. While Scott was manhandling his cat northward, other Fordnutz members attended this Surrey show. Alex Bronevitch's '65 Ford Custom, Don Wicklund's '59 Ford Skyliner Retractable and the Whitakers' '69 XR-7 convertible kept company with Lorne Pirson's '68 standard, John Edwards' '68 standard, Stephen O'Connell's '70 standard and Bruce (now Alan) Haaland's '69 Eliminator, which garnered the Best Cougar award.

Aug. 4: The Totem T-Bird Show went ahead in spite of “inclement” weather. That's Pacific Northwest shorthand for “don't bring out the classic car today.” Instead of Big Red, Alex Bronevitch brought his daily driver, a '90 T-bird,

and won a trophy for '70s and newer. (He just can't help collecting hardware.) Don Wicklund brought out another car from his collection, a '58 Edsel Pacer convertible.

Aug. 5: 135 cars attended the Hallmark Shelby Show, in Surrey. Big Red and his Cougar pals were again on hand. In Cougar class, Grant Hadland took third with his '73 XR-7 convertible; Scott took second with his '68 XR-7; and the Whitakers took first with their '69 XR-7 convertible. Ron Stewart, unbelievably, did not place with his beautiful '70 Eliminator, but did win first in class for his '67 Shelby GT 500, and the Hallmark Award (an acknowledgment of personal merit). Strange but true: Nearly all class winning vehicles were yellow!

Aug. 10: The second annual cruise through White Rock, a visit to Ron Ford's car collection followed by a group dinner was a lead-in to the Sunday show.

Aug. 11: For Fordnutz, this was the big one – our Claw In. Beautiful sunshine (by special order), live music, barbecue, prizes and more than 100 cars were on hand. Awards within various classes went to: third, Judi Jensen ('68 Eliminator clone); second, “Squeek” Roosendaal ('67 standard); first, John Edwards ('68 standard); first, Stephen O'Connell ('70 standard); second, Scott Ferguson ('68 XR-7); third, Terry Robertson ('70 XR-7 convertible); second, Connie McClinton, and first, Brad and Heather Whitaker (both '69 XR-7 convertibles); third, Judi Kidner, second, Grant Hadland, and first, Maurice Hadland (all '73 XR-7 convertibles); first, Mark Gazzola ('68 Galaxie 500 XL); first, Alex Bronevitch ('65 Ford Custom); and first, Lorne Pirson ('68 standard). In addition, Jim and Elaine Pinkerton received a special Display Award for their beautiful Saleen Mustang.

Whew! Congratulations to all those winners out there! Enjoy the rest of summer. It's almost autumn, and we all know that cats shy away from that “inclement weather” 'Til next time. . . .

—Heather Whitaker

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## Georgia Cougar Club

Jake “Speed” Shifter, Deuce Reporter, here. Checking in from Atlanta, where I'm hot on the trail of the “Cougar conspirators.” These folks have been having secret meetings for several months—all in preparation for some “Big Event.”

See **CLUBS**, page 10

**CLUBS**, from page 9

After weeks of hard, pavement-pounding work, I finally discovered when and where this gathering was to take place. I had no misgivings—there was no way I could stop this by myself. The best I could hope would be to gather as much information about these Mercury maniacs and hand my evidence over to the proper authorities.

My best bet would be to go undercover—to join them and work from inside. But I'd need help. So I jumped on my Vespa and headed to Key West. I'd heard that an old business associate of mine was hiding out down there.

Vinnie "Dave" P. was a shooter, a "made man" who, in years past, did freelance work in Chicago. He was the best in the business when it came to gathering evidence—and he was never without his camera. But several years ago he got greedy and took something he shouldn't have.

Perhaps you remember: It was 1986, and the media was full of reports about Geraldo Rivera's plan to open big Al Capone's vault, live on national TV. Weeks of hype led up to the big moment, when Rivera opened the vault and found—nothing! What most people don't know is that Geraldo opened that vault the day before and then carefully resealed it. (You didn't really think he'd open it on live TV without knowing for sure what was inside, did you?)

Vinnie was there that day—he was Geraldo's favorite cameraman. And he was to get a cut of whatever was inside. But what ol' Geraldo didn't know is that Vinnie went back that night and emptied the vault. I know because I helped him get out of town. Vinnie took his cut and went to Key West, where he's been living in luxury ever since. Me, I went to Key Largo. Couldn't take the heat though, so I headed back north. That's how I ended up in Atlanta.

Anyway, Vinnie's camera would come in handy. So, each of us bought a Mercury Cougar and joined the cult. Vinnie picked out a white 1973 XR-7 coupe. I found a nice yellow and black '67 coupe. We showed up, with our new old cars, at the big event. No one suspected a thing. Both of us participated in the show. Vinnie took the official photos while I carried a clipboard and helped judge cars.

It was at the banquet that I discovered what it was all about. And I didn't even need any of my special "Junior G-Man" tools. Many names were called, and lots of prizes passed out. And then they pulled out box after box after box of the infamous "goodie bags." Jackpot! It soon became clear that some prizes were more valued than others. The most coveted of all seemed to be a rectangular piece of metal known as a "Georgia Cougar License Plate." Even though there were

only 20 or so of these given out that night, somehow I ended up with one. A few weeks later my troubles began.

Somehow my cover had been blown. They were on to me. They had someone watching my house. The only place I'd be safe was at a local hotel. But not for long—I knew it was only a matter of time before they came for me. That's where I am right now. I can hear them coming. There's a knock at the door and someone is saying something with what sounds like a Spanish accent. I know that voice—it's Inigo Montoya! I'll never rest with him after me.

They're opening the door now. I'll try to hold them off as long as I can. If anything should happen to me, go to my house and look in my refrigerator. There you'll find a can of RC Cola with a false bottom. In it is a key that opens a lock box at Mail Boxes Etc., in Lilburn. There's a sealed envelope in the lock box. Get it to the FBI right away. Ask for Special Agent John C. Mc....

—Jake "Speed" Shifter

*(Editors note: On Saturday, Aug. 24, Jake "Speed" Shifter was arrested after attacking a group of Hispanic maids, who were attempting to clean his hotel room. After a 14-minute standoff, police found Mr. Shifter barricaded in his room with a wrist rocket and 763 small balls of masking tape (obviously meant to be used as projectiles). Mr. Shifter has taken up permanent residence in a psychiatric hospital, where he seems to be happy (he seems to believe he's in an FBI safehouse, which would explain why he insists on calling the orderly "Special Agent in Charge Nicholson"). Police later recovered the envelope from box 312 at Mail Boxes Etc. In it was the title to Mr. Shifter's 1967 Mercury Cougar and a CD-ROM with about 30 photos on it. A sampling can be found in this issue's color centerspread.)*

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**Georgia Cougar Club, 388 Dacula Road, Dacula, GA 30211; (770) 339-7497. Richard Seaman, president. Web: [www.georgiacougarclub.org](http://www.georgiacougarclub.org)**

## Great Lakes Cougar Club

This summer, here in southern Ontario, has been one of the hottest, smoggiest and driest ever, which made it great for car shows and cruise nights. But it has been rather quiet on the home front, in terms of club activities. With the exception of our very successful all Ford show in the Buffalo area June 9, we have not been out together as a club, much. The good folks from the Shelby club saved us some space at the Chippawa cruise in downtown Buffalo in early July, and had I known just where we were going ahead of time, I could have driven to Buffalo in 20 minutes

instead of the 40-minute drive out to Lockport, and then into the city. I want to thank the folks from the Western N.Y. Shelby Club for their hospitality, and I look forward to helping with the all-Ford show again next year.

The Reunion at Ford of Canada headquarters, in Oakville, was canceled this year due to demolition of the old office tower, which has stood since the plant opened in 1954. Ford invited us all back again next year. On Aug. 10, at the invite of Dave Roberts, fellow club member from Mississauga, Ontario, I had the privilege to attend the Don Palmer all-Ford show, in Pefferlaw, Ontario. Don is the owner of Don Palmer Performance, which specializes in engine rebuilding and racing engines. He's known for his work with CJ and 390 motors, and Ford engines in general. I had a look in the shop, and saw a large stack of 390 blocks. We did a convoy to this show from the Toronto area with four other Ford products owners. Thanks, Dave, for the invite and thanks, Don. I do hope to do this one next year.

Finally, Letchworth State Park, near Mount Morris, N.Y., is the place to be Oct. 19, for the annual all-Ford fun show and picnic. If you can, bring a dish to pass, something to drink and a small donation to help with the food costs. This has been an annual event for the past several years. For information, call Tucker Callan at (716) 538-4413, or Phil Parcels, at (716) 624-8011. Phil also can be reached at his e-mail address, Cougdb@frontiernet.net. On the Canadian side, you can contact me at (905) 358-5967 or at jmegs@sympatico.ca.

—Jim Megannety

**Great Lakes Cougar Club, 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2; (905) 358-5967.**

**James Megannety, president.**

**E-mail: jmegs@sympatico.ca.**

**Web: clubs.hemmings.com/greatlakescougar**

## Kentuckiana Classic Cougars

The Kentuckiana Classic Cougar Club has been very busy in the past couple of months. Not only did we host our first regional Cougar Show, but we also have been increasing in size and participation. We couldn't be happier with the caliber of people we are gathering as members.

Several of our members were able to attend the CCOA Nationals East this year, including Royce Peterson, who won first in class with his 1968-1/2 R-Code XR-7. It is always nice meet other Cougar enthusiasts across the nation. The Kentuckiana Classic Cougar Club also had a spur of the moment meeting with CCOA Vice President Frank Paty to talk about our club hosting the 2004 Nationals. We will be putting our proposal

together for the CCOA regarding this matter during the next several months. Hopefully, everyone will see the Nationals come back to Louisville, Ky.

Our first regional show turned out to be a huge success. Who ever thought that a new club could be so organized? Just about every member showed up at around 7:30 a.m. to get set up. Everyone knew his or her job, and we were ready to go by 9 a.m. Cars were already showing up for the show at 8:30. With the excitement building, we started wondering just how many cars would show up. Turns out almost 70 cars made it for our first event, and 17 were Cougars! This was the most Cougars in one place, in our area, since the 1994 CCOA Nationals.



**A '69 Sports Special was among the nearly 70 cars at the Kentuckiana Classic Cougar Club's first regional show.**

After all the show cars were in place, it was time to start giving out door prizes. We ended up with 117 door prizes, so everyone was able to walk away from our show with something. Special thanks to Dana Giffen for all the hard work and wonderful prizes. Mike and Missy Cravens put together some great grab bags for everyone and Gary Townsend provided the design for the dash plaques. Gary also coordinated the T-shirt orders and sales.

We had a couple of vendors show up, including John's Classic Cougars. His booth definitely attracted a lot of attention. John's wife, Dee, brought her Eliminator convertible clone, which also drew quite a crowd. The other participating vendor was Paul and Jackie Cramer Custom Tees. They took a picture of every car in attendance and offered for sale T-shirts and mouse pads bearing these images.

At about 10 a.m., we had a group of Cougars show up from Tennessee. They are in the process

See **CLUBS**, page 12

**CLUBS**, from page 11  
of forming a new Cougar club, called the Tennessee Cougar Club, and they chose our show for their first get-together. We definitely appreciate their attendance and wish them the best of luck with their new club!

Two dealerships showed their support at our show. Metropolitan Lincoln Mercury provided free water to all show participants and also brought along a new Mercury Marauder and 35th Anniversary Cougar. Star Ford provided a brand new Thunderbird and, of course, a salesman to hang out all day. Both our dealership areas gathered crowds.

After a long day for our members, we realized just how much our planning paid off. Everyone seemed to have a good time. The judging was completed and all the tallying was done. Time to give out awards! I wish I could list all the winners here but there just isn't enough room.

Member Todd Bridwell's 1969 Sports Special won the Best Cougar. All his hard work to restore his cat paid off. The show participants chose the best Cougar award. The Best of Show was awarded to an almost perfect Shelby GT-500.

Our lead judge, Larry Wherthey, did an excellent job coordinating our members to judge the cars and to keep everything as fair as possible. Special thanks to our hard working judges who braved the heat and worked all day finding that Best of Show car: Larry Wherthey, Rob Johnson, Ron Dunn and Bill Scott.

We had the perfect weather, perfect show site, awesome membership participation and the cars. How could we not have a successful show? Well, we were almost too successful—we almost ran out of room. Next year the show will have to move, but that's OK. Having too many cars is a good problem to have. We'll just have to make it bigger and better for next year. Again, thanks to everyone for their help and participation. We couldn't have done it without them. Until next time.

—Jeff Giffen

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**Kentuckiana Classic Cougar Club, 10706 English Oak Court, Louisville, KY 40241; (502) 445-3993. Jeff Giffen, president.**

**E-mail: djgiff@telocity.com**

**Web: www.kyianacougars.org**

## Lone Star Cougar Club

The 13th Annual Yellow Rose Classic was held Aug. 10 and 11 in Fort Worth, Texas. The show was as good as ever, with close to 200 cars on display. The theme this year was to honor the Red, White and Blue. The exhibit hall was awash with patriotic flags and banners. The Lone Star

Cougar Club showed 10 cars in a great display good enough to win 11 individual awards and second place in the Best Display category. This award came with a check for \$100, which the club donated to charity. Special recognition goes to Sonny Morgan for winning the Participants Choice Award. People who know their cars rated his Boss 302 Eliminator the show's best.

Club members Sonny Morgan and Logan McLeod have taken delivery of the latest in Mercury muscle: 2003 Marauders! First reports are that the cars are just small tweaks away from being the perfect tire-stomping daily driver. The public's response to the cars at several local shows has been very favorable.

LSCC member Kendall Spears made the trip to Atlanta back in June to attend the CCOA East Nationals, where he won first place in the judged 1967-68 Standard class. Kendall's car made the 1,756-mile trip in fine style and without a mechanical mishap.

The LSCC planned to join the North Texas Mustang Club center stage in the Classic Car Corral at the Great State Fair of Texas Sept. 28. This annual event is traditionally one of our club's feature family outings. Look for a report and pictures in the next issue of *ATSOTC*.

—Bob Arnold

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**Lone Star Cougar Club, 4205 Trailridge Drive, Frisco, TX 75035. Bob Reed, president.**

**E-mail: lscc@mercurycougars.com**

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## Southern California Cougar Club

While nearly all the time and energy of the members was spent on the CCOA West Nationals, the group did find time to attend some other events after the July success. Besides, we can always check out the pictures on the Web site to recall the event and see photos of Tiffany, a '67 we all miss. As this is written, the club is voting on which charities will be the recipients of \$1,000 grants, the real benefit resulting from the proceeds of the show.

The International Mercury Owners Association sponsored its first large event ever in Southern California with its first annual All-Mercury Car Show in August. To help support the effort, the SCCC paid for all Cougar entries from the membership. A total of 29 Cougars were present, as well as a great menagerie of Mercury memories. My favorite Mercury in this area is a 1946 wagon with the original Harrington four-wheel drive conversion. It is one of three made and in beautiful condition. The turnout means there will be an event next year.

September always means a trip to San Diego for the Deer Park show, put on by the Cougar Club of San Diego. In its 14th year, the Deer Park event continues to offer one of the most pleasant settings for a car show anywhere. The cars are parked in a shady orchard with three buildings of old cars and memorabilia in a museum as part of the complex.

October will be the month for second annual barbecue at the home of Earl and Beverly Pike. We will not visit the Roy Rogers Museum this year, so we will have more time to eat and discuss our next "project." In November, while the weather is getting unpleasant in some places, the Arizona Cougar Club will be sponsoring a show in—coincidentally enough—Arizona. We expect to round up a dozen California Cougars and make the trek across the desert to the Valley of the Sun.

By time you read this, Thanksgiving trips are being planned, reservations being made for Christmas parties and thoughts are turning to the Holidays and our families. While terrible tragedies happen and priorities seem to change, some things of this world stay pretty constant. The cars are nice, but just inert machines. It is the people with whom we gather that defines what is important and meaningful to each of us. The cars give us the opportunity, but we make the relationships that matter. Happy Holidays!

—Rich Ladd

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**Southern California Cougar Club, 5527 Bluebell Ave., North Hollywood, CA 91607; (818) 762-6424. Mike Brown, president. E-mail: thebrowns1@earthlink.net Web: www.socalcougarclub.com**

## Sunshine State Cougar Club

Anyone who visits the SSCC Web site knows that our Webmaster, Barry Margolis, often changes the format as he tries to find a blend of design and content that better suits the club.

September is no different, as the design and format have been modified once again. This time, it's frames, which keeps the site's main menu present at all times and changes a content area in the center as you surf from page to page. The overall look is bold! The Web site is now more user-friendly, and more condensed. Stop by for a visit at [www.sscconline.com](http://www.sscconline.com)!

### Mid-Florida Mustang Club Show

For a last-minute decision, SSCC members made the most of the Aug. 7 Mid-Florida Mustang Club show in downtown Orlando, at the Church Street Station Hooters.

Three Cougar owners attended: Jim Goff, with his Competition Gold 1970 Boss Cougar; Cecil

Weippert, with his green 1968 standard; and Phil and Nancy Elder, with their Competition Yellow '70 Eliminator. Seventy-eight cars lined Church Street on an August day unusual for Florida—low humidity and pleasant breezes. A red Pantera took "Best of Show" over all the classes, and the Elders managed to capture a "Best Ford-Powered" within their class of 12.

### Old Town

This year's Old Town show, Oct. 26, will include a swap meet! We finally talked to the right people and received the go-ahead to hold a swap meet during our annual show at Old Town. There are some restrictions. To avoid competing for business with Old Town merchants, we are limiting the swap meet to Cougar and Ford parts only. You should not bring any generic items that might be available in a retail store, such as license plate frames, accessories, cleaning supplies, toys, models, T-shirts (unless specifically Cougar), fuzzy dice, stuffed animals. Also, pack up by 4 p.m. to make room for other cruisers.

The Saturday Night Cruise is limited to 1972 and older cars, but if you have a 1973 or newer Cougar, bring it! We can park all years of Cougars on Trophy Row until 4 p.m. on Saturday.

### Wanna Race?

Mark Piechowski's tales of drag racing with the Delmarva Cougar Club has inspired Phil Elder to arrange a gathering of Cougars at Speed World in Bithlo (east of Orlando, on U.S. 50). He's trying to set it up for a Friday night in October to take advantage of the cooler (hopefully!) nights. Contact Phil if you're interested in watching or participating in an event of this kind. This is not a show, it is strictly to see what your car is capable of doing! Concours or rust bucket, the only thing that counts at Speed World is what's under the hood, and what you do with it!

### Turkey Rod Run

There will be room for the club tent this year, but no room for anyone who does not sign up before Oct. 1. And remember that you must first pre-register for the Nov. 28 to Dec. 1 Turkey Rod Run before signing up for parking—the Daytona Beach Street Rods compare registrations to ensure that the spaces the SSCC requests will be used. Sorry, but those who do not sign up *will not* be able to park with the SSCC this year!

—Nancy Elder

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**Sunshine State Cougar Club, 2911 Fourth Ave. S.E., Naples, FL 34117; (941) 354-1913. Charles Powell, president. E-mail: powellcoug68@cs.com Web: www.sscconline.com**



Dick Hertzler

**Q:** My 1967 standard Cougar with power steering has recurring steering vibration. It occurs on smooth roads after maintaining a steady speed of 35 mph to 70 mph and will continue until the vehicle is slowed or stopped. It tends to increase in intensity unless the car's speed or direction are changed. Also, the steering wheel pulsates violently when the brakes are applied at speed. On less than smooth roads, the problem seems to go away or does not start at all. I have rebuilt the front end and had it professionally aligned and installed a new power steering pump and steering ram. Could the steering ram control valve cause this by floating back and forth when it's centered? Is there an adjustment I can make to it?

**A:** You hit the nail right on the head! The power steering valve needs to be rebuilt. I'm not sure exactly what goes wrong, but your symptom is exactly like mine in 1975. A new valve (they were cheap then) fixed my problem. Rebuild kits or new or rebuilt valves are available from most Cougar parts vendors. Check the CCOA Web site ([www.cougarclub.org](http://www.cougarclub.org)) for a vendor list.

**Q:** I just finished installing a rebuilt 351 Cleveland engine in my 1973 Cougar and I think my firing order is not right. What is the correct firing order?

**A:** The firing order for the Cleveland (or Windsor) is 1-3-7-2-6-5-4-8. For the Cleveland, the distributor cap will be turned about one position farther clockwise than the Windsor, when viewed from the front of the car. When either engine is correctly timed, you will notice that the vacuum advance unit on the distributor will be nearly centered between the air conditioner and thermostat housing. If it comes close to touching either side, the distributor could be off one tooth. Also, check the wires and plugs and the dwell and timing.

**Q:** Are the tail lamps on a '68 XR-7 replaced individually from inside the trunk or must the external plastic bezel be removed to provide access to all four lamps concurrently?

**A:** These bulbs are all accessible from inside the trunk. Remove the card-board protector panel, if it's still there, and remove any socket by gently pressing to either side and pulling straight out. Before

reinstalling the socket, it's a good idea to rub sandpaper on the inside edge of the hole and spread the lamp socket grips to get a solid contact to ground. Also, make sure you use only 1157 lamps.

**Q:** I plan on buying a '69 XR-7 convertible in Minnesota and will have it professionally inspected by a third party before purchase. The owner says there is rust through the trunk, above the gas tank. I don't have much experience with rust and wonder if this is common. If so, does it indicate a bigger problem?

**A:** You made a wise choice in getting the car inspected before purchase. The '69 is prone to rust in the torque boxes and seat supports, and these are critical structural items, particularly in a convertible. Also, rust inside the cowl box is common, both around the air intake and along the front edge seam to the firewall. This leads to wet feet and floor pan rust, and can be the cause of torque box and frame rail rust. Salt from winter use also will rust these areas, particularly if the area under the front fenders where the frame rail turns up toward the spring tower is caked with mud and grit. As to the area above the gas tank, some minor rusting is common here, caused by leaks under the reveal molding or rear window seal (hardtops) or the "rain drain" trough (convertibles). Make sure you look under the trunk floor mat to evaluate the extent of the rust there. Also common is rust at the rear of the trunk where the spring shackles attach, another structurally important area. Once you have your inspection report, make your purchase decision. Repair of the rust is straightforward, but will require a complete disassembly to the body shell.

**Q:** My wife's '73 Cougar (351C-2V, automatic) burns up points. The problem's so bad, I have to carry extra points at all times. Any ideas?

**A:** The only thing that burns up points is a missing or bad resistor wire to the coil in the engine harness. Perhaps it was damaged in early years and a straight wire was installed in its place. Be sure the coil is installed correctly and not wired backward. Of course, inexpensive points manufactured overseas, as most are these days, do not last as long as the originals. Also: make sure the condenser is functioning properly.

## 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](mailto:dickiemag@aol.com) or to Dick Hertzler, 69 Village Drive, Ormond Beach, FL 32174-2651.

# West Nats Field the Best Ever

July in Southern California can mean mild summer weather and lots of eye candy for old car lovers. This past July was no exception. For the third time, Cypress, Calif., served as the host site the Cougar West Nationals, hosted again, this year, by the Southern California Cougar Club (SCCC).

The cars started arriving Friday, and benefits for the early birds include free car washes and a free evening meal of Mexican food. As always, there was a strong showing from Northern California, the Northwest, Arizona and the rest of the Western States. The Midwest and East Coast also were represented. Phil Parcells flew in from Lima, N.Y., the ever-present Richard Kelpach drove in from Springfield, Mass., and Brian Davies came in from Tennessee, reacquainting himself with his beautiful '68 here in California.

The "Hard Luck" award went to Darrel and Judy Seibel, whose '67 experienced some significant engine failure. Amazingly, somewhere in the outback of Central California, a repair shop got the Seibels back on the road in time for the show. The "Long Distance" award winner was special for us this year. Terry Henderson, from Independence, Mo., brought his '70 XR-7 triple black convertible back "home" to California, where it had been owned by an SCCC member, Tony Allen, who died in a hiking accident. We appreciated his effort in making the trip.

Saturday showtime stats were good: 120 registered cars, 113 onsite and 58 in judged classes. Add to that more than 20 vendors and hundreds of Cougar enthusiasts and spectators. There were no entries this year in Concours, but a few "almost complete" cars, such as Dan Gire's, will pose strong challenges down the road. A few previous Concours cars were present in the Senior classes. Modified was the hot class again this year, and boasted maybe the nicest grouping of cars at the event (recall that at the last Nationals here, Jeff Bingaman took home Best of Show with his). With respect for the strong showing, the class was split, so the entrants could reasonably be rewarded for their rides. Even the late models were in attendance, with, by far, the wildest paint jobs. Now entering year 15 of attending and judging these shows, this was the best group of Cougars I personally have ever seen at a single gathering.

The day culminated in an event eagerly anticipated by many people for many reasons. "Tiffany," the 1967 XR-7 so nicely refurbished by the members and friends of the SCCC, was to be raffled off to one lucky winner. But it was near and dear to many: those who worked so hard over the past year to get her ready; SCCC President Mike Brown (who saw his long-time desire to raffle a car become reality); and the many ticket holders at the show. The excitement of ticket sales culminated in a whispered hush as the drawing took place. In the crowd was a Cougar owner from somewhere near Modesto, Calif., who had just driven down for the show. For a long time on the freeway, he had followed a truck with the name "Tiffany" on it, in large letters. He saw this as an omen, so he bought some tickets. And what an omen, it was. I do believe he's still ecstatic over his win.

Post-show events included a well-attended CCOA meeting, pool visitations, well-deserved naps and showers and a massive clothes exchange for the evening banquet. Earl Pike spent this time, as he had all day, in front of his computer, tabulating the results.

At the evening banquet, Steve Eitzen, publisher of The Classic Cougar Network Web site, provided introductory remarks on "club burnout" and a surprise: a special "TCCN Publisher's Award" to Rich Ladd. The award itself was provided by Jim Pinkerton and included an encased piece of Cougar 1. Rich also made the keynote speech, continuing the theme of keeping clubs going and growing.

Then came show awards. As Brown announced winners and presented trophies, digital photos of the winning cars were displayed on a nearby screen. The show also included an unusual twist on the "Best of Show" concept: *three* Best of Show categories—one picked by the sponsoring clubs, one by participants (People's Choice) and one by the head judging team.

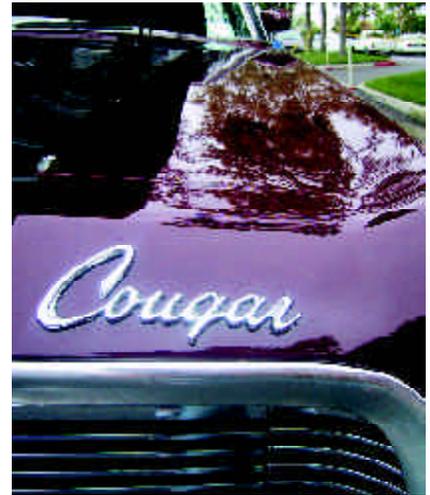
The success of this show again raised the bar for the SCCC, as the 2000 SCCC-sponsored event did for this year. But the real mark of success lies not in the show itself, but in the new and renewed relationships between people. We sure like our cars a lot, but we truly value the friendships that arise through events, such as this. Thank you all for making this another successful event, in so many ways.

—Rich Ladd

*See photos from the East and West Nationals in this issue's centerspread, next page; winners, p. 18*

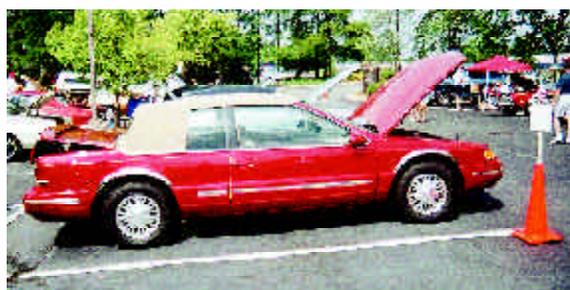
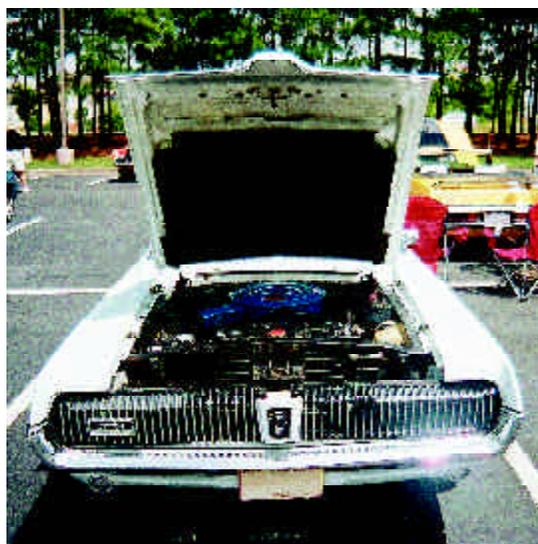
# CCOA 2002 Nationals West

July 19-21, Cypress, Calif.



# CCOA 2002 Nationals East

June 28-29, Atlanta, Ga.



# Show Report

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## '02 Nationals West Winners

### 1967-1968 Senior

1. Brian Davies

### 1969-1973 Senior

1. Rich Ladd

### Unrestored

1. Gary Epley
2. Nancy & Skip Humphrey

### 1967-1968 Standard

1. Chet Moore
2. Dennis Pierachini
3. Ron & Pat Marshall

### 1967-1968 XR-7

1. Jon Morris
2. Joe Celio
3. (tie) Bob & Mary Dean, Al Israel

### 1969-1970 Std. Coupe

1. Ernie Cardoza

### 1969-1970 XR-7 Coupe

1. Lou & Elois Otte
2. Richard Hoffstadt
3. Jim Compton

### 1967-1968 GT/71-72 GT

1. Dan & Michele Gire

### 1968 XR7-G, GTE

1. Art & Wanda Hopkins
2. Craig Wilhelm
3. Stuart Hyman

### 1969-1970 Eliminator

1. Nancy & Skip Humphrey
2. Charles & Pat Logan
3. John Swanson

### 1969-1970 Std. Convertible

1. Jack & Pat Hibbard

### 1969-1970 XR-7 Convertible

1. Tim Brandsoy
2. Mike Brown
3. Charlie Russell

### 1971-1973 Std. & XR-7 Coupe

1. Dennis Kelly

### 1971-1973 Std. & XR-7 Convert

1. James Rogers
2. David Romero

### Modified, All Models

1. Barry & Lisa Yarnell
2. David Nashif
3. Rod Shartzter

### Daily Driver

1. Steve Eitzen
2. Becci Tomlyn-Litten
3. Gary Lee Bynum

### Modified

1. David Scott
2. Scott Hess
3. Earl & Beverly Pike

### 1999-2002, All Models

1. Irwin Chen
2. Gary Clemons
3. Nicholas Malechikos

### 1999-2002 Modified, All Models

1. Robert Garvito
2. Nicole Thompson
3. Tomek Pilch

### Special Modified

1. Greg Garaz
2. Jeff & Carol Bingaman
3. Gina & Jack Manchester

### Best of Show (Judges)

John Morris

### Best of Show (SCCC)

Joe Celio

### Best of Show (People's Choice)

Rich Ladd

## '02 Nationals East Winners

### Senior

1. Carlton Wright

### 1967-1968 Std. Coupe

1. Kendall Spears
2. Jim & Erin Monfort
3. Renaldo DeFrank

### 1967-1968 XR-7 Coupe

1. Royce Peterson

### 1969-1970 XR-7 Coupe

1. Randy & Pat Bates
2. Peter & Susan Jellen

### 1967-1968 & 1971-1972 GT

1. Charles & Lois Powell
2. James Cantrell
3. Christy Brotherton

### 1968 XR7-G, GTE

1. Wayne Watcher

### 1969-1970 Eliminator

1. Thomas Lawrence
2. Barry Zortman
3. David Wyrwas

### 1969-1970 Std. Convertible

1. Bradley Dale
2. Edward Drozd
3. Richard Seaman

### 1969-1970 XR-7 Convertible

1. Marvin & Pat Wyant
2. Chris & Sandra Kiger

### 1971-1973 XR-7 or Std.

### Convertible

1. Doug & Patty Zieher
2. James Leach, Braselton, GA
3. Chuck & B.J. Roberts

### 1974-Present, All Models

1. Loretta Nadwodny

### Modified

1. Brian Lee

### Daily Driver

1. Bruce Wallace

### Best of Show

Carlton Wright







# A Racer with History

By Jim Pinkerton

Ever wonder about what became of, say, the first Cougar XR-7, the first XR7-G or the first GT? Well I don't have the answers to those first two "firsts," but I can report that the first Cougar GT is alive and well. OK, at least it's still alive.



The first production Cougar GT sports a new coat of bright yellow paint. Below right, the car shortly after current owner John Howell purchased it. The historic Cat is, and probably will always remain, an altered drag racer.

Back in 1988, Bart Burroughs of Grants Pass, Ore., wanted to build a drag race car. He thought an early Mustang or a '67 or '68 Cougar would make a good candidate. He found a '67 Cougar GT, without the original 390 big block engine or the C6 transmission. This was OK with Bart, as he wanted to run a built 351 Cleveland engine.

Work began in earnest, with Bart and friends putting in a full roll-cage, tubbing the inner rear fender wells, cutting out the front inner fender aprons and shock towers, notching the firewall to set-back the engine and installing Mustang II front suspension and rack and pinion steering.

Over the years Bart made many further changes and improvements, finally getting the fast cat into the 11.70s. Not bad for a single four barrel carburetor on race-prepped, 2-barrel heads.

In April 2002, Bart decided to give up drag racing and spend more of his "spare" time with his family. So, he put the fast Cat on eBay, the Internet auction service. I saw it and sent him an e-mail asking for the VIN and left door data code plate information on the car, if he had it. He did have it, and the rest, as they say, is history—in more ways than one.

Bart had no earthly idea that he'd made a race car out of the first Cougar GT. But I did. So, after verifying the facts with Kevin Marti, who has exclusive access to Ford Motor Co. production records for 1967 to 1973, I called Bart with the bad news. To say that he was mortified would be a gross understatement. All he could say was, "Well, I thought it was sort of a low number!"

The car failed to make its eBay reserve. Bart searched the scrap yard for the original inner aprons (stamped with the VIN), but with no real hope, and no such luck. Serial No. 500041, the first production Cougar with the GT performance option package, remains an altered drag racer.

Then, along comes Seattle resident John Howell, of the Cascade Cougar Club, who purchased # 041 from Bart. John has had it painted and is preparing to have some fun racing, probably turning over the "hot shoe" driving duties to fellow Cascade club member Eric "Doc" Anders.



## The First GT

**Engine:** "S" code (390-4V)  
**Original color:** K (Caspian Blue)  
**Interior:** 2B (Blue standard buckets)  
**DSO:** 84 (Home Office Reserve)  
**Rear:** 1 (3.00 standard axle)  
**Transmission:** U (C-6 Select Shift)  
**Scheduled build date:** 7/4/66  
**Actually built:** 9/8/66  
**Sold:** 10/4/66 by Sierra Lincoln-Mercury Inc., Reno, Nev.

## Tale of Two Colors

How many of you have ever seen a '70 standard or XR-7 Cougar—or a Cat from any of the classic years—with a factory, two-tone paint job? Well, I hadn't heard of or seen such a Cougar until I bought this '70 standard coupe, brought it home and checked the door data plate.

I've been around Cougars most of my life—I'm 33 now—but this was the first two-tone Cat I had seen (met?). When I decoded the "GM" paint code, I found that it stood for Medium Lime Poly ("G") body and White ("M") top. I ordered a Marti report and, upon receiving it, discovered that only 169 '70 Cougars were made with this color combination and only one was CCOA registered.

I found and bought this rare cat on an Internet auction service in April 2001. When I saw the auction photo, I thought someone had painted the top of an original, all-green car. In fact, my initial plan was to paint the top green when I got the car. But when I discovered the rarity of GM color combination, I decided to return the car to its original color scheme (the lower half had been painted a darker green).

The reason I wanted this car when I first saw it was because it was almost like an original '70 Cougar my parents bought new in Montreal, Canada, when I was about 10. I cried the day my parents traded in that car on a new, '78 four-door Cougar, and I've wanted another all-green '70 ever since. The only difference between the '70 I found online and my parent's former car is that mine has air conditioning, factory dual exhaust, a white painted top, and no console or courtesy lights (on the doors or in the back seat).

Although it isn't exactly like my parent's car, it's close. Don't get me wrong: I've liked all the other Cougars (nine, including this one) we had, but an all green '70 was my heart's real desire.

Another good thing about this is that it wasn't too far from home, about 10 miles away. Another interesting thing about the car is that it only shows 47,654 miles, which I believe to be original (I'm still trying to verify that). It sure doesn't act like a

147,000-mile car, as there are no rattles or shakes and it doesn't smoke at all. The man who put the car up for auction bought it a month earlier at a charity auction. The lady who donated the car bought it in El Paso, Texas, from an elderly



woman (thought to be the original owner) in 1976 and registered it in New Mexico, where she lived. She couldn't remember the car's exact mileage then, but said it was low and that the car had been sitting two years before she bought it. She moved to Houston in 1978 and registered it there, and it has had a Texas title ever since. The car was temporarily stored at a relative's house in New Mexico from 1985 to 1993 and then sat again, for the most part, back in Texas. The woman decided to give it away in late March 2001 because her

kids felt sorry for the "poor old Cougar" and said it needed a good home. Well, as you can guess, that "poor old Cougar" found a good and loving home with me and will have one for many years to come.

I would be interested in knowing if there are any other two-tone Cats out there. Maybe we could start a new registry

in the CCOA for these scarce cars. Feel free to contact me, and keep those Cougars alive and well!

—Kamran Waheed

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Contact Kamran at:  
1419 Tierra Calle  
Carrollton, TX 75006  
[the70man@juno.com](mailto:the70man@juno.com)

## 'A Gift From Heaven'

I just bought a 1969 standard convertible after searching on and off for this car for the past 12 years. I couldn't be more pleased! Like a kid at Christmas! Although this car was rated as a No. 1, excellent condition car, and I shouldn't be driving it, after much thought and reflection, I decided to put New Jersey "Conquer Cancer" plates on it and drive it around, here and there. I drive it mostly around town on weekends, but once or twice a month, I take it to work. The car had logged 90,000 miles when I bought it from the original owner, who was a mechanical engineer. He had performed a complete, ground-up restoration on the car nine years ago and put only 10,000 miles on it since.

I bought this car with a small portion of the money from my wife's estate. She died a year and a half ago, from complications related to her Non-Hodgkin's Lymphoma, a cancer of the immune system (hence, the Conquer Cancer plates). She was only 34, and I am raising my 4-year-old son myself. He *loves* the Cougar! I have his car seat strapped in the back, and he's constantly begging me to "Take the red car! Take the red car!" every time we go out! My wife *knew* I have always wanted one of these cars. I first saw a '69 convertible when I was 8 years old, and thought then, as I still do now, that this is the coolest car on the road! While my wife and I were together, before the illness, we used to take weekend jaunts all over the East Coast to look at '69 Cougar convertibles. I always found reasons not to buy them: too many previous owners, too many



modifications, too much money, no documentation, too much rust. I was searching for that "near perfect" car. We had a lot of fun on those trips. Although none ever resulted in a purchase, they always left us with great memories: that bed and breakfast in Virginia or upstate New York or the humidity in Florida as I crawled all around a car with the sweat dripping off me! This particular car is a rare find, indeed. I look at it as a gift from heaven, from her, because as I looked at this car in Rhode Island, it met nearly *all* my criteria! Original owner vehicle, meticulously maintained, restored professionally and correctly, priced affordably and actually appraised at a significantly higher value than what I paid for it.

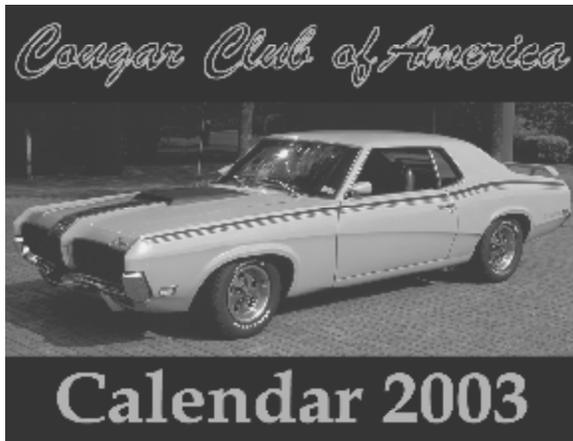


I am very interested in having the story of my search and find printed up in your publication. First, because it will bring to a wider audience a small awareness of the cancer that took my wife, and, second, just because this car is just so darn nice!

—Robert T. McCloskey

**To learn more about what you can do to support the fight against cancer, visit the American Cancer Society Web site, at [www.cancer.org](http://www.cancer.org), and choose the "Donate" link, or call (800) ACS-2345.**

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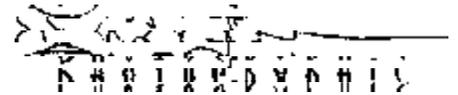
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<b>California</b>	<b>Northern California Cougar Club</b> , 1483 Ormsby Drive, Sunnyvale, CA 94087-4248. George Karabian, Co-President, (408) 267-8298; Diane Dresbach, Co-president, (760) 564-4192; norcalcougars@crosswinds.net; Web: www.crosswinds.net/~norcalcougars/ <b>Cougar Club of San Diego</b> , 1307 E. Lexington Ave., El Cajon, CA 92019-2303. Roger Gray, president (858) 566-1395. Web: http://clubs.hemmings.com/cougarsd/ <b>Southern California Cougar Club</b> , 5527 Bluebell Ave., North Hollywood, CA 91607. Mike Brown, president. (818) 762-6424; thebrowns1@earthlink.net; Web: www.socalcougarclub.com <b>Stray Cats</b> , P.O. Box 41, Fairfield, CA 94533. Dennis Pierachini, president. (415) 621-7648; pierachi@wellsfargo.com. Web: www.classiccougar.com
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**Genuine Ford Short Boss “V” hood scoop**, \$100. Also, numerous miscellaneous new, N.O.S. and used parts and accessories for 1967 and '68 Cougars, too many to list. Kirk, in Richmond, Va., (804) 272-3809 or JerksNAMerc@aol.com

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**Five trim rings, C8ZZ-1210-B;** four wheel covers, D8AZ-1130-F; one used '69 conv. rear cover, black; used gold rear seat back; used black rear seat back/bottom; used set four '67-'68 Styled Steel wheels/caps/rings; '70 Eliminator rear spoiler; '67-'68 round base antenna; turn signal relays, C8SZ-13A366-A; lamp assembly, C7WY-13A756-A; relay, C7WY-10B926-A; 10 bolts/nuts, S/S wheel, C5ZZ-1012-B; Merc Man caps, C7WY-1130-B; '67-'68 brake handle, C7ZZ-2760-B; relay, C8WY-13A366-B; flasher relay, C7SZ-13350-C; 20th Anniversary Emblem, E7WY-66517A57-D. Scott, (320) 583-8434, plowman@hutchtel.net

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**Parts & manuals:** '70 Cougar aftermarket 4V carb, used, \$15; '72 A/C heater box, good, no cracks, \$20;

original '72 and '78 owner's manuals, like new, \$12 each; '77 LTD 4V air filter housing, \$5; shop manuals for '71-'77 Ford, Lincoln/Mercury; "Glenn's" tune-up and repair guide, \$5; 1978 "Car Buying Made Easier" factory buyer's guide \$10; 1982 shop manual set for Escort/Lynx, EXP/LN7, \$25; 1985 shop manual set for Cougar and other Ford/Mercury products, all in great shape, \$25. Contact Kamran at the70man@juno.com

**Three complete '67-'68 standard instrument panels**, black with black trim pieces; two front door pads (black); four (black) rear seat side panels; two left side instrument clusters (standard); one (black) bucket seat back pad; five '67 turbine wheel covers, one rough, four good shape; '71-'73 Cougar deluxe wheel covers. Contact Jim Megannety at (905) 358-5967 or jmegs@sympatico.ca

## **Parts Wanted**

**Pair of nice, chrome rocker moldings** for '69 Cougar. Contact Wayne at (410) 775-2740 or wwachter@erols.com

**Need XR7-G parts:** driver's side remote racing mirror, hood pin with ring, 1967 or '68 XR-7 overhead console for saddle interior, chrome trim, both sides, that mounts outside below quarter window, etc.

Contact Al, in Austin, Texas, at (512) 394-9561 or aowens5@austin.rr.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.

**2003 Muscle Car Calendar**, includes one Cougar, 11 inches by 17 inches, for the wall across from your Cougar calendar. For details, visit www.musclecarcalendar.com

**2002 CCOA Calendar**, beautiful, full-color photos of the nation's finest Cougars. The year may be almost over, but the beauty of the Cougar is timeless. Remaining copies only \$5 each (\$6 outside the U.S.), shipping including. Order online with a credit card at www.cougarclub.org; or, send check or money order (payable to CCOA) to CCOA 2002 Calendar, c/o Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022-9401.

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## Registries

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



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