

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

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NATIONALS'03**



JUNE 27-29 MOUNT LAUREL, NJ



It's Closer Than You Think

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Volume 24

No. 1

Winter 2003

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The Cat

The official publication of
The Cougar Club of America

Editor

Carl Graziano

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Publication Schedule

ATSOTC is published quarterly. Deadlines are March 1, June 1, Sept. 1 and Dec. 1.

Membership

Annual membership in the Cougar Club of America costs \$25 for United States residents and \$30 for overseas and Canadian residents (certified U.S. funds only). The CCOA does not accept personal checks from overseas and Canadian members. Annual membership terms are from January to December and July to June. Yearly renewal notices will be sent to members in November or May. Please send dues and address corrections to:

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Advertising

Members may place a Cougar-related classified advertisement of up to 100 words per issue at no charge. Non-members may place classified ads at a rate of 30 cents per word. Display advertising rates are available; contact **Wayne Wachter** at (410) 775-2740 or at wwachter@erols.com for details.

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Editor's Desk

Wanted: one dedicated auto enthusiast with a particular love for all things Cougar, time to devote to a worthy cause (the CCOA, of course!), a strong command of the written word and time to devote to a worthy cause (did I mention that already?). In short, an editor for *At The Sign Of The Cat*.

Yes, as much as I've enjoyed editing this venerable publication the past three years, I need to step down, and I intend to do so by year's end. Actually, I'd like to step down before then if the CCOA can get a member to step up to the plate and replace me.

So why am I leaving *ATSOTC* now? For entirely personal reasons. The demands of my young, growing family (two small daughters), an increasingly busy work schedule and a longer commute due to a recent move are among the reasons I find myself with too little time to produce the sort of timely publication club members deserve. I don't like getting behind schedule and I know you don't like waiting and wondering when the next issue will hit your mailbox. So, to be fair to you and to myself, I'm passing the reins on to someone else.

But whom? Well, one of you out there can answer that by volunteering to produce this newsletter, a mainstay of the CCOA since its earliest days. Qualifications? Writing and editing experience is certainly helpful, but not necessary. Regarding the skills needed to produce the printed product: well, that's mostly open, depending on whether you want to keep things the same or start from scratch. There are various ways to produce a publication such as this. If you know your way around a quality desktop publishing program, such as PageMaker, which I use, or QuarkXpress, you can jump right in and use existing templates. But there are less sophisticated ways to produce a newsletter, and impressive results can be achieved with nothing more than a basic word processor nowadays.

The important thing is that you have a desire to produce a quality product and are willing to devote the time necessary to make that happen. The rest will fall in place with help from me and others during the transition.

Interested, but you still have questions? Contact me and we'll talk. You can reach me at **(301) 829-3208** or at cgrazian@yahoo.com. If you're ready to apply, send a brief description of yourself, your qualifications and any other relevant information, such as writing samples, to the above e-mail address or to: *ATSOTC* Editor, 2008 Watkins Way, Mount Airy, MD 21771. I look forward to hearing from you.



Carl Graziano

President's Report



Scott Ferguson

Over the past few months, as is typical for this time of year, it has been quiet, as far as Cougar events go. But those making plans to hold an event are busily getting arrangements set, so that the people who attend the event can have maximum enjoyment.

It's not easy to plan events, and much can go wrong if you don't pay attention to details and make back-up plans to handle unexpected glitches. Some of the best annual car events plan for every contingency, and when back-up plans are carried out, the transition is seamless. This, usually, is a testament to a well-organized and experienced sponsoring club.

But none of this should discourage newer clubs from holding first events. Talk with other local car enthusiast clubs and other state and regional Cougar clubs (see the clubs listing starting on **page 27**). Contact CCOA leaders, who are always willing to help. Use the network of experience the CCOA offers to your advantage and apply the advice of fellow Cougar fanatics to your event. With careful preparation, any event can be a success.

Odds 'n' Ends

■ Bill Bailey, the CCOA's new Legal Adviser, is currently reviewing all of the club's policies. The club has been without a Legal Adviser for a long time, so his work is very necessary and highly appreciated. Bill also will assist the club in the quest for better bylaws, and will help revise the existing document to better serve members.

■ We continue to add new content to the CCOA Web site (www.cougarclub.org), so take a look if you haven't visited recently. In recent months, we've added links to purchase club merchandise, including T-shirts. Many of these items have been selling briskly and some have even sold out. The CCOA T-shirts, designed by

fellow CCOA member Phillip Payne, have been selling well. If the sales continue, the club may expand its apparel line. Perhaps, we'll offer a CCOA golf shirt embroidered with the club logo, or a club jacket. But offering a new item can be a fairly expensive proposition for the club, as we have to order large quantities to get the best price and pay up front for the entire order. So, your continued support for CCOA merchandise is a must if we are to continue offering items for sale and expanding the number of items we offer.

■ It's the work of talented and dedicated volunteers, such as Phillip Payne and our calendar creator, Eric Overton, that allows the CCOA to offer its members high-quality products at nominal cost to the club. The CCOA likely couldn't afford to buy illustration services of the same quality as that which Phillip contributes to the club. The same applies to Eric's photography and oversight of the annual calendar production.

Without the volunteer efforts of members, such as Phillip and Eric, this club would be nothing. With this in mind, the CCOA is exploring ways to reward those members who volunteer their time and expertise to make this club better. I try to thank the volunteers at every opportunity in private communication, but I would like to take the time, right now in this public forum, to thank each again. Some have more demanding positions in the club than others, but it is a team effort of all the volunteers that keeps this club running for all members' enjoyment.

With a few more volunteers, we could have an even better club. Ask me how you can contribute your time and talent to the CCOA. You can reach me via e-mail at president@cougarclub.org; by telephone, at (604) 786-3673; or by standard postal mail at: Scott Ferguson, CCOA President, PO Box 24015 Airport RPO, Richmond, BC, Canada, V7B 1Y2.

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Local Club Reports

Arizona Cougar Club

November was a big month for the AzCC, with our second annual Desert Prowl Classic Cougar car show.

Perfect November weather prevailed for this year's show, which was at the Sheraton San Marcos Hotel, in Chandler, Ariz. Members of the hosting clubs—AzCC, Southern California Cougar Club and Cougar Club of San Diego—converged on the San Marcos parking lot the morning of Nov. 16. What a show it was! We saw rarities, such as a 1968 XR7-G 428CJ and a 1969 XR-7 428 Ram Air with factory four-speed. But how about show's crown jewel: a perfectly restored, original, Group 2 prototype Bud Moore 1967 Trans-Am Cougar!

First place winner in the 1967 class was Dan and Michelle Gire, with their beautiful XR-7 GT. Second place went to Jim Gardner, with his all-original standard. In the 1968 class, second place went to Roger Grey, first to Bill Basore with his CJ XR7-G and best of show to Jon Morris, with his West Nationals-winning '68 XR-7.

In the 1969 coupe class, Paul Koczek took first place and Fred Hanks took second. The 1970 coupe class was easy: Scott Taylor, all by himself in the class, took first place. In the convertible classes, the 1971-1973 class first place went to Dan Jewell and the 1969-1970 trophies went to Rich Fleshman, first, and Gary Bynum, second. Each showed outstanding cars.

The two special classes were Modified, in which Bill Meyer took first place and Steve Citrone took second; and "Other Ford" class, in which Jim Tunney won first place with his beautiful '69 Mach 1.

I would like to say a special thanks to the people who organized this year's event: Dan Gire, Scott Taylor, Rick Loar and Steve Citrone. It would not have been possible to have the caliber of event that we had this year without the dedication of the organizing staff. For all the AzCC members as well as the "foreign" attendees, thank you very much.

—Fritz Wester

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Cascade Cougar Club

As we wait through winter for the show season to begin again, we look back on a fun autumn we

had in 2002. First on the fall agenda was the annual Ponies In The Sun show in Yakima on Sept. 15. Cascade Cougar club members entered 15 cars in the show, which was just enough to win the Club Participation Award: a large box of Yellow Delicious and Gala apples. We also did well with trophies. First place trophies in the Cougar classes were won by Don and Cheryl Skinner ('67), Dick Krouse ('68), Rick and Karen Morehouse ('69-'70 hardtop), Doug Mallory ('71-'73 hardtop, Bill Herbert (convertibles), and Eric and Judy Anders (modified). Second- and third-place trophies were won by Pat and Linda Price, Charleen Bodvin, Neal Jacobson, Jim Compton, Dennis and Mari Welch and Lonnie Sparhawk. Jeff and Carol Bingaman won the Best Cougar Award with their brilliant red '68 XR-7.

We also did well in non-Cougar classes. Bill Magnett took first place in the '79-'86 Mustang/Capri class with his '86 Capri. Marc Ogren took 2nd place in a good pre-'49 Ford-powered class with his '47 Lincoln. Ed Gordon also entered his '73 convertible in the show. Other members who attended without cars were Chris and Jill Farmer, Jim and Elaine Pinkerton, Mike and Jennifer Hainsworth and Bill Ayers.

Our attention then turned to the election for the Board of Directors. Three members were up for re-election and one had decided not to run again. Along with the election, Board Chair Jeff Bingaman suggested some new titles and duties for some of the Board members. His ideas were accepted. The new Board is now Jeff Bingaman (Chair), Kim Lintott (Finance Director), Jim Compton (Recorder), Don Skinner (Long Distance Activities), Jim Hall (Local Activities), Pat Price (Sponsorship) and Dave Nashif (Communications). "Local" and "Long Distance" are terms relative to the Seattle metro area. Kim Lintott and Jeff Bingaman were re-elected to two-year terms. Jim Hall is newly elected, replacing Jim Pinkerton. Bill Herbert also volunteered to be the new Membership Director. We will certainly miss Jim Pinkerton as a Board member. But we all know that he and Elaine will remain very active in all club activities and road trips.

Finally, our annual Christmas Party was held Dec. 14 at the All-City Diner, in Renton, Wash. Forty-four members and their children or grandchildren attended this year for the traditional turkey dinner. Raffle prizes were won by Karl Gehlhaar, Judy Anders, Linda Price, Charleen Bodvin, Randy Smithhisler, Jeff Bingaman, Sandy Hall and Neal Jacobson. Ted Both won the Trivia Contest. Jim Compton was awarded a nice, wooden four-place filing rack with a CCC watch

and his name on the front for his contributions over the years. John Howell also presented a nice display of VIN tags, the door tag, build sheet and window sticker for Cougar 41 to Jim Pinkerton. Cougar 41 is the recently located first '67 GT, purchased by John and then traded this past fall to Doug Mallory for Doug's '71 XR-7 with 429CJR four-speed.

—*Jim Compton*

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FordNutz Cougar Club

Spring is just around the corner, so it's nearly time to blow the dust off the hood and get the round part of the tires onto the ground.

Reading *ATSOTC* over the past few quarters, it has become apparent to me, at least, that the idea of "club" rather than "regional" reports makes for more interesting reading. There is more information and we get a chance to brush up our knowledge of geography. I find myself grabbing for an atlas to look up cities mentioned and I think learning about the impact of climate on various areas makes for fascinating comparisons.

For example, summer in the northwest means we're all hoping for sunshine and warm temperatures, while summer in the south and southeast leaves people breathless for rain or cloudy skies—any break from the intense heat. Show formats and activities also vary, which leads to development of ideas for that little something "different" we sometimes crave to pique interest.

Over the winter months, nothing much happened in our neck of the woods. We did combine our December meeting with a farewell dinner for a member who returned to Germany to complete his schooling. We all expressed our hope that Niklas and his friend, Ali, would return soon and again be part of our show season.

On a sad personal note, my husband, Brad, lost his battle with cancer in early February. For his memorial, many of his friends from Fordnutz and other local car clubs polished up their rides and provided him with one last car show. My personal thanks to all those who attended the service, and especially to Alex Bronevitch and Scott Ferguson who set up the "missing man" formation en route to the service and when they parked. By way of explanation, when traveling to car venues, we three would always imitate a traffic light: Scott leading in his green '68 XR-7, next Brad and I in our yellow '69 XR-7 convertible and, bringing up the rear, Alex and Carla in their red '65 Ford Custom. Other classic vehicles in attendance were

Connie McClinton's '69 XR-7 convertible, Don Wicklund's '69 XR-7 Cobra Jet, Lorne and Betty Pirson's '68 Cougar, Alan Haaland's '68 Cougar, Bill Smythe's '69 Shelby, Debbie Blackburn's '67 Mustang, Ralph Peake's '81 Eagle (which used to be Brad's daily driver), John Mackie's '30 Ford, Mark and Marlene Gazzola's '68 Galaxie, Frank McKenna's '66 Galaxie convertible, Harry Robertson's '57 Turnpike Cruiser and Squeek Roosendaal's '67 Cougar. In addition, I want to publicly thank the Delmarva Cougar Club for the beautiful floral arrangement they provided.

If I missed mentioning anyone, I'm truly sorry. But with an estimated 400 people attending the service, I was unable to personally see everyone. Needless to say, Brad will be sorely missed by his many friends, and I plan to keep his memory alive by campaigning "Coug" and keeping up with club activities for the foreseeable future.

Looking back on last fall, much occurred since our last report. In August, a few members headed east to Abbotsford for the Early Ford V-8 picnic. Also in August, the Greater Vancouver Mustang Association hosted a four-day international event in Richmond. The weekend show drew 280 Fords and featured an awards banquet, during which Scott Ferguson won first place in Cougar class. In September, the second annual Mustang/Cougar picnic in North Vancouver took place in a rare drizzle, but the pop and hot dogs provided by the two clubs went a long way to raising the spirits. Scott Ferguson's first place award for his '68 Cougar XR-7 edged out Grant and Maurice Hadland's yellow '73 XR-7 convertible, Lorne and Betty Pirson's '68 standard and Wolf Leininger's '67 XR-7. Also in September, on the 15th, Fordnutz held its annual Indian Summer Fun Run, with 32 participants driving along the back roads of Langley, Abbotsford and Mission for several hours.

Fordnutz membership continues to climb, with more than 125, including 78 active. One of the most recent additions is our new member in New Brunswick (right next door to Maine).

—*Heather Whitaker*

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Great Lakes Cougar Club

Happy New Year, everybody. We're already well into 2003 and it promises to be a good year for the Great Lakes Cougar Club. I started my own cruise season on New Year's Day, when I took the

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CLUBS, from page 7

Cougar out for a short ride. It was the first time my '68 had seen the light of day in January since arriving in Canada in 1990.

The club already has started planning to, once again (along with the Shelby Club of Western New York), host the all-Ford show at the Lamm Post, in Williamsville, N.Y., in June. The date has not been finalized for this show yet. Any help from you, the club members, in securing door prizes or goody bag items from area businesses would be greatly appreciated. Last year, we had about 125 cars in attendance, and I am counting on the GLCC for a much larger turnout of Cougars.

Last August, the Ford of Canada all-Ford Reunion at the Oakville headquarters was canceled, due to demolition of the old office tower. But we've all been invited back, so mark your calendar for Aug. 17 for this well-attended event. Please keep me informed of any Ford or Mercury or other car show or cruise night that you might know of in your area. I will include it in our and also the national "Calendar of events," which I would like to have ready by April.

I am now making tentative plans to attend the Cougar Nationals East in Mount Laurel, N.J., June 27 to 29, and I would like to try, if I might, to organize a convoy from southern Ontario and western New York. If you're interested, let me know. This show will be hosted by the Cougar Club Of New Jersey, and as Jim Karamanis, president of the Delmarva Cougar club pointed out to me recently, "Yeah, you're ready for a national show." Indeed, it's been a while for me, not counting the shows done in conjunction with the All-Ford Nationals in Carlisle.

—*Jim Megannety*

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James Megannety, president.

E-mail: jmegs@sympatico.ca.

Web: clubs.hemmings.com/greatlakescougar

Lone Star Cougar Club

The Lone Star Cougar Club held its 3rd annual Christmas Charity Car Show Dec. 7, and the event drew more than 50 cars in addition to a very nice display of club members' cars.

Clubs from all over the Dallas-Fort Worth metroplex were represented and showed a range of vehicles from classic rods to 2003 Marauders and Vettes. This is a judged show, with the exception of the LSCC cars. By popular vote, Ray Bodensteiner's 1967 resto-mod won the award for the best Cougar in the show. By days end, we raised more than \$1,000 for needy families.

Club member Sonny Morgan's 1970 Boss 302 Eliminator was slated to be a featured car at the February Dallas Autorama show, one of the most prestigious car shows in the Southwest. This a first for a Cougar. Also set to debut at Autorama was Doug Bodensteiner's 1987 pro-street show car. It's a beauty and made a fine addition to the club's Autorama display.

An election of club officers for 2003 was held in December. Our new president is Logan McLeod. Logan's victory didn't come without a price: On his way to the December club meeting, his 2003 Marauder was involved in a traffic accident caused by an inattentive gentleman who decided to go straight from the left turn lane.

The 2002 season of racing in the Texas Muscle Car Club Challenge ended in November. The LSCC had one driver in the top 10 and two in the top 20, and finished 14th overall in the club standings. Congratulations to all who participated.

—*Bob Arnold*

Lone Star Cougar Club, 4205 Trailridge Drive, Frisco, TX 75035. Logan McLeod, president.

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Southern California Cougar Club

Another year has ended with gala parties, charity car shows, the return of El Nino, and, now, the advent of auction-madness January in Arizona. Our cars are another year older, but, based on the expected auction results, probably a little more valuable. Don't forget to update that insurance!

After a well-deserved rest from the furor of the West Nationals and the fun at the All-Mercury show, we ended the summer with a trip to the Cougar Club in San Diego for their show at Deer Park. It was as beautiful as always in the orchard setting and the car museum attached was great eye candy. The very special trophies were the result of a collaboration between the two clubs. September also brought up a vote culminating in donating Tiffany car raffle proceeds to the Shambala Animal Preserve and the American Cancer Society. October also was time for club officer nominations.

The second annual barbecue at the high desert home of Earl and Beverly Pike was another well-attended fun day for the club. They are always such great hosts and continuing contributors to this group. Then, if that wasn't enough, we had a weekend road trip up the coast to the Otis Chandler Vintage Museum. He might not have the muscle car collection for which he was famous

any longer, but what he had there in cars, motorcycles and other displays was just great.

November brought a first time event for the Club: a caravan to Arizona for an Arizona Cougar Club show there. After seeing how many of the Valley of the Sun Cougars came to the Nationals this year, we wanted to have some California presence at the ACC's Chandler show.

The Los Angeles International Car Show, where manufacturer's were to display their latest and greatest, was scheduled for the first week of January. Nothing with a Cougar badge was expected, but you never know. Well, at least the best ones ever made—the 30-plus-year-old ones—will be in the parking structure!

—*Rich Ladd*

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

While most other Cougar clubs put their Cats away for the winter, our show season has been in full swing. The hot summer is when we do all our restoration work, because it's just to darn hot to take the cars out! So, here's what our club's been up to:

SSCC turned our in record numbers (even with fewer allotted parking spaces) for the Nov. 28 to Dec. 1 "Turkey Rod Run" at Daytona International Speedway. The club averaged 16 Cougars per day over the four-day period. Overall, there were 6,000 show cars on display, 3,500 vendors, and about 1,000 cars for sale. Everyone went through the swap meet. SSCC members' purchases ranged from a handful of cad plated nuts and bolts to a set of styled steel wheels!

Friday evening we had planned an ambush of Barry Margolis, who retired (as a detective!) from the working world a week before Turkey Rod Run. To make sure he'd show up at the appointed place, we arranged a pizza party. There was a cake with the likeness of his Cougar on it, a logo golf shirt from a Lincoln-Mercury rep, a display poster of his Cougar, a Marti Report for his Cougar and a doctored bottle of Wild "Cougar," complete with the SSCC logo on the label. And last but not least, a T-shirt reading: "I'm Retired, Don't Ask Me to Do a Damn Thing!"

Also in early December, five SSCC members brought their cars to the quarter-mile track at Orlando SpeedWorld. SSCC member Mark Piechowski's experience with a Delmarva Cougar Club drag racing event at an eighth-mile track in Virginia inspired Phil Elder, Central Regional

Director, to set up a similar event here in Central Florida. It was crowded Sunday, but they still managed to get some Cougars to run together. The SSCC results were impressive: Phil Elder, 1970 351C Eliminator, best run: 13:57 at 103 mph; Mark Piechowski, 1970 460 AOD XR-7, best run: 14:18 at 97 mph; Rob Wallace, 1969 351W Sports Special, best run: 15:63 at 88 mph; Bruce Wallace, 1969 351W Sports Special, best run: 16:01 at 87 mph; and Roy McConnell, 1970 351C standard, best run: 16:30, speed unknown.

The SSCC is planning another drag racing event soon. It was fun participating in this driving experience, and let's be honest, some of these Cats were made to ROAR!

Coming up March 21 to 23 is the 6th Annual SSCC Spring Show at Daytona International Speedway. This is only the biggest, best show that the Sunshine State Cougar Club has! Each year we keep adding to the lineup, and there are usually between 45 and 50 Cougars. This show always involves masses of Cougar owners scowering the swap meet for everything from parts to tools for three days. Usually one or more members need technical help, diagnosing problems or installing newly-acquired parts, and there are *always* several people around to offer advice and help. Sometimes they even agree on what needs to be done!

In other SSCC news, the club's Web site, courtesy of long-time Webmaster Barry Margolis, has been updated to include two versions of the site: the standard version that's always been available, and now, a Macromedia "Flash" version. If you're unfamiliar with Flash, it's software that brings Web pages alive with movie-like animation and graphics. Most newer computers already have installed a Flash player, required to view Flash-enabled sites. If yours doesn't, it can be downloaded free from Macromedia.

A new item, Barry's "2002 SSCC Slide Show" has 50 photos of SSCC events held during the past year and is available to be downloaded. Please see it all at the club's site, at www.sscconline.com.

SSCC membership continues to make healthy increases. A recent club mailing campaign targeting Department of Motor Vehicle registrations of classic Cougars netted 32 new members, so far, bringing the total club count to 159.

Thanks to Phil Elder, Bruce Wallace and Barry Margolis for contributions to this report.

—*Nancy Elder*

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Registry Reports

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

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

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

Contact information for Phil Parcells, the National Database registrar, and the registrars for all the speciality registries is available on **page 30**. You can register your car by contacting the appropriate registrar directly—telephone numbers and postal and e-mail addresses are provided for each. You also can register your car with the National Database through the CCOA Web site, at www.cougarclub.org. It's quick and easy, so please visit the site soon.

National Database

Phil Parcells

Year	Model	Registered	Year	Model	Registered
1967	6.5/GT?	105	1969	XR-7 CONV	593
1967	6.5L	64	1969	XR-7	893
1967	6.5L XR-7	23	1970	CONV	189
1967	BENCH 6.5L	3	1970	ELIM	438
1967	BENCH DGS	7	1970	STD	576
1967	BENCH GT	9	1970	XR-7 CONV	270
1967	BENCH	98	1970	XR-7	465
1967	DGS	52	1971	CONV	90
1967	DGS XR-7	26	1971	GT	10
1967	GT	132	1971	STD	112
1967	STD	1,799	1971	XR-7 CONV	126
1967	XR-7	642	1971	XR-7	119
1967	XR-7GT	140	1972	CONV	53
1968	500 GT	2	1972	GT	3
1968	6.5/GT?	56	1972	STD	62
1968	6.5L	62	1972	XR-7 CONV	142
1968	6.5L XR-7	156	1972	XR-7	143
1968	BENCH 6.5L	2	1973	CONV	80
1968	BENCH DGS	2	1973	STD	80
1968	BENCH GT	6	1973	XR-7 CONV	298
1968	BENCH	45	1973	XR-7	239
1968	DGS	63	1974	XR-7	30
1968	GT	40	1975	XR-7	7
1968	GTE	177	1976	XR-7	26
1968	R STD	13	1977	2DR	4
1968	R XR-7	14	1977	4DR	9
1968	STD	1,712	1977	St. Wg.	3
1968	XR-7	999	1977	XR-7	12
1968	XR7-G	188	1978	2DR	6
1968	XR-7GT	118	1978	4DR	10
1969	BENCH	33	1978	XR-7	30
1969	CONV	535	1979	4DR	2
1969	ELIM	408	1979	XR-7	28
1969	STD	3,091	1980	XR-7	8

1968 R-code, Non GT-E

Bill Quay

	Standard		XR-7		Total	
	Prod.*	Known	Prod.*	Known	Prod.*	Known
Dearborn	110	18	90	24	200	42
San Jose	3	0	4	1	7	1
Total	113	18	94	25	207	43

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

Since my last report, we have added three more 428CJ cougars to this list, including an XR-7 in Paris, France. Of the 43 cars we have accounted for, five have been parted and scrapped, leaving only 38 of these rare Cougars on the road today. If you happen to come across one of these "R" code Cougars and are contemplating a purchase, please contact me so I may verify that the car is truly a 428 "R" code and not another car being passed off as an R-code Cat.

1969-1970 428 Cobra Jet

Scott Taylor

1969 COUGARS (R & Q codes—428 CJ)

Total Q codes (all body types): 376
Total R codes (all body types): 1,164

Cars Registered:

XR-7 hardtop	70
XR-7 convertible	41
Standard hdt. Eliminator	69
Standard convertible	8
Standard hdt. non-Elim.	26
Total cars registered	214
Percent of production	13.9%

1969 totals by color (code)

Bright Blue Metallic (6)	31
Competition Orange (3)	23
Bright Yellow (9)	20
Red (T)	19
Unknown	16
White (M)	16
Dark Ivy Green Metallic (C)	11
Burnt Orange Metallic (F)	10
Maroon (B)	10
Medium Lime Metallic (I)	11
Black (A)	10
Light Yellow (W)	8
Medium Blue Metallic (P)	5
Medium Emerald Metallic (4)	4
Dark Aqua Metallic (F)	4
Light Ivy Yellow (2)	3
Pastel Gray (D)	3
Medium Gold Metallic (S)	4
Special Order (blank)	2
Light Aqua Metallic (E)	1

1969 totals, transmission/axle

C6 Auto (U)	137
4 speed (6)	66
2.75 Open (2)	1
2.83 Open (5)	5
3.00 Open (6)	22
3.00 Traction Lock (O)	14
3.25 Open (9)	1
3.25 Traction Lock (R)	38
3.50 Open (A)	39
3.50 Traction Lock (S)	32
3.91 Traction Lock (V)	21
4.30 Detroit Locker (W)	14

1970 COUGARS (Q code—428 CJ)

Total Q codes (all body types): 840

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

Cars Registered

XR-7 hardtop	16
XR-7 convertible	25
Standard hdt. Eliminator	62
Standard convertible	1
Standard hdt. non-Elim.	4
Total cars registered	108
Percent of Production	12.9%

1970 totals by color (code)

Competition Orange (1)	18
Competition Blue (J)	16
Unknown	15
Competition Gold (U)	9
Black (A)	9
Red (T)	9
White (M)	7
Competition Yellow (D)	8
Dark Ivy Green Metallic (C)	4
Medium Lime Metallic (G)	2
Deep Gold Metallic (K)	3
Competition Green (Z)	3
Pastel Blue (N)	1
Bright Blue Metallic (6)	1
Light Ivy Yellow (2)	0
Medium Gold Metallic (S)	1
Dark Aqua Metallic (F)	0
Medium Blue Metallic (Q)	0
Chestnut Metallic (Y)	0
Yellow (9)	1

1970 totals, transmission/axle

C6 Auto (U)	49
4 speed (6)	44
unknown	15
2.83 Open (5)	1
3.00 Open (6)	9
3.00 Traction Lock (O)	9
3.25 Open (9)	5
3.25 Traction Lock (R)	3
3.50 Open (A)	11
3.50 Traction Lock (S)	13
3.91 Traction Lock (V)	16
4.30 Detroit Locker (W)	7

Eliminator

Frank Bowers

1969 Eliminators		1970 Eliminators	
G code:	36	G code:	137
M code:	155	M code:	189
R code:	63	Q code:	78
S code:	38		
Q code:	10		
Total:	302	Total:	404

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



This “arcade” card, date unknown, periodically shows up at swap meets and on eBay, the online auction service. Was it a Mercury marketing item? If you know its origins, let us know at editor@cougarclub.org.

GT-E

Jim Pinkerton

	Standard		XR-7		Total		%
	Prod.	Known	Prod.	Known	Prod.	Known	
W code (427)	101	37	256	126	357	163	46%
R code (428)	14	5	23	9	37	14	35%
Total	115	42	279	135	394	177	45%
% Known		37%		48%		45%	

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

Tech Center: Q & A with Dick Hertzler

Q: I have a '67 Cougar, and every time I wash my car or it rains, the cabin fills with water. A leak seems to be coming from the vent panel forward of the windshield. Any ideas?

A: Your car has a problem common to early Cougars: rust in the cowl area, either around the duct hole where heater air comes in or where the firewall welds to the cowl on the driver's side (or maybe both). Rain or wash water goes in the vent in front of the windshield and flows to ground on both sides. This also is where air enters the driver's side vent duct. Leaves and other debris get in, hold water and, inevitably, cause rust. On '67 and '68 Cougars, you cannot remove the cowl panel; you have to remove the dash pad and heater ductwork and patch it from the inside. On 1969 and later cars, the cowl panel is removable, making the repair much easier.

Q: The "check engine" light on my 1996 XR7 (V-8) has been coming on. An auto parts store performed a test and found that the code for the error indicated by the light was P1643, which corresponds to a fuel vapor leak. They suggested replacing the gas cap as the first action, which I did. But after disconnecting and reconnecting the battery to reset the computer, the light came back on. What do I do now?

A: I checked with a former Ford service manager, and he agreed that a fuel vapor leak code likely indicated that the gas cap was not holding pressure, a common problem. Anyway, to completely reset the computer, you have to leave the battery disconnected at least 15 minutes. Then, it will take several drives in the car for the computer to re-learn your driving habits and adjust accordingly. If you fixed the problem, the light should go out and stay out. Your local dealership has a code machine that can reset the computer as well. But if the root cause wasn't corrected, the light will eventually come back on.

Q: I'm doing a transmission swap in my 1968 Cougar (302, C-4 automatic to 3-speed manual). My biggest concern is finding the correct clutch and brake pedal assemblies and clutch linkage. What other years and models of vehicles, such as Mustangs, would have parts that would work on my Cougar? Also, any tips or other information

you could provide regarding this swap would be greatly appreciated.

A: Any small block V-8 (only) Mustang, Fairlane/Torino, Cougar or Montego—or, even, early Mavericks and older Falcons—have the clutch pedal you need. Linkage is usually close and within adjustment range. You also will need the flywheel, starter, clutch pilot bushing, throwout bearing, clutch, pressure plate, transfer lever, all springs and levers, transmission mount, and so forth. You may even need to swap out the drive shaft depending on the transmission you got! Also, you have to remove the steering column to install the new pedal assembly. You will need the shifter and all related levers and bushings for the floor shift so forget any parts car with a column shift. Your console has to be replaced or reconfigured, too—the stick shifter is offset from automatic.

Q: Last night, the headlights went out on my '71 XR-7 coupe. The parking lights and brake lights work. I think the light switch is shot. The car now has 98,000 miles on it and the switch has never been changed, as far as I can tell. Advice?

A: The most likely culprit for your headlight problem is a defective circuit breaker on the headlight switch itself. These can become intermittent and, often, they fail. You should be able to check it for continuity with a test light. There might also be a problem with the firewall wiring harness connector between engine compartment and underdash area. Also check the wires and connector to the dimmer switch, where moisture can cause corrosion problems. Most likely, the headlight switch itself is good if the parking lights and dash lights work. Remember: If the circuit breaker did trip, that could indicate a serious problem elsewhere in the wiring, so proceed with caution.

Q: My wife owns a 1970 XR-7. We had the carb rebuilt professionally and a full tune-up performed. The car runs and starts great. One problem, though: The exhaust leave a heavy soot mark on the driveway on cold starts. Any ideas?

A: The engine's probably running overly rich on start-up. This might indicate leaking valve seals, which allow oil into the cylinders after engine shut off. This usually clears up as the engine warms.



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.

'Henry' Gets a New Top

By Dick Hertzler

Our project car, "Henry," a 1969 XR-7 originally owned by Henry Ford II, was made with a custom, three-layer Haartz canvas top, probably the only Cougar to have this. A recent replacement of the top, detailed here, yielded stunning results. The steps are the same as for a vinyl roof, a job many of us need to do.

The first step, of course, is removing the old top, rear window and moldings. Take care with the drip rails—they're easily kinked. Use a molding removal tool to release the clips along the windshield and rear window, and this job is simple. Remove the clips and inspect them. Replacements are available at most body shops. Plan on replacing the rear window gasket. With a single-edge razor blade or similar cutting tool, slice through the existing gasket along the window edge and push out the glass carefully from the inside.

Use a small scraping tool, such as a dental pick, to dig out the body sealer in the rain gutter. Replace the sealer only in the tiny crack between the two panels. This way, the new top material will go across the rain gutter and up over the edge to be sealed ("capped") with the drip rail molding. All extra sealant in the glass channel and around molding clip pins is cut out with a razor. These areas later can be cleaned with a wire wheel in your drill.

Scrape residual glue from the roof after softening it with paint remover or other solvent. Take great care to keep any chemical from running onto painted areas—you should protect these areas with plastic during this step. Sand down any rough areas and fix any blisters with filler. Serious roof rust might require patches. Make sure whatever work you do leaves a perfectly smooth surface, as any imperfections now will show through the new top later. The last preparation step should be coating the whole top with anti-rust primer, such as Corroless or POR-15. Be sure you get paint in the drip rails and the rear window channels.

Follow the picture captions for the procedure to install a new top. A point to remember here: Cougar vinyl tops do not have a seam on the windshield posts! Mustangs usually do, so be sure you get a top made for Cougar if you are serious about judging points. We installed the top before painting the car on the theory that thoroughly masking the top will be easier than preventing scratches to new paint. However, the glue will not damage new paint, so install the top after paint if you wish. Now, on to the installation process (refer to the photos on **pages 15 and 18**):

1. Some of the supplies you'll need.
2. The top gets a light sanding after the primer has dried.
3. Next, a wet coat of silicone remover.
- 4, 5. A wide masking tape border is placed around the windshield perimeter and over the holes for the belt molding, where the top will be trimmed. Note that paint close to the final color has been sprayed just below the belt molding holes. The top material is trimmed to the center of the holes, and the small area underneath the lower half of the molding should have paint on it before the molding is reattached. Before final painting, cellophane wrap is put under the molding then wrapped back over to mask the molding.
6. Use lots of old bed sheets to mask the body. Fold the front and back of the fabric back over itself and position on the roof. Center the top on the roof by carefully measuring from each A pillar to the seams. Make reference marks indicating the exact position of the seams on the leading and trailing edges of the roof

- 7, 8. Position the new top on the windshield and hood with front edge at the top of windshield (you'll flip the top over). Spray an even 80 percent coverage coat of glue on the backside of the top, between the seams only ("main body"). Likewise, spray the roof between the seam reference marks.

9. When the glue dries (it shouldn't stick to the hair on your arms), flip the top rightside up over the roof. If you used the correct spray glue, you should have time to position the top to exactly align the seams to the reference marks, front and back. Then, pull the top to the sides as you smooth out ripples.

- 10, 11, 12. After the main body area sets, spray each side (the "arms") of the top material and roof. When dry, stretch each arm into place on the drip rail, front pillar, and belt moulding. Use a putty knife with rounded corners (not sharp) and rubber mallet to carefully seat the top in the windshield channel. (Tip: Make several

See **TOP**, page 19

1



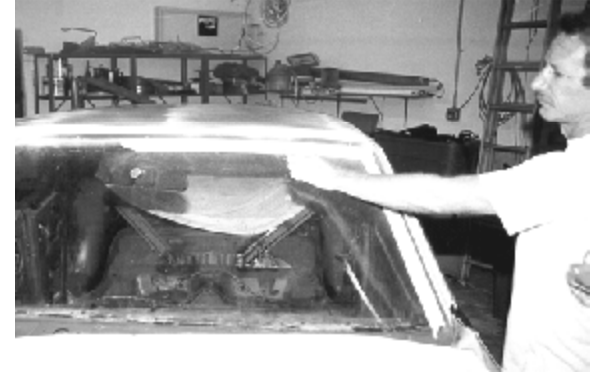
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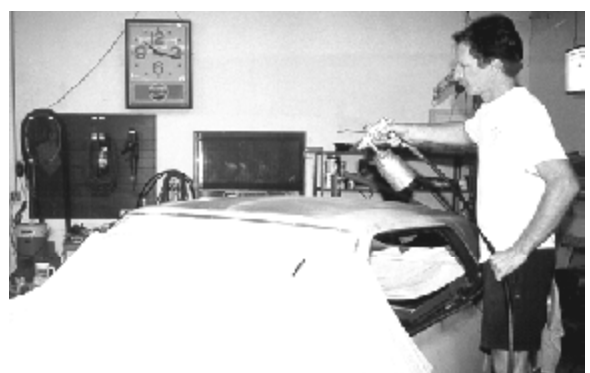
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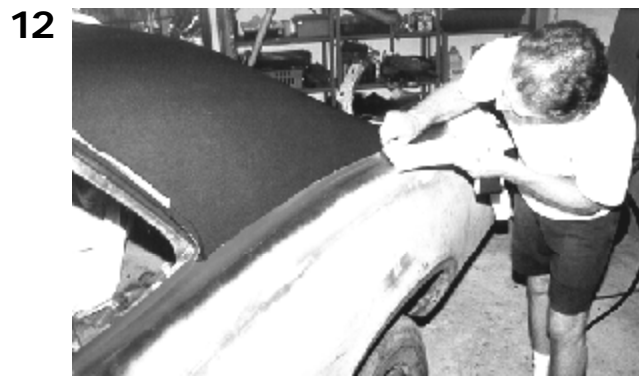


9



10





TOP, from page 14

stress cuts in corners of the new top to help ease it into the channel.) Use a window screen roller to seat the top in the drip rail area, and then use a razor blade to trim the material even with the top of the drip rail. Carefully trim out the lower side edge along the belt molding holes.

13. Note the notches cut for the molding clips. Mask the sides of the new top and mark the narrow panel below the rear window for the position of the seams, gauging the position by sight to correspond with the roof seams.

14. Spray the panel and the material and position when dry. Fold the fabric under about three-quarters of an inch to create a "seam," glue by hand and stick to the leg of fabric extending from the side arms.

15. Trim the material to the center of the holes for the rear belt molding. Use the molding

to get the rear "flair" just right.

16. When re-installing the rear window, it helps to spray the entire gasket with a mixture of liquid detergent and water to make it slick and easier to install

17. We can't cover all the details of re-installing a window here, so consult a professional installer if you're unsure of the process.

18. Install the molding clips and snap the molding back in place around both the windshield and rear window. If necessary, gently tap moulding with a small rubber mallet (note: If removed, the lower windshield reveal molding attaches by screws to the cowl). Carefully install the drip rail molding to cap the new top material.

19. All done!

20. Notice that Henry has the ultra-rare chrome belt molding that usually came only on two-tone cars.

make the scene

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what REAL Cougar enthusiasts wear



Cat Tales

I hope you will find a lot of amusement and credence to the story I'm about to tell of my yellow '71 convertible Cougar.

Let's go back a little bit. My father was a successful Lincoln-Mercury dealer in Western New York State in the mid-1960s through the 1970s and until 1982. I had the distinct privilege of being close to my late father (Tom "Good Guy" Callan) during this period. My position with the dealership was "go for" or "do this" or "do that." Well, from the early to late 1960s through the '70s, I just loved being around these new and used Lincoln-Mercury Cars. You could say I was "born on the showroom floor." My job was new and used car prep, both for customer purchases and showroom floor vehicles.



In July 1971, a gentleman, Dave Taylor, came into the dealership and asked for Dad. Their conversation went something like this:

"Tom, I want a new Cougar XR-7 convertible, with options, but I only have Mustang money."

Now remember, this was 1971, a time much different than now. It was a time when people actually stopped to listen to each other, tried to reason, tried to "make a deal"! This was how business was conducted before OPEC, price gouging, hoarding and all that ugly mess!

Well, Dad kind of rubbed his chin, looked up at the ceiling tiles and said something to the effect of, "Let's talk." But after discussing options and cost, Dave said, "Wow, that's a lot of money!"

Tom said, "You are talking about a Cougar XR-7 convertible with an M code 4 barrel, C-6, 9-inch rear, tilt steering, power seats, interval wipers, appearance protection, competition Yellow paint, etc, etc. In short, big bucks!"

So, Dave said, "Tom, how can we make this work?"

Dad replied, "Dave, order the car. I will drive it as my 'demonstrator,' meaning I'll put 500 miles on the XR-7 convertible, then sell the car to you as a used car with a 'full car' warranty, at close to Mustang money." And that's exactly what happened.

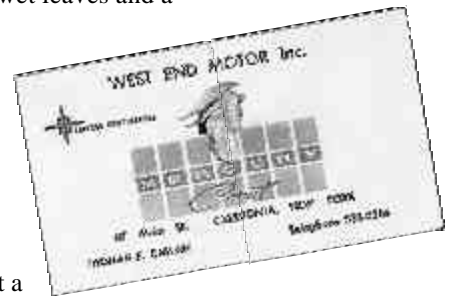
Dave Taylor's wife drove the car, only in favorable weather. But in 1973, with 19,000 miles on the odometer, the car was wrecked. No snow or salt—just wet leaves and a telephone pole! The car sat in Dave's son Tom's barn for 20-plus years. Tom is a Ford nut and personally saw to it that all replacement parts were either N.O.S. or original equipment manufacturer items. Tom also kept the insurance up to date, even though the car was parked in a barn in rural western New York State. In the early '80s, high winds caused Tom's barn to collapse on the convertible, and not with good results! Again, all the necessary N.O.S. and OEM parts were acquired! I knew of the car then, but couldn't even think about a deal.

Fast-forward 10 years. About 1995 or so, I saw the car advertised in a Rochester, N.Y. newspaper as an "M" code yellow XR-7 convertible, with 33,000 original miles. Meanwhile, in 1992, I had received all the original paperwork from Dave Taylor, before he passed on. I got everything: Dave and Dad's doodle marks, price, cost, options and all the official paperwork: order form, window sticker, dealer invoice, warranty facts booklet, color harmonizer charts—the whole ball of wax! All original and all from my Dad's Lincoln-Mercury Dealership, West End Motors, in Caledonia N.Y.!

Anyway, my immediate plans are to enjoy the car for one season. I'll show it at the big All-Ford show at the Carlisle, Pa., fairgrounds May 30 to June 1, and then have the car judged at the Cougar Nationals in Mount Laurel, N.J., later that month. This fall, I'll start the tedious task of a total restoration, including drive train, undercarriage, everything. I have already started to collect all N.O.S. and OEM necessary for a total restoration.

Finally, I'd like to say to my Dad, who has been in heaven since 1989: "Tom, this cat is for you!"

—Tucker Callan





2003 Cougar Nationals

Hosted by the
COUGAR CLUB of NEW JERSEY
June 27 – 29, 2003

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Mt Laurel, NJ 08054
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CLASSES

Class 1: Senior	Class 12: 1971-1973 Standard Convertible
Class 2: Concourse	Class 13: 1971-1973 Standard Coupe
Class 3: 1967-1968 & 1971-1972 GT	Class 14: 1971-1973 XR7 Convertible
Class 4: 1967-1968 Standard Coupe	Class 15: 1971-1973 XR7 Coupe
Class 5: 1967-1968 XR7 Coupe	Class 16: 1967-1973 Unrestored
Class 6: 1968 XR7-G; GT-E	Class 17: 1974-Present, all Models (People's Choice)
Class 7: 1969-1970 Eliminator	Class 18: 1967-1973 Daily Driver (People's Choice) *
Class 8: 1969-1970 Standard Convertible	Class 19: 1967-1973 Modified (People's Choice) *
Class 9: 1969-1970 Standard Coupe	Class 20: 1967-1973 Street Driven (People's Choice) *
Class 10: 1969-1970 XR7 Convertible	Class 21: 1967-Present Display Only
Class 11: 1969-1970 XR7 Coupe	Class 22: Mangy Cat

*CCNJ reserves the right to reclassify cars entered in classes 18, 19 & 20

Spacing is limited to 150 Cars; Classes may be combined or canceled based on pre-registration
All Cars to be judged must be on the show field by 10:00 AM, Saturday

The CCNJ reserves the right to cancel the show in the event of a limited response by the pre-registration deadline

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

Paul Damato	973-366-8341	pwdcougar@aol.com
Steve Polansky	856-795-6779	polanskys@aol.com

For details, please visit www.CCNJONLINE.com or www.COUGARCLUB.ORG
EARLY REGISTRATION DEADLINE: April 1, 2003



Please return Registration Form with a check in US funds to **CCNJ**, and Mail to:
Sudhakar Reddy, 525 Glen Ridge Drive South, Bridgewater, NJ 08807

Name: _____ **CCOA#** _____

Address: _____ **City:** _____

State: _____ **Zip:** _____ **Phone:** _____ **EMAIL:** _____

_____ I will help with Judging (Please volunteer, if there are not enough judges, classes may revert to People's Choice)

Registration Fees: Postmarked Before April 1, 2003: \$25.00/Car
Postmarked After April 1, 2003: \$35.00/Car

PLEASE EMAIL A PICTURE OF YOUR CAR(s) FOR OUR DATABASE (if available).

CAR#1: Year: _____ **Type:** _____

VIN: _____ **COLOR:** _____ **CLASS:** _____

CAR#2: Year: _____ **Type:** _____

VIN: _____ **COLOR:** _____ **CLASS:** _____

CAR#3: Year: _____ **Type:** _____

VIN: _____ **COLOR:** _____ **CLASS:** _____

Car Registration	Quantity	Total Registration
Postmarked Before April 1, 2003—\$25.00 After April 1, 2003—\$35.00		

Awards Banquet Dinner Choices	Quantity	Total Dinner
Buffet \$25.00 per dinner		

T-shirts will be made available at a later date		
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Total Amount Enclosed		
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Mt Laurel, NJ 08054

856-234-7000

<http://www.wyndhammtlaurel.com/>

Hotel Reservations:

Reservations should be made under the Cougar Club of New Jersey. A block of rooms will be held for the Cougar Club of America until June 1st, 2003. After this date, any un-reserved rooms will be made available to the general public. Availability will not be guaranteed after this date. Check in time is 3:00 PM and Check out time is 12:00 Noon.

Room rates:

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The Cougar Club of America, Cougar Club of New Jersey, the Wyndham Mount Laurel, and Sponsor(s) or any affiliates shall not be held responsible for any loss, injuries, accidents, or damages.

High-Class Cougars

If it isn't a record for a classic Cougar, it has to be close.

We're talking about the sale price of a triple-black, 1970 XR-7 428 CJ convertible, which fetched a whopping \$48,600 at the Barrett-Jackson Classic Car Auction this past January, in Scottsdale, Ariz.

The car, touted as the only black XR-7 ragtop built with a 428 engine, was fully restored and include factory Ram Air and a "full complement of luxury options," Barrett-Jackson noted in its auction description.

Also at the January auction, a white '69 Eliminator, also with a 428 CJ Ram Air motor, brought an impressive \$37,800. The car, Barrett-Jackson said, was a trophy winner at four CCOA nationals, including Dallas, Denver and, twice, in Cypress, Calif. Racing legend Carroll Shelby signed the underside of the car's trunk lid, according to the description.

To view the listings of these two Cats, more photos of both and other Scottsdale auction results, go to www.barrett-jackson.com, choose the "Auction Results/Results By Event" link in the left-side menu, and click on the "Scottsdale 2003" listing.

Ford Centennial in N.C.

The Carolina Cougar Club (CCC) and other southern U.S. Blue Oval enthusiasts are determined not to let Dearborn have all the fun for Ford Motor Company's 100th birthday this year.

The CCC will host a show within a show Aug. 30 during the "All-Ford Southern Centennial Celebration" at Lowe's Motor Speedway, in Charlotte, N.C. The overall celebration and show will be hosted by the SVT Cobra Mustang Club (SCMC) Aug. 28 to 31. Show organizers say they expect as many as 3,500 vehicles in 50 classes, including one for Cougars and another for other Mercury vehicles. Major classes, such as that for Cougars, will be subdivided based on number of entries. The SCMC will provide awards for the first five places in each class and all who attend will receive a special gold 100th anniversary medallion and gold certificate.

The Carolina Cougar Club and other specialized Ford product clubs will oversee judging. For

more details on the CCC show, contact club President Marvin Wyant at (704) 643-6430 or marvin@uscommercial.org. A SCMC show site is at www.SCMCCentennialCelebration.com.

Trans-Am Cat in a Box?

Scale model Cougars continue to pop up with increasing frequency, and among the more interesting offerings is a 1967 Trans-Am racer resin kit.

The 1/43 model is the first-ever small-scale replica of the historic Bud Moore Engineering cars driven by American road racing greats Dan Gurney, Parnelli Jones, Peter Revson, David Pearson and Ed Leslie. The kit offers all five driver versions and features cast resin, white metal, photo-etched and machined aluminum components for an easy-to-build, yet detailed replica. The kit includes exacting decal



Ever wonder what a \$50,000 classic Cat looks like? Take a look this recent Barrett-Jackson auction winner.

graphics, color photo references and a six-page assembly guide.

The kit is manufactured and marketed by Microsport Engineering, of Bellevue, Wash., and costs \$59.95 plus \$5 shipping and handling (\$10 for international orders). Contact (425) 861-5481 or dferg@nwlink.com for order information, or visit www.gpma.org/microsport.html.

The Microsport kit was produced in limited numbers and, as of this writing, the supply was going fast. It was not known if Microsport would produce a second run of this kit.

Other recent additions to the world of miniature Cats include a Glacier Blue, black vinyl top version of Mattel's popular Hot Wheels '68 Cougar diecast. Until now, the car, modeled after the XR7-G, had been available in only a bright green and black top combination.

Also available from Mattel are two color variations—both reddish-orange—of a *Popular Hot Rodding Series* Cougar. These cars and a limited edition, metallic gold car offered online to HotWheelsCollectors.com members, use the casting from the "Nitty Gritty Kitty" that appeared in the "Spoilers" anniversary collection Mattel issued several years ago.

Playing Mantis, meanwhile, continues to churn out variations of its Johnny Lightning '67/'68 casting. The latest: a lime green *Hot Rod Magazine* miniature of a car featured on the cover of the magazine's June 2000 issue.

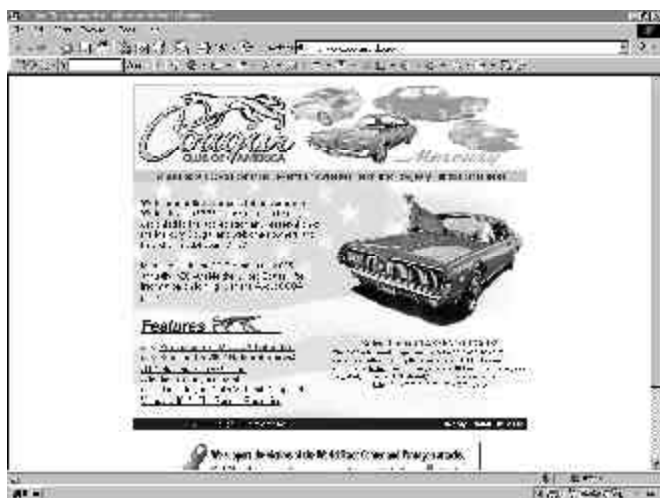
—Carl Graziano

2003 Calendar

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

Date	Event	Contact
April 5-6	24th Annual Columbus (Ohio) Spring Swap (all-Ford, indoors)	(614) 475-7774
April 12	RoundUp at the Border, S.C. Mustang Club (all-Ford event), Dillon, S.C.	(843) 669-0385
April 19	Ponies at the Courthouse (six Cougar classes), Port Angeles, Wash.	(360) 417-6972
April 19	Big Show 4: A Mustang and All-Ford Show, Bessemer, Ala.	www.MagicCityMustangs
April 26	National Capital Region Mustang Club Spring Show, Rockville, Md.	Rex.Turner@wcom.com
April 26	1st Annual Regional Mustang and Ford Car Show, Jacksonville, Fla.	(904) 695-9241
April 26	Mustang & Ford Club of Virginia All-Ford Car Show, Norfolk, Va.	(757) 474-2286
April 27	9th Annual Mustang and Ford Spring Show and Shine, Atlanta	(770) 578-1354; her96stng@aol.com
April 27	Annual Mustang and Ford Show, Sumter, S.C.	(803) 258-3839; davandlib@att.net
April 27	Fabulous Fords Forever All-Ford Car Show, Knott's Berry Farm, Buena Park, Calif.	(562) 862-9311
May 10	8th Annual Mustang and All-Ford Show and Swap Meet, Clarksville, Ind.	(812) 283-6543
May 10	Rocket City Mustang Club All-Ford Show, Huntsville, Ala.	(256) 722-5586; dorner@knology.net
May 18	21st Annual All-Ford Show and Swap Meet, Oak Creek, Wis.	(262) 567-2622
May 18	Round-Up of Mustangs and All Ford Powered Vehicles, Roanoke, Va.	(276) 632-7828
May 18	Beach Blast IX, Cocoa Beach, Fla., Sunshine State Cougar Club	ssconline.com; powellcoug68@cs.com
May 18	Cougars in Concord, Stray Cats Cougar Club (tentative—confirm with club)	info@classiccougar.com
May 18	Third Annual Lone Star Cougar Club Spring Car Show, Dallas, Texas	Info@MercuryCougars.com
May 30-June 1	Carlisle All-Ford Nationals, Carlisle, Pa. (Cougar classes)	(717) 243-7855; carlisleproductions.com
May 30-31	10th Annual Mustang & Ford-Powered Car Show, Wichita, Kan.	(316) 263-1644
June 1	24th Annual Mustang & Ford Show, Des Moines, Kent.	(641) 752-2458
June 6-8	24th Annual Mustang, Shelby and Ford Products Show, Biloxi, Miss.	(228) 872-5622; darebl@bellsouth.net
June 21	11th Annual All Ford Show & Mustang Roundup, Puyallup, Wash.	(253) 476-9033
June 22	5th Annual All Ford Powered Show, Pittsburgh, Pa.	(412) 366-4240; fitr24@cs.com
June 27-29	CCOA Nationals, Mount Laurel, N.J., Cougar Club of New Jersey	(973) 366-8341, ccnjonline.com
June 28	19th Annual Mustang & Ford Show, Overland Park, Kan.	(913) 897-2950; rgillum1@compuserve.com
July 19	26th Annual SIMA Mustang and All Ford Show and Swap Meet, Alton, Ill.	(618) 585-3081
July 25-27	Summer Carlisle, Carlisle, Pa.	(717) 243-7855; carlisleproductions.com
July 26	C.A.T.S. (Cougar Association of the Tri-States) Regional Car Show, Holland, MI	(616) 396-0390
July 26-27	Cascade Cougar Club Prowl, Renton, Wash.	www.cascadecougarclub.com
Aug. 3	16th Annual Summer Mustang and Ford Show, Lithia Springs, Ga.	(770) 578-1354; her96stng@aol.com
Aug. 9-10	Fordnutz Cougar Claw In, Surrey, B.C., Canada	(604) 786-3673, fordnutz@bigfoot.com
Aug. 14-17	Intermountain Mustang & All Ford Stampede, Heber City, Utah	(801) 269-1364
Aug. 24	Mid-Maryland Ford Club All-Ford Show, Hagerstown, Md.	(301) 694-7093; (301) 570-2077
Aug. 28-31	All-Ford Southern Centennial Celebration (Cougar classes), Charlotte, N.C.	(704) 643-6430
Sept. 6	Cougars & All-Ford Show, Kentuckiana Classic Cougars	(502) 445-3993
Sept. 7	Fun Ford Sunday All-Ford Car Show, Solano County Fairgrounds, Vallejo, Calif.	
Sept. 13	19th Annual Mustang & Ford Show, Richmond, Va.	(804) 282-0592; svt95cobrava@aol.com
Sept. 14	Fordnutz Indian Summer Fun Run	(604) 786-3673, fordnutz@bigfoot.com
Sept. 20	National Capital Region Mustang Club Fall Show, Chantilly, Va.	Rex.Turner@wcom.com
Oct. 1-5	Fall Carlisle, Carlisle, Pa.	(717) 243-7855; carlisleproductions.com
Oct. 18	Mustang & Ford Club of Virginia All-Ford Car Show, Norfolk, Va.	(757) 588-0632

Don't Miss the CCOA on the Web!

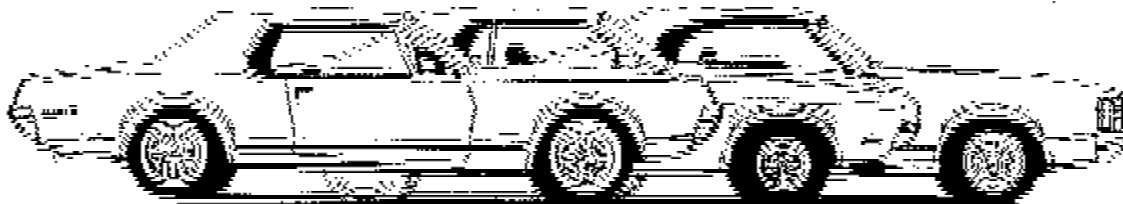


The Cougar Club of America continues building upon its Web site, at www.cougarclub.org. Don't miss all the great features there now and check regularly for new content for members and the broader Cougar community.

Check out these great features:

- Online VIN/dataplate decoder
- Online credit card payment for new and renewal memberships
- Links to local clubs and parts vendors
- Official CCOA judging sheets
- "Cougars 101—The Special Registries"
- CCOA National Database information
- *ATSOTC* features and 1980-1990 index
- 2003 calendar of events
- Free car and parts classifieds

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www.cougarclub.org



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Local and Regional Clubs

Do you have updated contact information for your club? Please send it to ATSSOTC, 2008 Watkins Way, Mount Airy, MD 21771-3744; editor@cougarclub.org; or (301) 829-0548 (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. Fritz Wester, president. (602) 857-2005; c130c@aol.com; Web: clubs.hemmings.com/azcougarclub/
Australia	Cougar Club of Australia . Clive Dennis. 029-623-2780; clive@eagles.com.au
California	Northern California Cougar Club , 5803 Barnswell Way, San Jose, CA 95138. Diane Dresbach, president. (408) 734-1471; norcalcougars@crosswinds.net; Web: www.crosswinds.net/~norcalcougars/ Cougar Club of San Diego , 1307 E. Lexington Ave., El Cajon, CA 92019-2303. 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: www.socalcougarclub.com 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 , 2911 Fourth Ave. S.E., Naples, FL 34117. Charles Powell, president. (941) 354-1913; powellcoug68@cs.com. Web: www.sscconline.com
Georgia	Georgia Cougar Club , 138 McDonald Road, Covington, GA 30014. Lane Williams, president (770) 678-342-9072; lanenkathy@yahoo.com. Web: www.georgiacougarclub.org
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.); jsovich@mailcity.com
Indiana (South)	Kentuckiana Classic Cougars , 10706 English Oak Court, Louisville, KY 40241. Jeff Giffen, president. (502) 445-3993; giffen@insightbb.com. Web: www.kyianacougars.org
Indiana (North)	C.A.T.S. (Cougar Association of the Tri-States) , Brian Carpenter, president. letsridebc@aol.com
Kansas	Heartland Cougar Club , 3337 S. Vine St., Wichita, KS 67217-2639. Kevin Smokorowski, president. cgrjnky@cox.net
Kentucky	Kentuckiana Classic Cougars , 10706 English Oak Court, Louisville, KY 40241. Jeff Giffen, president. (502) 445-3993; giffen@insightbb.com. Web: www.kyianacougars.org
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 C.A.T.S. (Cougar Association of the Tri-States) , Brian Carpenter, president. letsridebc@aol.com
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 , 496 Mount Hope Road, Wharton, NJ 07885. Don Wussler, president. Donwussler@aol.com; Web: ccnjonline.com
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: licougars.tripod.com/index.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
C.A.T.S. (Cougar Association of the Tri-States), Brian Carpenter, president. letsridebc@aol.com
- 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** **Cougar Club of Tennessee**, 2801 Bloomfield Drive, Thompson Station, TN 37179; kigermom@aol.com
Dixie Cougar Club, 430 Ryan St., Montgomery, AL 36107. Andrew Rolfsen, president. (334) 263-1964; Negativeimage@earthlink.net
- Texas** **Lone Star Cougar Club**, 4205 Trailridge Drive, Frisco, TX 75035. Logan McLeod, president. lsc@mercurycougars.com; Web: www.mercurycougars.com
- Virginia** **Delmarva Cougar Club**, P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com. Web: www.dconline.org
- Washington** **Cascade Cougar Club**, P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; jcbingcougar@attbi.com. Web: clubs.hemmings.com/cascadecougar

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Cars for Sale

1967 Cougar, 351W, C-4, red exterior, custom graphics, black interior, everything new, many extras, runs great and shows well, must sell due to illness, appraised and asking \$13,500. Cal Kirk at (804) 272-3809 (Va.).

1968 Cougar XR7-G, 390, auto, PS/PDB, tilt, A/C, sunroof, needs restoration, \$4,900; '67 XR-7, auto, PS, needs restoration; five (5) '67-'68 Cougar parts cars—must take all! \$500. Call Marvin, (812) 294-1417 (Ind.).

1968 standard Cougar, exc. condition inside and out. From Burbank, Calif. Always stored, second owner. No rust, no filler. 289-2V engine. Appraised for \$8,500 in 1992. Have all paperwork on car. 91,000 actual miles. Can't afford to keep any longer. First \$6,500 takes her home. (563) 323-3738 (Iowa).

"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. Ordered with following options: 3.91 traction-lok, black vinyl roof, console, tilt-away steering, AM/8-track stereo, tinted glass, front seat headrests, P/DB, P/S, F70x14 belted traction tires, Styled Steel wheels. \$25,000. (314) 351-1789 AFTER 8 p.m. Keith Litteken 11394 Revere Lane, St. Louis, Mo. 63128-1416; kslitteken@aol.com

'92 25th Anniversary Cougar, bought new, only 35,000 miles. 5.0 GT, moonroof, JBL CD, plus every other option and accessory available. Have sales-room data, shop manuals, promotional items and complete unique trim spares. New Goodrich Radial T/A tires. Ideal driver and preserved collectible. Probably the best in country. Price negotiable, must sell. Dick Hertzler, (386) 677-2251 (Fla.).

Parts for Sale

1967-'73 Cougar parts, sheet metal, glass, trim, wiring, interior, mechanical, 20-year collection, Spring Carlisle M181-183, Randy Goodling, (717) 367-6700.

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 wheelcovers, one rough, four good shape; 71-73 Cougar deluxe

wheel covers. Contact Jim Megannety, (905) 358-5967, jmegs@sympatico.ca.

Parting Rust Free 1969 Cougar w/White Deluxe Decor Interior. Fenders or doors, \$195; rear bumper or glass, \$95. Half catalog price on good used parts. 1967 to 1970 engine blocks (never bored), 289, 302, 351W (w/1969 heads), 390 complete with CJ rods and C-6 transmission, in/out manifolds, headers, FMX too! Ford 9-inch axle housing, \$195. Many small electric parts, harnesses, and great '69 rim-blow steering wheel that works. Lost Storage Space=GIVE AWAY PRICES. Contact Al Owens at alowensxr7g@aol.com or (512) 394-9561, Austin, Texas.

N.O.S. 1977-79 right front fender, D7OZ-16005-A, \$150; 1967 289-2V w/automatic carb. tag # C7DF R, \$50; 1968 289/302 2V w/automatic carb., tag # C8ZF G, \$25; 1968 302-2V intake manifold, \$25; small block chrome valve covers, \$20; N.O.S. '87-'88 Cougar red headliner, E7WY-6651916-ABD; brand new GT-40 aluminum heads, \$1,100 a pair; 351W Mallory dual point distributor, \$65; Accel super coil, \$25; 1972 351C-4V intake, \$100; 1999-2000 headlights, \$50 ea. (314) 351-1789 AFTER 8 p.m. Keith Litteken 11394 Revere Lane, St. Louis, Mo. 63128-1416; kslitteken@aol.com

Parts Wanted

XR7-G parts: Driver's side remote racing mirror, hood pin w/ring, 1967 or '68 XR-7 overhead console for saddle interior, A/C chrome trim, lower quarter window trim (hockey sticks) for both sides, etc. Contact Al Owens at alowensxr7g@aol.com or (512) 394-9561, Austin, Texas.

Misc. For Sale

Cougar & dealer promotional items: '67 plastic, dealer promotional give-away Cougar; '67 cereal premium give-away; 1974 & up Cougar dealer albums; Cougar head pin with flashing eye (from Ford New Edge Cougar introduction). Contact Wayne at (410) 775-2740 or wwachter@erols.com (Md.).

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.

Treasurer's Report

CCOA Financial Statement, Fiscal Year ending 12/31/02

Revenues					
	'01-YTD	03/31/02	06/30/02	09/30/02	12/31/02
Dues	25,109.61	8,118.41	3,163.30	5,477.00	7,185.00
Ads	550.50	0.00	87.40	471.45	65.00
Merchandise	182.09	164.45	843.50	1,003.63	1,087.00
Directories	0.00	0.00	0.00	0.00	0.00
Calendars	3,975.10	1,273.00	217.00	125.00	618.00
Nat/Reg Shows	0.00	0.00	0.00	0.00	0.00
Judging Books	81.00	0.00	0.00	0.00	0.00
Total Revenues	29,898.30	9,555.86	4,311.20	7,077.08	8,955.00
Expenses					
Postage	6,521.35	1,879.66	1,758.54	1,131.11	2,334.24
Copies	4.11	27.59	0.00	0.00	0.00
ATSOTC	13,887.30	3,148.95	3,630.90	3,601.50	3,503.85
Supplies	196.24	172.40	140.79	26.63	87.18
Calendars	2,098.95	0.00	0.00	0.00	22.00 (d)
Merchandise	0.00	3,521.29 (i)	0.00	0.00	0.00
Contributions	400.00	0.00	0.00	0.00	0.00
Nat/Reg Shows	700.00	1,200.00 (h)	30.00 (a)	0.00	0.00
Operating	854.35	118.72 (g)	1,420.22 (b)	45.21 (c)	171.52 (e)
Total Expenses	24,662.30	10,068.61	6,980.45	4,804.45	6,118.79
Net Income/(Loss)	5,236.00	(512.75)	(2,669.25)	2,272.63	2,836.21
Beg. Bank Balance	13,651.86	18,823.44 (A)	18,310.89	15,641.44	17,914.07
End. Bank Balance	18,822.66	18,310.69	15,641.44	17,914.07	20,750.28
Petty Cash Balance	-	200.00	200.00	233.37	200.04
PayPal Balance	-	132.06	512.19	200.40	169.36

Notes: (a) Table rental at Carlisle; (b) Insurance = 1,150.00, bank fees = 171.00, PayPal fees = 73.29, domain fee = 25.93; (c) Returned check = 6.00, PayPal fees = 39.21; (d) Calendar refunds; (e) Bank fees = 38.80, PayPal fees = 132.72; (g) Bank charge = 10.00, PayPal fees = 73.77, Net Nation = 34.95; (h) GCC E. Nats. = 500.00, SCCC W. Nats. = 500.00, FordNutz Regional = 200.00; (i) CCOA T-shirt project. New categories added for direct operating expenses, merchandise. Ads, Advances and Rebates categories merged into Operating. Net Nation, Egroups, Bank and Insurance charges reclassified as Operating. (A) bank balance adjustment due to PayPal test deposit in 12/01. Reserves: ATSOTC = 9,000.00, '02 Shows = 3,300.00, total reserves = 12,300.00; Working capital = 20,750.28 - 12,300.00 = 8,450.28. Petty cash is held by the membership director. Software previously in use found defective. All quarters for 2002 had to be restated.

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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MOUNT AIRY MD 21771-3744

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