

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

The DGS: What The Heck Is It?

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The official publication of
The Cougar Club of America

Editor

Carl Graziano

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Advertising

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Disclaimer

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Editor's Desk

Mea culpa. I should have known that that immutable law of home improvement—everything takes twice as long as you plan—might also apply to a project as big as redesigning this newsletter.

In spirit, at least, it's similar work: start with a solid foundation and, from there, expand and improve.

So, with that premise in mind and given the number of times I and my wife have seen projected completion dates slip for our renovation adventures, I should have known to allot extra time for finishing this issue of *At The Sign of The Cat*.

Don't worry—I won't make the same mistake with the next issue.

I hope you find it was worth the wait to receive this first ATSOTC of the new century. Former Editor Bruce Lammers did, indeed, pass on a solid foundation to me for my little "renovation" project, and I applaud his dedication and hard work over the past several years. And thanks, Bruce, for all your help as the ATSOTC reins went from your hands to mine.

ATSOTC is not the only fresh face in the CCOA family this year. At the top of the organization, we've got a few new mugs and, I believe, a new enthusiasm for our club.

President Scott Ferguson and Vice President Frank Paty took over Jan. 1 and already have made clear their desire to take the CCOA into the 21st Century with improved organization, greater use of high-tech communications tools and other initiatives that bode well for the long-term health of the club. I wish them well in their new positions and expect good things for all members under their leadership.

As for this newsletter: You'll see more changes here, too, as the year progresses. My goal is to cram this thing with as much useful content as I can, and that means more of what members have asked for over the years: technical articles, local club news, show coverage. I want to hear from you, both about this newsletter and about anything else in Cougardom. I intend to start a "Letters to the Editor" column in the next issue, and I'll need something to put in it, so *write me*. I'm easy to reach, especially by e-mail:

graziano@cais.com. You also can fax letters, stories and other documents to **(301) 864-4460** or send them via regular postal mail to **4012 Hamilton St., Hyattsville, MD 20781-1842**.

Thanks for your patience as I settle into the Editor's job here at ATSOTC. I'm looking forward to working with all of you in the coming year and beyond.



Carl Graziano

President's Report



Scott Ferguson

Happy New Year, club members! I hope you avoided the Millennium Bug's bite and that all is well with you—and your cars, of course.

Your CCOA Directors and Officers have already started working on the many tasks necessary to bring the CCOA and the entire Cougar community into the 21st Century. Our goal: A quicker, more definitive decisionmaking process to make the CCOA a stronger, more efficient organization.

To that end, we plan to make the most of new and emerging technologies. For example, we plan to hold board meetings and exchange other

information among CCOA leaders using e-mail and Web conferencing.

I had hoped that, by the time you read this, I could invite you to tour the CCOA Web site. But creating and maintaining a quality site is an enormous undertaking, and it remains in the “construction” phase. Soon, though, you’ll be able to tap into the CCOA online and find what we believe will be a first-class resource for Cougar enthusiasts. Stay tuned.

I am making plans to attend the CCOA West Nationals in Cypress, Calif., July 21 to 23. I hope I can meet you there or at one of the great Cougar events in British Columbia and Washington.

Regional Reports

1N Rain and snow are returning to the Northwest. Many of the Cougars driven around the region all summer and fall are being stored in garages to await the selected days of good driving weather and, possibly, even more beautification. It’s been a great year for celebrating Mercury’s 60th anniversary and some of the best was saved for the end of show season in September.

First came the annual Hot August Nights show in Lewiston, Idaho, Aug. 19 to 21. Only eight Cougars were present, but three were driven about 350 miles to get there, and another, 140 miles. The featured attraction after the show was a concert by Paul Revere & the Raiders.

Three weeks later, the weather was just as warm and sunny in Surrey, BC, for the annual Can-Am show. The Fordnutz Cougar Club of Region 8 hosted this year’s event, which was at Garry T’s Restaurant. The restaurant sponsored the show and furnished an enclosed area for the awards ceremony. Twenty-seven Cougars were among 46 total cars displayed. “Cougar 6” made an appearance and received a thorough inspection by almost everyone. But the real winner was Bruce Haaland, with his Best of Show orange 1969 Eliminator.

September (and show season) ended with the annual Ponies In The Sun show in Yakima, Wash. Thirteen Cougars were driven to the event to join about 75 Mustangs, several other Fords and a few FoMoCo wannabes. First place trophies went to Jeff and Carol Bingaman (67/68), Dennis and Mary Welch (69/70) and Doug and Beth Mallory (71-73) in People’s Choice balloting. The show organizers, however, removed one car from People’s Choice eligibility and awarded it their Best Cougar trophy: a 1967 XR-7, which owners

George and Kathy White drove about 145 miles from Covington, Wash. After the show, a handful of the Cougar owners drove to an electrical contractor’s office with a yard full of 69/70 Cougars, most good only for spare parts. A few were in good shape, including a 1970 convertible and one of two 1970 Eliminators.

—*Jim Compton*

2S Another season of shows, cruises, racing and other events has come to an end for many of you, but things wind down a little more slowly here in Texas. There have been more shows and cruises than a person can attend. It is too bad that we cannot attend them all, because most are for good causes.

Randy Bolyard of Rolla, Mo., reports plans for a Central Missouri Mustang Club show in Jefferson City, Mo., in July. Although Cougars are welcome, only two were displayed at the show last year. You Missouri people take note and make a presence this year!

On Aug. 22, there was a picnic for the D/FW Cats club. Fourteen people attended, including Region 4 Director Royce Peterson, who was in town visiting his parents and friends. It was good to see him again.

There is an open Classic Car show in Hillsboro, Texas, the second weekend in September each year, Ace Collins says. His car was the only Cougar among the 60 cars there, last year. Take note Texas cat owners: Let’s have more Cougars take part in that show next year.

On Sept. 5, I was in Kansas City and visited Eric Peterson and saw his 68 XR-7 GT-E. It was extremely nice and, when it is put together, it will See **REGIONS**, page 17

**N=North,
S=South. For a
complete listing
of states in each
region, consult
“CCOA Leader-
ship” listing,
next page.**

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Spotlight On: The Dan Gurney Special

It's a question that can confound even longtime Cougar enthusiasts: What, exactly, makes a "Dan Gurney Special" special? The Dan Gurney Special, or DGS, was a midyear option package first offered in 1967 and again, with minor modifications, in 1968. It was intended to capitalize on the name and success of racing legend Dan Gurney, who captained the 1967 Cougar Trans-Am team.

The DGS options were mostly cosmetic: a chrome engine "dress-up" kit (valve covers, air cleaner cover, dip stick tube and radiator cap); F70-14 wide-oval nylon cord white-walls; a Dan Gurney signature decal and special "turbine" wheel covers. Otherwise, the car was a standard coupe and came with the base 289-2V powerplant.

In 1968, the DGS signature decal changed (Mercury dropped the reference to the 1967 *Motor Trend* Car of the Year award) and, according to a magazine advertisement of the time, the package included a deluxe interior, including a remote control side view mirror.

The CCOA's national registry database shows that 19,986 DGS Cougars were produced in 1967—about 17 percent of total Cougar production—and 12,506 were made in 1968. The option package was either factory- or dealer-installed.

For more information, contact CCOA DGS registrar Scott DeFriez (see registry listing, next page).

— Carl Graziano



Clockwise, from top: Dan Gurney's mug adorns a '67 advertisement announcing the DGS; signature decal from 1968; the 1967 decal; a DGS "turbine" wheel cover.

CCOA Starts 'Sports Special' Registry

Florida member Bruce Wallace might seem an unlikely candidate to run the CCOA's newest registry, for the 1969 Sports Special. You see, two years ago, Bruce knew so little about this seldom-seen cat that he didn't even realize he owned one.

"The original owner's manual and the lower three quarters of the window sticker came with the car. Enough of the sticker was missing to keep me from knowing I had anything out of the ordinary," he says. "When I took it to my first Cougar club event, several people commented on the nice curb mouldings—one kept badgering me to sell them."

Later, Bruce says, a description of the Sports Special in a popular Cougar reference book "jumped out" at him. "Nearly all the things that were listed there also appeared on my sticker," he says. Bruce verified his suspicions with a production data report from Kevin Marti, of Marti Auto Works.

Bruce, member 6794, has since learned quite a bit more about the Sports Special, including that it actually came in four flavors, starting with a base package that included:

- Turbine wheel covers (like those on the Dan Gurney Special).
- E78-14 white sidewall tires.

- A pinstripe that followed the "sweep" of the side body crease, rather than the upper body line, and continued over the rear wheel opening.

- Unique rocker panel mouldings with rear-facing scoops at the front and black and chrome ribbing.

- A remote control left-side racing mirror.

Three "Value Packages" built on this base offering by adding the Decor group interior or F70-14 tires and suspension upgrades, or both.

No special VIN or door tag codes identify a factory-made Sports Special. Because dealers often added the rocker mouldings and mirror, only an original window sticker, invoice or build sheet, or a Marti report, can identify a car as a factory Sports Special.

Bruce says he's "starting from scratch" with the registry and knows of maybe five other potential Sports Specials. He encourages Sports Special owners to register their cars (see below) and, if possible, provide documentation. Production data reports are available from Marti Auto Works, 12007 W. Peoria, El Mirage, AZ 85335, (623) 935-2558, kmartkmart@aol.com. Copies of original invoices for '69 model year cars are available for \$35 from Lois Eminger, P.O. Box 222, Dearborn, MI 48121-0222.

— Carl Graziano

"Several people commented on the nice curb mouldings—one kept badgering me to sell them."

—Bruce Wallace

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bwallace@ccci.org

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pinktwo@gte.net

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390xr7gt@cwix.com

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The Seesaw Inside Your Engine



Eric Overton

First in a series

Really, there isn't much more to ignition systems than there was to Volta's electric pistol. Volta was this Italian guy who figured out that if you rubbed cat fur, you got static electricity. And if you made a glass bottle in the shape of a pistol and filled it with methane gas and put a cork in the end of it, you could touch your cat to electrodes that ran from the outside of the tube to the inside and make a spark. This was what set off the methane gas and shot the cork out the end of the pistol.

Now, consider a pistol like Volta's, only with a piston that moves in it rather than the cork. And suppose you put some valves in it to load the "volatile charge" into the pistol (oh, heck, let's just call that nutty old pistol a "cylinder") and allow exhaust gases to escape. What you'd have (if you had eight of these puppies) is the engine in your Cougar. And the ignition system would make a spark jump inside the cylinder at just the magic moment.

To accomplish this, all the ignition system has to do is get a spark to jump the gap between two electrodes (read: "metal thingies located on, say, a spark plug") at the proper moment to ignite the gas. If you ignite it at the right time, everything is just groovy. Too early or too late and your engine doesn't run right, but we'll come back to that in another installment.

Making sparks is easy if you've got electrons with a lot of energy. An electron is a part of an atom that had enough energy to break away from the atom itself and go wandering around on its own a bit. What it really wants to do is find an atom out there that's missing an electron and settle back into it. The amount of energy that the loose electron has is called (after Volta and his pistol) a "volt."

What an energetic electron (read: "one with lots of 'volts'") does is break down the air in between it and where it wants to go. For example, the terminals of your battery are not constantly throwing sparks at each other (at least I hope not). This is because they're spaced a few inches apart and 12 volts is not a lot of energy—in spite of the fact that a whole lot of electrons (all with 12 volts

of energy) live in the battery. So these electrons get as far as the terminal, and unless somebody hooks a wire to them (as electrons move much more easily in wires than in air), there they'll sit. But in a spark plug, the terminal gap is small and the electrons we put there have about 20,000 volts of energy with which to break down the air in between; so sparking is only natural.

Before I get too far into explaining how we get those electrons where we want them, I'll mention a French guy named Ampere. To count all those electrons, we've invented a unit named

after him: "amps." Amps (also sometimes called "current") is a measure of the number of electrons wandering around loose from their parent atoms. "Volts" refers to the amount of energy each one has.

Later on, other physicists named units such as "Joule" (another measure of an electron's energy) and the "Coulomb" (a unit that's handy for

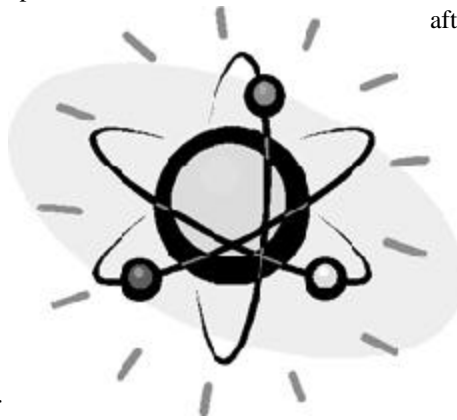
counting electrons as they go by) after their colleagues. But the name game sort of ended there, as nobody who majored in physics ever took French, and names of other famous scientifically-inclined Gallic noblemen like "Lavoisier" were too hard for the guys who wrote the physics texts to spell.

Back to making sparks

The trick here is to figure out how to get from 12 volts to 20,000 volts and let all the electrons with that much energy go flying across the spark gap all at once.

To understand how it's done, you sort of have to take a mental trip to the elementary school playground (and for some of us, that's a short trip) or the circus. Remember sitting on the seesaw? It was great fun until some fat kid sat down on the other side and left you dangling way up in the air. But if you moved the fat kid close to the middle while you stayed out at the end, the game got fun again. In fact, you could put two of your friends in place of one fat kid, and the game worked pretty much the same way.

This concept is called "leverage," and it was explained by a really old Greek guy named Archimedes. His name was so long that even



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most Greeks couldn't spell it, so they called the building on the Acropolis the "Parthenon." This is what you'd get if you tried to write "Archimedes" but didn't know how to spell and were forced to use all those funny looking letters. (I understand their plight; years ago, I learned Russian, and for a while every word written using the Cyrillic alphabet looked to me suspiciously like the English word "expectorant" held up to a mirror.)

Archimedes observed that if he had a lever long enough, he could move the world. This is a powerful concept, because if you had the electrical equivalent of a lever, you could probably leverage a few 12-volt electrons up to where they'd have the 20,000 volts they'd need to jump across a spark gap. And it'd be a lot more practical than trying to move the whole world. But in ancient Greece this matter of practicality was not a major concern, as Archimedes lived back in the days when the world only had four elements and not a one of them, methane.

So let's take this concept of leverage, and put one electron on one side of our seesaw and two electrons on the other. Now, for the system to work, the one electron has to be twice as far from the fulcrum of the seesaw as the two on the other side. That way, things balance. Now, let's call the fulcrum something like "ground"—that's what it's stuck in. And because we have twice as many electrons on one side as the other, we have twice as many "amps" there. (Recall that "amps" is a measure of *how many* electrons.) And with one electron twice as far away from "ground," his ride up and down is going to be a whole lot more "energetic," we might say. So we could argue that this electron has twice the "voltage" of the other two. (Hey, why not? We've already argued a heckuva lot of other dopey things here.)

A Winding We Will Go. . . .

So where does this fit in with your Cougar? Right around the ignition coil. An ignition coil is something of an electrical seesaw. On the one side, a whole lot of electrons pass through with less than 20 volts of energy, and on the other side a much smaller number whip around with the 20,000 volts needed to make the spark. All that's really left to do is *time* the spark, and this is where it's helpful if you've been to the circus. Recall those nutty acrobats at the circus. Two of them would get up on a platform, and they'd jump together down onto a seesaw, and one guy on the other side would go flying and land on top of an elephant. As long as they had timing, it worked great. (Remember that when the clowns tried the same trick, one of them always landed in a pile of whatever the elephant had left behind.)

So your Cougar needs to time the motion of those 12-volt electrons by causing them suddenly

to somehow "fall" and send the electrons on the other side of the ignition coil's circuit flying up to 20,000 volts. This is why you've got points. Think of the opening of your points as the equivalent of the opening of a trapdoor that drops 20,000 electrons from a height of 12 volts in order to send 12 electrons flying up to a height of 20,000 volts and make that spark. Note that the points are on the *low* voltage side of this arrangement—not the 20,000 volt side.

The ignition coil, being the sort of thing that transforms a lot of electrons with low energy into a few electrons with high energy, technically falls into a category of electrical components known as "transformers."

Transformers work their magic by interchanging electrical energy for magnetic energy, and then exchanging that magnetic energy for electrical energy again, only at different voltage (read: "energy of each electron moving through the wires") and current (read "*number* of moving electrons in the wires"). Thus, for example, transformers are able to "transform" many electrons with 12 volts of energy coming in one end to a few electrons with ten of thousands of volts of energy going out the other end.

The magic happens in the middle of the device, where the "windings" live. A winding is a coil of wire through which an electron can flow, and up the middle of which a magnetic field is generated when the electron moves. If the term "magnetic field" is a bit intimidating, consider that such a "field" is just an area inside of which a magnetic material will feel a force. If it feels a big force at a particular location, the field strength is said to be high. If it feels a small force, the field is said to be low.

Sudden changes in the number of electrons flowing in one winding (called the "primary" winding) will cause sudden changes in the magnetic field, which will induce a current (read: "cause electrons to flow") in the other winding. The ratio of the energy with which these electrons flow in the two windings can be adjusted by changing the "turns ratio"—the ratio of the number of loops in one wire (the primary winding) to the number of loops in the other wire (the secondary winding). For example, if the number of turns in the primary winding is 10 and the number in the secondary winding is 100, the voltage output of the transformer secondary winding will be 10 times the voltage input on the primary winding. But something for nothing you're not going to get, and the *total* energy coming out the secondary cannot exceed that going into the primary. Thus, the number of secondary winding electrons that have that 10x voltage value will be one-tenth as big as the

See OVERTON, page 10

"An ignition coil is something of an electrical seesaw. On the one side, a whole lot of electrons pass through with less than 20 volts of energy, and on the other side a much smaller number whip around with the 20,000 volts needed to make the spark."

OVERTON, from page 9

number of electrons in the primary winding, assuming that the transformation of electrons is 100 percent efficient, and none of the energy inside the transformer went into anything else—like making the wires hotter or using the magnetism inside also to pick spilled nails up off the floor.

Coming back to the case of the car, you've got to do this trick of exchanging low voltages and high currents for high voltages and low currents for all eight cylinders. So why not put a rotating mechanism in there so that the juice (that's a highly technical term) from one set of points and one ignition coil can get to all eight places? Remember that you'll really never need to send 20,000 volts to any more than one place at a time (since only one plug fires at a time). The rotating mechanism is your distributor rotor and your spark plug wires are the fat ones coming out of your distributor cap and going to the spark plugs. The wires are fat not because they carry a lot of electrons (high current)—in fact they carry fewer electrons (lower current) than just about any system in the car. They're fat because you want plenty of insulation between the thin conductors at their centers and anything to which a spark might jump. (And when plug wires go bad, they send sparks flying all over because the insulation is shot.)

I should mention that distributors have mechanical and vacuum-based mechanisms to move the plate on which the points live so that they open earlier or later in relation to where the pistons are at the time. "Ignition timing" involves little more than figuring out when the points open and making sure that the crankshaft is where you want it to be when they do. (This is why your crankshaft has all those "timing marks" on it.) Keep in mind in all of this that it's the opening of the points that sets the whole spark making process in motion—not some minor movement of the distributor rotor. This is a popular misconception.

Keep That Spark in Check

One thing I've avoided discussing so far (but I'll tackle it now) is the condenser. The condenser lives on the 12-volt side of the coil, and its job is to make sure that the trapdoor through which we're dropping circus acrobats doesn't get broken when we open it suddenly and a whole lot of them go falling through. (Translation: If you're not careful, all that suddenly letting electrons

flow through your points when they're closed and shutting them off just as suddenly when they open can cause the metal in the points to burn. This is also why in a lot of breakerless ignition systems, there is no condenser, as the turn-on and shut-off mechanisms are, by nature, not going to burn the way a mechanical on-off switch would.) But as an experiment, the next time you're in a very dark room, have a good look at the switch on the wall just as you turn the lights on. Chances are, you'll see a little spark inside the switch, which contains no condenser.

As a side note, a condenser is part of a family of electronic components known as "capacitors," which we'll see turning up again in some of the most unlikely places in the next few installments of this column. In fact, about three articles from now, when I get to discussing suspension theory, I will have already worked though the math that describes capacitors. When I have, you're going to be amazed by the fact that in the same way that

an electrical device like a transformer has a mechanical analog like a lever (or a suspension's upper control arm), a capacitor has a mechanical analog also. For fun, see if you can figure out what it is between now and then . . .

Anyway, the only other things to note in our ignition system are the ignition switch, the ballast wire and the tachometer, if you have one.

The ignition switch is there to shut off 12-volt power to the points and coil so the aforementioned clowns can't all pile into your car and drive away without a key.

The ballast wire's purpose is to lower the voltage that actually appears at the points and coil to 4 volts to 6 volts or so when the points are closed and the circuit is complete. (Most coils actually run around 5 volts, and they're matched to the ballast wire that feeds them, so that they stay at that voltage. Thus, messing with coils or ballast wires with wild abandon is a good way to burn them out.)

Tachometers will be the subject of a future article, so I'll let them slide by for now, except to say that they are designed to count the number of times the points open and thus tell you (indirectly) engine speed.

Keep in mind that a tachometer is, by necessity, a slightly more complicated animal, because it must only count the number of times the points open—not how many electrons flow when they're closed or how much energy each one might have. Making a tachometer oblivious to "current" and "voltage" in the ignition system is a



"Thus, messing with coils or ballast wires with wild abandon is a good way to burn them out."

characteristic that makes designing them a little trickier.

But My Car Won't Run!

OK, so you're dead in the water. First, is your starter turning? For the scope of things here, I'm assuming it is. If it isn't, drive something else for three months and wait with baited breath for part two of this series (which will tackle the subject of starter motors) to come out.

Are you getting spark? Carefully disconnect the main wire at the center of the distributor cap and hold it near some metal part of the engine while a friend cranks the car. If it sparks nice and pretty, your problem probably isn't ignition (unless somebody stole your rotor or your plug wires are a complete mess, or you put them in totally out of order). If you're not getting spark, open your distributor and bump the engine around to where the points are open. Measure the voltage (get a \$10 voltmeter at the local Radio Shack and keep it in your car at all times) between the "+" terminal of the coil and any bare metal spot on the engine block. It should be about 12 to 13 volts. If it's not, your problem is likely to be in the ignition switch, the wiring harness leading up to the coil or the tachometer (if you have one). If you do see 12 to 13 volts, you're OK in all of the aforementioned departments.

Now, bump the engine around to where the points are closed, and you should see the voltage fall to about 6 volts as the circuit on the primary side of the ignition system becomes "complete." Electrons are now able to lose all their energy (read: "voltage") so they can stop roaming around and settle back into some atom that's looking for a free electron. The "+" terminal is at about the

electrical halfway point on the trip, so voltage there is about half that of the battery. The charges at this terminal have been through the ignition switch and ballast, they're about to enter the coil, and they have yet to pass through the points on their way back to "ground."

(Clever readers will note that I stopped using the word "electron" and started using the word "charge" when I described the trip from a +12 volts terminal back to ground. In the next installment of this series, I'll explain that little bit of semantics and why it can actually be a critical matter.)

If you get something radically different from 6 volts at the "+" terminal of your coil, your problem is probably the coil itself. In extreme cases, it's because some doofus (another technical term) who didn't read this article messed with your ballast wire in ways he shouldn't have.

Also inspect your points and see if they're burned. If they are, replace them *and* the condenser—burned points are a tip-off that the condenser wasn't doing its job.

Our Next Installment

Next time, we'll discuss everything here in greater mathematical detail and cover a few things like "Ohm's Law" and "Kirchoff's Laws," which are handy things to know when you go chasing electrical gremlins. I'll also try to touch on starter motors, relays, electromechanical devices and inductive loads. If there's time, I'll say a word about diodes and transistors, which may take us into the guts of the tachometer. I hope you enjoyed reading this as much as I enjoyed writing it.

Until next time. . . .

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Hey, Cougar owner:

Are you a Cougar Club of America member?

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

This column is based on postings by members of the "CLASSIC-COUGARS" list server (<http://www.onelist.com/community/CLASSIC-COUGARS>), an online "community" of Cougar enthusiasts. CLASSIC-COUGARS works like most list servers: Messages sent to the list are distributed to all subscribers; responses are, in turn, distributed to the list. It's not unusual for specific topics, also called threads, to continue for days.



An online archive of CLASSIC-COUGARS postings is available at [www.listquest.com/goto/classiccougars.com](http://www.listquest.com/goto/classiccougars). The archive features a keyword search.

While you might have to drive 50 miles or more to find the next closest Cougar owner for a face-to-face chat, CLASSIC-COUGARS allows you to instantly tap into the collective knowledge of hundreds of Cougar fans around the country and world.

I don't have great technical skills, but I'm a master of plagiarism. So, this column, a regular ATSOCT feature, will be a quarterly "Best of CLASSIC-COUGARS." If you don't have online access or time to read the dozens of daily CLASSIC-COUGARS postings, this column is for you. When possible, I will credit the original authors of the messages compiled in this column. Enjoy!

—Rob Hamill

The Mother of All Links Lists

OK, just when I finish telling you that this column would be all copied material, here I go with original content. Oh well, think of it as an ATSOCT exclusive. I've found a great Web site, AutoDigest Weblines (www.autodigest.com). Its best feature: a links list with more than 1,000 automotive-related sites listed alphabetically, from large corporations to the obscure. From the AutoDigest home page, go to "Autodirectory" and, from there, "Links to Automotive Websites."

Left, Right, Left, Right. . . .

Vic Yarberr, of Cougars Unlimited, in Albuquerque, N.M., offers this tip: Right hand parts end in even numbers and left hand parts end in odd numbers. Useful information to have when digging through a parts box or perusing a list.

Ack! No Title?

List member Donna Habel put out a call for advice on dealing with a seller who wouldn't produce a title for his car. Don Rush, of West Coast Classic Cougar, and David Morehouse were among many who responded. Don said he buys at least one Cougar a month without title. "You do *not* walk away from a good deal just because there is no title!," he said. He suggested a quick call to the seller's state motor vehicles

department to check on the title status. "If it is on the records and is not stolen, proceed," he said. Another tip from Don: If possible in your state, get a towing storage and mechanics lien on the car. The action sometimes will discourage finance companies from attempting to repossess the car. He also suggests getting a discounted price on the car to reflect the title problems and making a downpayment of no more than 50 percent.

David said to risk a downpayment of only 10 percent to 15 percent if a seller can't produce a title immediately. And "get the seller to sign a note of intent to sell, with his address (current) and his legal signature. Include in the note that if the terms of the agreement are not met, your money is to be returned in full. That'll make it fully legal should the situation go bad. Specify a time limit as to when the settlement should be made [and] make it reasonable (14 to 30 days to settle, considering that he has to get the title)." Be prepared for a long wait (New York can take 90 days to issue a title, David said). He added: "If it's not worth all the trouble to you, then keep walking—another car will come along."

Say No to Knuckle Scrapes

I've heard discussions in many forums about the best way to change spark plugs on big block cats. William Layton says that if originality isn't a big concern, try this: "First I installed headers. This makes the spark plugs much easier to get to. I then drilled a hole in the inner fender across from each plug. Then I used a firewall plug to close up the holes. Remove the firewall plugs and you've got direct access to the spark plugs."

Stealth Reservoir Technology

Some list members have suggested ways to add radiator overflow reservoirs while maintaining the original underhood look in cars not originally equipped with the accessory. Art Hopkins says, "I used a reservoir from the street rod suppliers. It's about one and one-half inches in diameter and comes in four different lengths: 13 inches, 15 inches, 17 inches and 19 inches, with a neat knurled cap on top. I attached it to the fan shroud screws between the radiator and battery. I powder painted it satin black—no one has noticed it there yet!" And Leon Bray offers this: "A cost effective overflow uses one of those rolling pins that you fill with water via the screw-off handles. Use a plug to replace one handle and the hose goes in the top. Fit to the firewall with a hose clamp." Leon adds: "Really good alternative until the wife wants to do some baking!"

—Compiled by Rob Hamill

Robert Hamill, CCOA No. 5287, lives in Hillsborough, N.J., and is a member of the Cougar Club of New Jersey.

Plastic Rechromers

Thirty-plus years of wear can take the shine off even the most carefully maintained instrument panel bezels and other plated plastic trim. Cougar owners are no strangers to the problem and always on the lookout for shops that rechrome plastic, such as those listed below. **Note:** The CCOA does not endorse specific vendors. So, compare prices, ask for references and shop wisely.

American Plastic Chrome	(734) 721-1967
8812 Hannan Road, Wayne, MI 48184	
Custom Coatings Corp.	(850) 562-0538
4794-C Woodlane Circle, Tallahassee, FL 32303	
Dearborn Classics	(541) 318-7471
62980 Boyd Acres Road, Suite B3, Bend, OR 97701	
Don's East Coast Restoration	(516) 226-7982
250 Akron St., Lindenhurst, NY 11757	
John's Classic Cougars	(616) 396-0390
11522 E. Lakewood Blvd., Holland, Mich. 49424	
Mr G's Rechromed Plastic	(817) 831-3501
5613 Elliott Reeder Road, Fort Worth, TX 76117	
Perfection Dash and Chrome	(714) 637-8479
229 Leandro St., Anaheim, CA 92807	
Zad's Mustangs	(519) 354-3696
318 McNaughton Ave., East Chatham, Ontario, N7L 2G7	

Mystery Data Plate

Last March, I had minor surgery on both feet. Well, “minor” meant sawing through bones and rearranging them and eight weeks off my feet. The surgery went fine and I progressed well.

Then, in April, the P.F.C.A. swap meet was being held in Columbus, Ohio, and I planned to attend. This was a problem, not only with my wife, who was concerned about my feet, but my podiatrist, to whom my wife just had to mention my plans.

In the first place, he didn’t even know what a swap meet was. He thought I was crazy and, with only four weeks gone by to heal my bones, he said “no.” Of course, I went anyway. I hobbled around on crutches all day. I covered close to five acres of parts and accessories, but found nothing calling my name—except lunch.

Boy, did I pay for that adventure for a week! The ultimate price to pay in the hunt for Cougar parts. I guess my wife was right, but don’t tell her I said so.



Later in the spring, I went to Canfield fairgrounds for a large swap meet. As I walked (and, yes, by this time I could walk) through the parking lot, I saw a ‘67 Cougar on a trailer (it was calling my name). The windshield was marked “Parts Car.” After negotiating with the gentleman, I bought it from him and he dropped it off at my house later that day. I had to distract my wife as he drove past our house.

It was complete, less the engine, and had spent the past 15 years sitting in a garage. Even though rust and an accident had gotten the best of it, the interior, chrome trim and bumpers were perfect. As I disassembled my treasure, I noticed a data plate riveted in the right front fender, just above and to the left of the headlight lid. What I found interesting was that on one side, the VIN, body style number and other numbers are stamped into it

while the other side was a Ford door data plate. I guess they didn’t want anything to go to waste. I’ve seen these plates on just a few Cougars. Does anyone have information about these plates?

In the meantime, I will keep looking for more treasures out there calling my name.

—Roger Varns
CCOA No. 6476

‘My Dream Car’

I was only 13 years old in 1975, when my brother owned a 1967 Cougar. I loved the way the car looked: green exterior, all-black interior. He sold it and bought a black ‘65 Ford short-bed pick-up. I still can remember telling him that he shouldn’t sell the Cougar, but he had made up his mind. I had that car on my mind for years to come, and always wanted one.

I grew up in El Paso, Texas, and owned a lot of cars before buying a 1984 Cougar. It had power windows and locks, power mirrors and a split vinyl top. But it was a far cry from the original Cougar. In 1995, my wife and I moved to San Angelo, Texas. I was reading the local newspaper and saw a 1968 Cougar for \$1,800. I told my wife I wanted to look at the car. She said we couldn’t afford it. I said I just wanted to see it to reminisce. The original Cardinal Red paint from the factory, although faded, was still on the exterior and it sported an all-black interior. It also had power steering, power disc brakes, electric clock, console, “Selectaire” AC and a few other options. The motor was a strong 302-2V and the hood had a scoop from a 1969 Mustang or Torino.

I asked the owner if he would consider holding the car until I could sell my '84 Cougar. He agreed, under the condition that I would finish the restoration. Two weeks later, the 1984 was just a memory and I was a proud owner of a 1968 Cougar (my dream car).

Since then, I've done a lot of work on the car, including having it painted lipstick red for its 30th birthday. Also, I've discovered that the car's District Sales Office number of "84" indicates that my Cougar was a factory "hold back car," meaning that it could have started life as a Ford Motor Co. executive's car or, possibly, appeared in a movie or served as a contest prize; I haven't been able to clarify which of the three it was.

I've had the car for five years and I take it to all the shows. It amazes me how many comments I get on how "purrfect" it looks.

—Darryl Holdridge
CCOA No. 7043



Show Circuit



The Cougar Club of New Jersey hosted its first show in grand style last fall, attracting 17 classic Cougars and 54 other vehicles. "Not bad for being only 1 year old," CCNJ President Don Wussler says of his club. The CCNJ held the show in conjunction with the annual Fanny Wood Day Celebration, in Fanwood, N.J. The city's historic Victorian railroad station served as a backdrop for the show.

An "All Ford Fun Day" last October at Letchworth State Park, N.Y., brought out Great Lakes Cougar Club cats and a host of other cars, '70 Boss 302 Eliminator owner Tucker Callan reports. Offerings ranged from '57 T-birds to 5.0L Mustangs, he says.



Local Clubs

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

Australia

Cougar Club of Australia

Contact: Clive Dennis
clive@eagles.com.au
Telephone: 029-623-2780

California

Northern California

Cougar Club

91 Molokai Court
San Ramon, CA 94583
President: Dave Vandevveer
(408) 226-1595

Cougar Club of San Diego

P.O. Box 16092
San Diego, CA 92176
President: Lou Otte
(619) 442-7869
www.adnc.com/web2/cefrein

Southern California **Cougar Club**

5527 Bluebell Ave.
North Hollywood, CA 91607
President: Mike Brown
(818) 762-6424
thebrowns1@earthlink.net
home.earthlink.net/~epike

Stray Cats

P.O. Box 41
Fairfield, CA 94533
President: Dennis Pierachini
pierachi@wellsfargo.com
(415) 621-7648
www.classiccougar.com

Canada

Fordnutz Cougar Club

P.O. Box 24015 Airport
R.P.O.
Richmond, B.C. Canada
V7B 1Y2
President: Scott Ferguson
(604) 421-4518
fordnutz@direct.ca
www.bigfoot.com/~fordnutz

Colorado

Colorado Cougar Club

P.O. Box 27435
Lakewood, CO 80227
President: Gary Wilmon
(303) 343-3978
coloradocougarclub@juno.com

Connecticut

Connecticut Cougar Club

89 Padanaram Road
Danbury, CT 06811
President: Ken Gucker
(203) 748-2402
pages.cthome.net/cougar

Delaware

Delmarva Cougar Club

President: Jim Karamanis
(703) 927-2448
jimk@tamos.net
dkbush.cablenet-va.com/
delmarva/

District of Columbia

Delmarva Cougar Club

President: Jim Karamanis
(703) 927-2448
jimk@tamos.net
dkbush.cablenet-va.com/
delmarva

Florida

Sunshine State

Cougar Club

2619 Seventh St. W.
Lehigh Acres, FL 33971
Contact: Ray Op'tHof
(941) 369-9647
RayOpthof@aol.com
www.motorhood.com/
classiccardrive/sscc/

Georgia

Georgia Cougar Club

388 Dacula Road
Dacula, Ga. 30211
Vice President: Linda Goff
cougarway@aol.com
www.georgiacougarclub.com

Maryland

Delmarva Cougar Club

President: Jim Karamanis
(703) 927-2448
jimk@tamos.net
dkbush.cablenet-va.com/
delmarva

Montana

Treasure State Mustang & Specialty Ford Club

(Includes Cougars)
B. Wilkes
1516 Seventh Ave. N.W.
Great Falls, MT 59404

New Jersey

Cougar Club of New Jersey

P.O. Box 121
Springfield, NJ 07081
President: Don Wussler
Donwussler@aol.com
members.aol.com/wdcougar

New Mexico

Cougar Club of New Mexico

President: Rich Gilkerson
(505) 892-9035
6508 Colleen Ave. N.E.
Albuquerque, NM 87109

New York

Great Lakes Cougar Club

President: James Megannety
5622 Lowell Ave.
Niagara Falls, Ontario
L2G 4E2
(905) 358-5967
jmegs@sympatico.ca
www.geocities.com/
MotorCity/Downs/1772

Long Island

Cougar Association

Contact: Steve Cameron
licougars@msn.com
members.tripod.com/
licougars/home.htm

North Carolina

Carolina Cougar Club

5970 Fairview Road
Suite 106
Charlotte, NC 28210
(704) 643-6430
(704) 643-6425 (fax)
Contact: Marvin Wyant
uscomm@bellsouth.net
panther@webserve.net
members.aol.com/cougarcats

South Carolina

Carolina Cougar Club

5970 Fairview Road
Suite 106
Charlotte, NC 28210
(704) 643-6430
(704) 643-6425 (fax)
Contact: Marvin Wyant
uscomm@bellsouth.net
panther@webserve.net
members.aol.com/cougarcats

Texas

DFW Cats Club

4752 Scots Briar Lane
Fort Worth, TX 76137
President: Ken McDowell
president@mercurycougars.com
www.mercurycougars.com

Virginia

Delmarva Cougar Club

President: Jim Karamanis
(703) 927-2448
jimk@tamos.net
dkbush.cablenet-va.com/
delmarva

Washington State

Cascade Cougar Club

P.O. Box 94243
Seattle, WA 98124
Chairman: Neal Jacobson
(425) 397-7284
Badcatt2@theglobe.com

Wisconsin

Wisconsin Cougar Club

3850 Schneider Drive
Stoughton, WI 53589
President: Jim Severson
(608) 873-0719

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be a show winner. It was disappointing when the car was sold and ended up in Washington State. It is in good hands now, though.

The D/FW Cats Club joined the North Texas Mustang Club at the State Fair of Texas on Sept. 25 to display our cars. There were 15 Cougars and 34 Mustangs. For putting our cars on display, we got into the fair for free. I spent the day eating, listening to music, eating, looking at exhibits and eating. Did I say I enjoyed the food?

The Shelby Club (SCAT) has a show each fall in Dallas and the D/FW Cats Club has attended it regularly. Last year, the show was Oct. 24, and we had five cars entered; four took home trophies. Our club president, Bill Dempsey, took first place with his '70 XR-7 coupe.

Kelli Kirkland says a large car show is held in Gonzales, La., the first Saturday of each month and the State Capital Dragway, near Baton Rouge, has drag racing each Friday and Saturday.

We have a new club in the Region. Congratulations are in order for Kevin Smokorowski for getting things together in Wichita, Kan. There were 17 people in attendance at the first meeting. They have not picked a name yet for the club.

Coming events include a Christmas party and various cruises to benefit "Toys for Tots." We will use the next few months to do work on our cars in preparation for this year's shows. The nice thing about being down here in Texas is that we can work on our cars most of the time without freezing our fingers.

Hope you all had a Merry Christmas and Happy New Year!

—Ken McDowell

3S The Georgia Cougar Club held its fall picnic at Stone Mountain Park Sept. 26. Cougars sunned themselves, while their owners enjoyed a catered lunch provided by the club. It was a beautiful afternoon for swapping lies and several new members joined the roster.

Late in October, five Cougars joined nearly 90 Mustangs for a show in the entry plaza of the newly opened Mall of Georgia. Meghan and Eddie O'Neal received a popular choice award for their yellow and white '67 Cougar. This show was organized by the NEGA Mustang Club and was much appreciated by the mall management, who requested another show slated for mid-April. Perhaps we will see a few more Cougars at that event.

We are please to see a few more later model Cougars in the club. Late models have been good for the Mustang Clubs, and I feel they will help expand the Cougar Club, too.

—Bruce and Joy Guiney

4 There's not too much going on here in California, except normal winter activities: swap meets, car shows. Ho-hum, it never snows here and hardly ever rains. Without the occasional earthquake, it might get boring, indeed. By the way, an error occurred in the schedule on the back cover of the last issue of ATSOTC. The Long Beach Hi Performance Swap Meet is held in Long Beach, Calif. Anyone who purchased airline tickets to Hawaii can feel free to take action against our former editor, who deserves our thanks for the job he has been doing. Thanks Bruce!

Take time now to make plans to attend the CCOA West Nationals in Cypress, Calif., July 21, 22 and 23. Details are in the show entry form elsewhere in this issue. Jim Pinkerton has agreed to bring "Cougar One," his '67 GT that was the first cat produced. It is the nicest restored Cougar I have seen. We hope you will bring your Cougar to the show, be it restored, unrestored, modified, daily driver or disassembled. The "New Edge" Cougars will be here too, and if you haven't seen what is happening with them, you are missing out. Turbochargers, superchargers, 18-inch wheels and wild graphics are just the beginning. Lincoln Mercury has signed on as a sponsor of our show, and their excitement is contagious!

More good news: Ken's Cougars has released a new reproduction rear valance for '67 and '68 Cougars. This was a major undertaking financially for Ken, and I purchased one to check it against an NOS part. It is perfect! Good work, Ken!

—Royce Peterson

5 With this issue of ATSOTC, we have several "welcomes" to make: Welcome to Scott Ferguson as our President; welcome to Frank Paty as his VP; welcome to Carl Graziano as Editor; welcome to new Directors and members; and welcome, everyone, to a new century!

A friend of mine, who is involved with the charity I support, said a couple of days ago "This is 2000; it is the New Millenium. We must do something special this year for our charity. I'm not getting any younger and I won't be around for the next one!" Well, I have to tell you, Jean, if we are, then there will be a *big* party at my house! And I'll have a 133-year old Cougar, I'm sure.

So what is the CCOA about? Well, here's what it's about for me: I get enough mail to replant a rain forest and enough phone calls to make the Internet seem obsolete. But then a little gem comes along. Just like the inquiry I got in August. The call went along familiar lines: "I don't know if you can help, but...." This was a non-member,

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not even a Cougar owner. She wasn't even sure what a Cougar was! She went on, "My boyfriend is always talking about a Cougar he once saw when he lived in New Zealand. Is there any way he can get to ride in one for his birthday?" "Hmm!" I offered, "When's that and where are you?" Remember, we are but small in numbers in Europe and very thinly spread. "We're in Huddersfield, and I'm looking at about Oct. 31." Well, my calendar was clear that day; Huddersfield is about 35-miles east of me, and Helen had agreed to pick up the tab! "Call me closer to the time, and we'll make final arrangements," I said. She did, we did and this was all without her boyfriend, Robin, knowing!

At the pre-arranged time close to my home, Helen and Robin drove into the car park at a local water sports center. At this point the three of us had never met, but I knew from the beam across Helen's face that this was the couple I was supposed to meet. "Wow, a Cougar!" Robin said, as Helen pulled in alongside me. We introduced ourselves, and Helen said that Robin had been expecting to go Jet Skiing or something. He had no idea that his big surprise was a ride in my '67! But ride, we did. A few miles along the local Motorway, back through town, pick up Helen's car and on to the restaurant. Total time spent? Three hours. Amount of "good will"? Endless! Robin thought he knew a little about Cougars before we met. He knows a lot more now, and I shouldn't be surprised if there's one on their wedding gift list! Good luck to you both.

Like I said near the top, what's the CCOA about? Ha! You still need to ask? Do I mind all that mail? Do I care about all those phone calls? I'd be darned upset if I didn't get any! Keep 'em coming. If you have a problem, a query, ask me (or your local Director). If I can help, I will; if I can't, we'll work it out between us.

—*Barrie Dixon*

6 Where did you go summertime? The battery is out of the Cougar, and we await the first snow; the leaves are all gone, and it's just a matter of time.

We had a great summer last year. A few Great Lakes Cougar Club members journeyed to the Detroit area to attend the 60 years of Mercury show, at the Edsel Ford estate in Grosse Point Shores. This show was very well done and put together with a lot of class. The organizers said, "If Edsel had come home and seen all you people parked on his front lawn, he would have greeted you, not judged you."

I did manage to attend a few shows in southern Ontario—one in London and, of course, the annual All-Ford day at Ford of Canada headquar-

ters, in Oakville. Every year, the Cougar class seems to get larger, with 22 cats in Oakville. I believe the word is getting out, through the CCOA and through various Internet sites.

At this time I would like to welcome Carl Graziano as our new newsletter editor for ATSOTC. I know Carl will bring his Cougar dedication and some fresh ideas to this job. Good luck, Carl. The first time I got to go on the Internet, it was Carl's site that I saw from the "Classic Cougar" search. And, of course, on Jan. 1, Scott Ferguson took over from Randy Goodling as CCOA president. Scott brings with him some new ideas to take our club into the 21st Century. Good luck, Scott, and a big thank you to Randy for keeping us together the past few years.

The Great Lakes Cougar Club now has club hats for sale—a nice looking ball hat with the club logo. Hats come in black or white; contact me or one of the directors of the GLC. I will keep watching over the winter for Ford or Mercury shows to display our fine cars. But, as usually happens, I likely won't find out much until the spring, when I can assemble a calendar of events.

I hope you had safe and happy holidays.

—*Jim Megannety*

7 There hasn't been much happening over here, as in Show and Shines for our Cougars to attend. But on the business front, the Cougar Club of Australia is now incorporated and fully insured, so as we can attend all of the Combined Ford Clubs of Australia events and can also hold our own. So, I am trying to organize a big show in Western Sydney and use this event as a chance to have awards for our club, as well.

The weather hasn't been very nice to us. It is easy to tell when it is Saturday: It starts to rain. And when it stops and the sun comes out—yep, it's Monday! We tried to have a Cruise to Newcastle, but it rained and only two of us showed, and that was us and Chris Dick-Smith. I must tell you about Chris: Chris goes anywhere in his car. He lives in the mountains, down south in New South Wales, and is about nine hours from Sydney. But when something is organized, Chris is the first to say "I'm coming." He even came up to watch me race my car once. So, as you see, as long as we have members such as Chris, we'll survive for a long time.

Hope all is well over there in the Big Smoke, and I ask all of you over there for some help in providing material for our little newsletter, whether it be a classified ad, an interesting story or just a "hello." It makes a big difference if you over there keep in touch with us over here.

—*Clive Dennis*

Classifieds

Cars for Sale

1968 XR7-G, 302-4V, PS/PDB/AC/TILT, sunroof, blue, white interior, needs total restoration. \$2,900. Contact Randy Goodling, (717) 367-6700.

1969 Standard coupe, project car or part out, 351W or available 302, FMX, 9-inch rear, AC/PS/PDB, black, white vinyl top, white deluxe decor interior, \$1,500/offer. '67-'68 parts for sale, too. Contact Al in Austin, Texas, at (512) 218-8429.

1970 XR-7 convertible, 351C-4V, four-speed, Dark Ivy Green, White top, Saddle interior, styled steel wheels, AM/FM stereo, tilt wheel, AC/PW/PDB, Cougar floor mats, 27,000 miles, original unrestored condition. Car is pictured in "Cougars in Color" of ATSO TC, Volume 19, No. 3. \$15,000. Contact Jeff in Trenton, MI, at (734) 676-8709 before 4 p.m.

Parts for Sale

390GT heads, cast number C8AE-H, dates 8E2 & 8E3, \$200; 1968 302-4V

smog heads; C80E, date 8B5, \$250; 1968 302-2V, parting out: intake \$25, carb. \$25; 289 hi-po Crane Fireball heads with roller rockers, like NOS \$1,200; 351W Mallory dual-point distributor, \$65; Accel Super Coil, \$25; 2.3L Blackjack header, brand new, \$100; 2.3L Crane camshaft, part #190021, brand new, \$110; Holley carb, 390 cfm, part # 0-8007, brand new, \$250; 2.3L parts out of 86 SVO Mustang: 2.3L long block, \$800; 5-speed with Hurst shifter, \$550; sway bars, \$100; 428 exhaust manifolds, part number C8AE-9431-B & C8AE-9430-A, \$50 per pair; 390 GT cast iron intake, part number C6AE-9425-G, \$100; 427 valves, C5AZ-6505-N & CSAZ-6507-N, 16 NOS. in the box + extra valves, \$200; 351C-4V exhaust manifolds, \$75 each. (314) 351-1789 after 7 p.m. Keith Litteken, 4085 Bowen St., St. Louis, MO 63116.

1967-73 Cougar parts: sheetmetal, glass, trim, interior, wiring, mechanical, parted 70 cars. Contact Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022-6401. (717) 367-6700. SASE, please.

NOS Cougar deck mouldings, '69 hood lips, '67-'68 wheel lip mouldings, NOS. Other Cougar stuff. Contact Tucker Callan at (716) 538-9560 or at BossT7@juno.com.

Cars Wanted

53-year-old man wants to own a driveable 1968 Cougar XR-7. Prefer dent-free, rust-free car with working sequential turn signals and flip-up headlight doors. Not looking for a completely restored car; willing to work on it. Send a picture or so of your offered car with your desired price. Promise to give it a good home with tender loving care. Can you make my dream come true at a reasonable price? Send info on your car for sale to: Gerald A. San Felice, 8100 West Lake Road, Fairview, PA 16415.

'69 or '70 XR-7, Q-code or R-code 428 Cobra Jet. Must be original and correct. Prefer rust-free and complete car. Contact Paul in Topeka, Kan., at (785) 235-5947 or leave message at (785) 861-4926.

'69 XR-7 convertible, 428, restored or not. Four-speed preferred. Contact Greg at (513) 337-7446 or at gregkile@hotmail.com.

1971 Cougar with factory 429 engine. Contact Tom at (402) 333-3046.

Parts Wanted

'73 XR-7 door panels and rear seat bottom in blue. Call John Guerry at (508) 548-0051.

Misc. for Sale

Keys, NOS. Keys and gold-plated keys and key rings for all Cougars. Keys cut by code. Lock cylinders also available. Contact Joey Jesser, 26 West St., Dept. CCA, Akron, OH 44303-2344. (330) 376-8181. 24-hour fax: (330) 384-9129.

CCOA items: hat, \$7.50; patch, \$7.50; window decals, \$1; 1991 & 1992 Region 3 North regional show dash plaques, \$3/ea.; CCOA 1999 calendars, \$13 US. Handbook, \$7. Add appropriate shipping costs, make checks payable to "CCOA." Mail orders to Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022-6401. (717) 367-6700.

Treasurer's Report

Cougar Club of America Financial Statement for Fiscal Year-To-Date: 12/31/99

Revenues

	03/31/99	6/30/99	9/30/99	12/31/99	YTD '99
Dues	9,571.74	2,475.00	5,927.00	5,999.88	23,973.62
Ads	25.00	159.00	160.00	60.00	404.00
Clothing	58.50	89.50	1,185.00	250.08	1,583.08
Directories	0	0	0	0	0
Calendars	180.00	588.00	52.00	98.00	918.00
'99 E. Nats.	660.00	1,025.00	237.50	190.00	2,112.50
Judging Bks.	0	136.00	220.00	128.00	484.00
Total Revenues	10,495.24	4,472.50	7,781.50	6,725.96	29,475.20

Expenses

Postage	1,594.17	1,464.81	1,271.64	1,657.94	5,988.56
Copies	0	54.68	0	0	54.68
ATSOTC	2,716.82	2,780.18	2,776.46	2,983.14	11,256.60
Supplies	42.97	112.41	104.60	81.01	340.99
Calendars	0	0	0	0	0
Ads	25.00	77.50	0	401.76	504.26
Rebates	15.00	0	0	0	15.00
Contribs.	0	200.00	0	0	200.00
'99 E. Nats.	725.00	3,251.40	0	0	3,976.40
'00 E. Nats.	0	0	0	0	0
Advances	(51.94)	(252.64)	413.08	(4,148.49)	(4,039.99)
Total Expenses	5,067.02	7,688.34	4,565.78	975.36	18,296.50
Net Income/(Loss)	5,428.22	(3,215.84)	3,215.72	5,750.60	11,178.70
Beg. Bank Balance	7,950.55	13,378.77	10,162.93	13,378.65	7,950.55
End. Bank Balance	13,378.77	10,162.93	13,378.65	19,129.25	19,129.25

2000 Calendar

CCOA Events in **bold**

Date	Event	Contact
Feb. 25-27	Carlisle Atlantic City, Collector Car Swap Meet, Auction, Corral, Atlantic City, N.J.	(717) 243-7855
Feb. 26-27	Abbotsford Collector Car Show/Auction, Abbotsford, British Columbia	(604) 514-2277
March 4	Nineteenth Annual Mustang Roundup, Swap Meet, Car Corral, Brandon, Fla.	(813) 961-3223
March 5	Eighteenth Annual Winter Indoor Ford Swap Meet, Woodhaven, Mich.	(313) 980-3936
March 18	Cherry Blossom Mustang and Ford Show, Macon, Ga.	(912) 746-2866
March 18-19	Almost Spring Swap Meet Puyallup, Wash.	(253) 566-1124
March 24-26	Sunshine State Cougar Club All-Cougar show, Daytona International Speedway, Daytona Beach, Fla.	Ray Op'tHof, (941) 369-9647
April 1	All Ford Toy and Literature Evening Show, Columbus, Ohio	(734) 261-9207
April 1-2	Columbus Spring Swap, Columbus, Ohio	(614) 475-3585
April 7-9	Portland Swap Meet, Portland, Ore.	(503) 678-2100
April 27-30	Spring Carlisle Collector Car Swap Meet & Corral, Carlisle, Pa.	(717) 243-7855
April 29	Regional Ford Mustang & Ford Powered Car Show, Goldsboro, N.C.	(252) 566-2174
May 1	Auto Flea Market & Car show, Rhinebeck, N.Y.	(203) 265-6638
May 5-7	Great American All Ford Show, Las Vegas, Nev.	(702) 658-8304
May 7	National Capital Region Mustang Club All-Ford Show, Rockville, MD	www.ncrhc.org
May 12-14	Carlisle Mid-West Collector Car Swap Meet & Corral, Bloomington-Normal, Ill.	(717) 243-7855
May 28	Ford Spring Spectacular, Parksville, British Columbia	(250) 881-1423
June 2-4	Carlisle All-Ford Nationals, Carlisle, Pa.	(717) 243-7855
June 2-4	CCOA Regional Show at Carlisle, Pa., hosted by the Cougar Club of New Jersey and the Delmarva Cougar Club.	Jim Karamanis, (703) 491-8710 Don Wussler, (908) 889-1709
June 3	All Ford Car Show & Swap Meet, Hillsboro, Ore.	(360) 887-8904
June 4	Mustangs Unlimited Car Show, Manchester, Conn. (one Cougar class)	(860) 647-1965
June 10	19th Annual Mustang & All Ford Car Show, Swap Meet, Grand Rapids, Mich.	(616) 246-6919
June 11	Twenty-Fourth Annual All Fords Day, Williamsville, N.Y.	(716) 688-2606
June 23-25	Can-Am Nationals, Lynden, Wash.	(380) 398-1327
June 29-July 2	CCOA East Nationals, Lincolnshire, Ill.	Don Culling, (847) 782-1795; Lee Scott, (219) 436-1150; Irvin Toms, (815) 734-4906
July 21-23	CCOA West Nationals, Cypress, Calif., hosted by the Southern California Cougar Club and Lincoln-Mercury.	Earl Pike, (714) 898-7651 Mike Brown, (818) 762-9980
July 23	19th Annual Soerens All Ford Car & Truck Show, Swap Meet, Brookfield, Wis.	(414) 425-4710
July 28-30	Summer Carlisle Collector Car Flea Market & Corral, Carlisle, Pa.	(717) 243-7855
July 29-30	Prowl 2000, Cascade Cougar Club, Kirkland, Wash.	(425) 397-7284
July 30	Tri-State Mustang Club 20th Anniversary Show (Ford powered), Cincinnati, Ohio	(513) 771-4558
Aug. 19	Mid-Michigan Mustang Club 8th Annual Car Show & Swap Meet, Galesburg, Mich.	(517) 639-4703
Aug. 19	Pacific Cascade Mustang Club All Ford & Mustang Show, Kent, Wash.	(206) 937-7436
Sept. 24	National Capital Region Mustang Club All-Ford Show, Annandale, Va.	www.ncrhc.org
Sept. 24	Delmarva Cougar Club Show at NCRMC All-Ford Show, Annandale, Va.	Jim Karamanis, (703) 491-8710
Sept. 28-Oct. 1	Fall Carlisle Collector Car Flea Market & Corral, Carlisle, Pa.	(717) 243-7855

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