

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

THE NEW CCOA

—President's Report, page 4



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The official publication of
The Cougar Club of America

Editor

Carl Graziano

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Editor's Desk

I got a call recently from a Philadelphia woman who stands at the crossroads of Cougar ownership.

Her '87 cat needs a new transmission, and she's loath to make that sort of investment in a 13-year-old car. But she wants a Cougar.

So, she looked at the 2000 version. Her reaction? Not impressed, to put it mildly.

"I'm very disappointed to learn that they've just completely changed the model," she lamented. "They're much smaller; they're a hatchback. I don't think they have the same elegance that they once did." She asked for my advice and mentioned that she was so turned off by the "new edge" Cougar that she might purchase a Chrysler Sebring instead. Well, at least we haven't lost her to the bowtie crowd.

I advised the woman to think critically about what she really wants in a car. And I suggested that if she decides to stick with a Cougar—one with a bit more elegance than the current model—she might consider a good used candidate from the '89 to '97 model years.

Thinking about the call later, I was struck by the woman's use of the term "elegance." It harkened back to Mercury's original advertising campaign for the 1967 Cougar: "Untamed elegance," was how Madison Avenue put it.

The call also made me think about change and how people perceive it. Clearly, the new cat has its share of supporters—the sales figures, if nothing else, support that. But there are just as many of us out there who, like my caller, miss the elegance of the early Cougars and are taken aback by what Mercury has done to *our* car.

But change has its good side, too. And for the CCOA, change for the better has proceeded at a brisk pace in recent months. President Scott Ferguson outlines those changes nicely in his quarterly report (**page 4**). I encourage you to read it and respond to his call for a strong volunteer commitment to carry the CCOA into a new era.

The challenges for the CCOA are many as it moves into its 21st year (and the 21st Century). It faces increased competition for members' time from new forms of communication—the Internet, in particular—and increased activity at the local level. But the club's leadership is committed to meeting these challenges head-on and turning each into an opportunity.

The challenge for you, as members, is to keep the faith with a club that's done more for the preservation and appreciation of the Cougar than any other single organization over the past 20 years. Your efforts can ensure the CCOA remains vital for another 20 years—and beyond.



Carl Graziano

President's Report



Scott Ferguson

**“Remember:
The only way
to make a
volunteer
club work
is if we all
contribute
something.”**

I would first like to thank everyone who has helped the new members of the CCOA Board of Directors feel at home. Special thanks to Randy Goodling, the CCOA's immediate past president, Treasurer Jim Pinkerton, John Benoit and the other Board's members, who sacrificed their time to save the club a few years ago; without you, there would be no CCOA today.

I am excited about some of the great projects the CCOA Board is working on. It has approved a number of initiatives, including many from Randy's final Board letter. Projects approved include a new definition of "honorary" status; a regional show by the Delmarva and New Jersey clubs; the 2001 East Nationals, which Delmarva will host; a new '69 Sports Special registry, run by Bruce Wallace; the appointment of Barry Tallman to replace me as Region 8 Director; Dick Hertzler as the new Technical Director; Royce Peterson as XR-7-G registrar; and Bill Quay as the '68 R-code (non GT-E) registrar.

In January the Board continued the CCOA's transformation for the new century. It created the positions of Communications Director and appointed Delmarva President Jim Karamanis to fill that spot. The Board also created a "Sales and Marketing Director" position and elevated the Newsletter Editor and National Database Manager positions to Board level. And in February, the Board updated the CCOA bylaws and approved a regional show to be hosted by the Fordnutz Cougar Club.

Phew—that's not bad. But we're not done yet.

The Communications Director will undertake several projects, including overseeing development of the CCOA Web site. The Sales and Marketing Director—we still need a volunteer for this position—will manage a team that will develop a marketing strategy to increase sales of everything, from newsletter advertising to memberships to club merchandise. The Board even approved a new CCOA logo (thanks to Phillip Payne for his design).

I joked during my campaign for CCOA president that I might need an intern to help with my workload. Now I wonder how I am going to be able to do it all and still have a little time for fun. Volunteers are encouraged to step forward.

The CCOA wants to compile a list of vendors that offer discounts to club members. If you are a vendor and offer discounts to CCOA members, we need to hear from you. Contact us even if you think we already know about the discounts you offer. Please contact either CCOA Vice President Frank Paty or myself.

My thanks to all of you who've included comments and suggestions with your renewals. I'll respond to a few:

■ CCOA Web site—Bear with us; it's a lot of work to conceive, design and code a site. The good news is the club has secured a Web address, www.cougarclub.org, and put a few preliminary items online. Like many of our cars, the site is a work in progress.

■ More regional gatherings—I encourage you to get together with other Cougar enthusiasts in your area and plan an event; the CCOA will do what it can to help.

■ More support from Mercury for club events—I'm working on it. One problem: Mercury doesn't believe an association with a club whose members already have purchased 20- to 30-year-old vehicles will help them to sell new cars. We hope to respond to this concern with a member survey that, we believe, will show that CCOA members are active new car buyers.

■ More issues of *ATSOTC*—We'll consider this for 2001. The Editor has one of the club's most demanding jobs and, if this is to happen, we'll need a strong volunteer effort for articles, photos and other material to support a more frequent publication schedule.

■ More CCOA club merchandise—I agree we need more. I have several Fordnutz Cougar Club golf shirts, but I have very little CCOA stuff. I want to show off my CCOA colors as much as you do. Volunteers?

■ More articles and information on newer Cougars—Please send it in. We want to expand the judging rules book to include 1974 and newer Cougars, but we need help from owners of these vehicles to get it right. Please send information to Frank Paty or Dick Hertzler.

■ More technical and historical articles—Our trusty Editor and Technical Director are busy working on this now. Contributing writer Eric Overton has made a commitment to supply regular, in-depth technical pieces. But we know there are many more Cougar experts out there, and we need you to contribute, too.

■ Vendor ratings—The CCOA is considering a program, similar to those offered by the Mustang Club of America and others, that rates various products and services. Some vendors will always be more successful than others, and the difference usually lies in customer service and product quality. We hope to help you find vendors who rate highly in both categories.

Remember: The only way to make a volunteer club work is if we all contribute *something*. I am trying to do what I can. Are you?

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Regional Reports

1N The Cascade Cougar Club's annual Christmas party was graciously and superbly hosted by members Eric ("Doc") and Judy Anders of Renton, Wash. The dinner featured prime rib cooked by Bruce Brewer and Brenda Donner. About 60 people attended the party, which was partly held in a freshly cleaned garage, to accommodate the crowd. Nearly a dozen of those people made the 175-mile drive up from the Portland area; one came 200 miles from the eastern side of Washington; and one came all the way up from California. (OK, so he flew. At least he came.)

Plans were also made at the Christmas party and at regular meetings in November and January for the club's shows this year. The annual Prowl will be July 29 and 30 at the same Juanita Beach Park location in Kirkland. The judged show and an evening cruise will occur on the 29th. The People's Choice show will be on the 30th.

Having decided the dates, the recruiting began for volunteers to set up the show. Marc Ogren has agreed to be Prowl Director again. Dan Gire also has agreed to repeat as Sponsorship Chairman. Kim Lintott will set up the registration. Dave Nashif and Jim Compton will again organize some "Fun 'N' Games." There will be more emphasis this year on keeping this two-day show a party as much as a show. And the week between the CCOA Nationals West in metro Los Angeles and our Prowl is perfect for getting to our show on your way back from L.A. (you *are* coming to Los Angeles, aren't you?)

Sept. 9 was selected for the annual Can-Am picnic. The Cascade Cougar Club will organize this year's Can-Am, which will be somewhere near the border, on the American side. This show has been the big opportunity for us to meet with our counterparts in Region 8, the Fordnutz Cougar Club, although there's always some visiting back and forth between the two clubs at each club's shows.

Show season starts for us, though, with the North Olympic Mustangs' annual Mustangs and Cougars On The Pier. This show will be April 29 in Port Angeles, located in a rain shadow area between the Olympic Mountains and the Strait of Juan de Fuca. The cars are parked partly on the City Pier and partly on the surrounding park grass, and the views are absolutely great. A month later, the Mustang club in Richland will host its annual show in the middle of the desert on Memorial Day weekend. The show is in a park on the bank of the Columbia River and the barbeque is in Jim Compton's back yard.

To you in the rest of the country, please come out and see us sometime this year. We're a fun group. We have some really nice cars. The weather is much drier than you'd think in summer. And at least four of us (the latest rumor) are planning to have cars in Los Angeles this July. Wherever you are and wherever you go, have a great and safe year.

—Jim Compton

3S Thanks to an extended problem with an ice storm and power failures, the Georgia Cougar Club's anniversary party was a struggle. However, it was finally held with a reasonable turnout of brave souls.

In February, club members drove to Talladega Superspeedway, in Talladega, Ala., to visit the NASCAR museum.

In March, a visit to the Atlanta Zoo was planned to see the new Pandas.

The Georgia club and Carolina Cougar Club are negotiating a joint activity, possibly in May or June.

Speaking of the Carolina Club, founder Marvin Wyant recently acquired a 1969 XR-7 convertible with 428 Ram Air and air conditioning, and is looking for parts.



Marvin Wyant's recently acquired '69 XR-7 with 428 Ram Air

—Joy Guiney

5 I read a short while ago, on The Classic Cougar Network Web site, comments from Steve Eitzen and Gary Weisenberger regarding their pet hates on “traffic flow.” Steve said his pet hate was “speed bumps”; Gary’s was traffic lights. Although I lean more toward Steve’s groan, I agree with both their complaints, as these phenomena plague us in the United Kingdom, too.

In addition, we have “roundabouts.” For those of you unfamiliar with this “traffic flow management system,” it’s sort of a four-way stop at a major roadway interchange, usually in larger towns and small cities. You approach this large, raised traffic island, enter the system around the island and then you’re on your merry way.

I don’t want to give you a full lesson in driving in the United Kingdom, so I’ll simplify the above just a little. It’s basically, this: You sit by the stop/yield sign until there is a gap to your right (we’re on the wrong side of the road, remember) and then enter the traffic flow and go where you need to go. This system has worked pretty darned well over the past 100 years or so since the idea came about. It was only with the demise of the horse-drawn vehicle and the introduction of traffic lights that the “popularity” of the roundabout waned. But in recent years, we have seen more roundabouts crop up in the form of “mini-roundabouts”—these are little more than painted spots in the center of busy junctions in, let’s say, less busy areas than cities. We have two of these things within 500 yards of this desk!

Let me take you through a mini-roundabout. OK, we have this average road. Let’s say it’s 30 feet wide. It makes its way through town and it’s pretty busy, particularly at “rush hour.” It meets a crossroad that’s also pretty busy, and so our “town planners” decide that a mini-roundabout is in order. OK, I can live with the idea, but in practice what we have are two roads, each 30 feet wide, meeting at right angles. That gives us a box at the junction that is 30 feet by 30 feet, and some idiot wants to go and stick a small lump of concrete in the center 8 feet to 10 feet in diameter by a couple inches tall! Now, if you’ve studied your owner’s manual, you know that the turning circle of your Cougar is 38 feet. Do these “planners” seriously expect us to go round this lump of concrete? Yup! Afraid they do! And not just us, but trucks and buses! They call this “traffic management”? They have to be joking. Quite honestly, I am not alone if I treat these mini-roundabouts with the contempt they deserve. Except if there’s a cop following me!

We have “speed bumps,” also, on some minor roads. We call them “traffic calming devices.” Correction—the authorities call them that. We call them something quite unprintable! Our European cars are a little lighter and smaller than those in

the Americas. Consequently, it doesn’t take too much to knock the geometry out of the chassis. You get my drift? Not content with these speed bumps, “they” also install chicanes to “calm” traffic! Someone out there is getting paid an absolute fortune to screw up our traffic flow.

How are they doing this? You still need to ask? You remember those roundabouts I told you about at the top of this article? Well, the latest thing is to put traffic lights on them! It would be quite simple to plough through the roundabout and replace them with lights. But this easy fix is apparently lost on our “traffic planners.” They have to really screw things up. They call it “flow control.” Well, the control part is right but, trust me, flow it don’t!

Then there are speed cameras. Gatsos. Fine, I’m allowed to go, say, 30 mph. I can live with that, but does the car in front have to slow to 25 the instant he sees one of these cameras? Come on, people, give me a break. All I ask is an open road, a size 10 shoe and Holley.

Ah, the joys of motoring!

—Barrie Dixon

6 I’d like to congratulate Carl on the latest issue of *ATSOTC*. The newsletter has a fresh new look and a new format with clear headings, and it seems more organized in terms of subject matter and layout. A job well done, Carl.

We are now about halfway through winter, here in the north. And as I write this article in late February, I now know my ’68 is Y2K compliant (and 1970, ’80 and ’90 compliant) because I started it and, not only that, I backed it out of the garage. It was the first time this car has seen the light of day before mid-March. This is the time of year when all the “should fix,” “should change” and “maybe replace” ideas for the car come to mind. The battery cables are nearly new, but do I buy new ones for the factory look? What about all those spots I always seem to miss when cleaning the interior? How about the worn out bushings in the front end? All the little things I know are there, but no one else does.

But you slowly get the jobs done, and then say “never again.” Like the little springs that hold the headlight pots in place—a good excuse to use some new swear words. Like dad used to say, “swear at it, it’ll fit better.” Now, how about the big things under the hood that break? For me, it was the master cylinder and power brake booster, which I’ve never had to replace on any car I’ve owned. Just when you think, “Oh, all this mechanical stuff has been done,” a new one comes to mind. It’s all part of the fun and the learning experience that is classic car ownership.

See **REGIONS**, page 14

Shoot Your Cougar



Eric Overton

Because it appears that more than one person in the CCOA crowd wouldn't mind seeing his pride and joy in the next issue of this newsletter, Mr. Graziano and company asked me if I could offer up a few thoughts for the aspiring automobile photographer to make his job as editor even more enjoyable.

After all, there are a lot of good-looking cars out there; and even though Carl already has the enviable task of sifting through photos of many of them on their way to your mailbox, I sense he's greedy enough to want to see not only great cars but great photographs, too. Knowing that within our community there are many talented photographers, I'm not entirely sure what my advice is going to add at the margin. But Carl said the magic word, "please," so here's a list of a dozen rules I've found helpful in getting steel, chrome, and rubber onto film:

The Basics

1 Choose your time of day to shoot

wisely. I recommend early morning or late afternoon; and given my druthers, I'd take early morning. The reason is that unless you're hanging from a skyhook over your car, most of the surfaces that are going to wind up on film are going to be fenders, doors, quarter panels, and, generally speaking, things on the side of the car that are only going to be fully lit if the light is coming in from a low angle. High noon sun will do a great job of lighting your trunk and hood, but it'll do it at the expense of leaving the sides of the car—particularly the lower parts of the sides—in shadow.

My preference for morning light over afternoon light is based on two very practical considerations. First, in the morning the air is usually cooler and therefore optically more stable. And second, after a whole day of human activities, there's a lot of dust stirred up in the afternoon air.

The only drawback to early morning or late afternoon light is that it tends to be a bit redder than midday sun, so you'll want to make sure that your car is freshly waxed. An older paint job will have small scratches in it that will tend to make it look redder on film; but wax will fill in a lot of

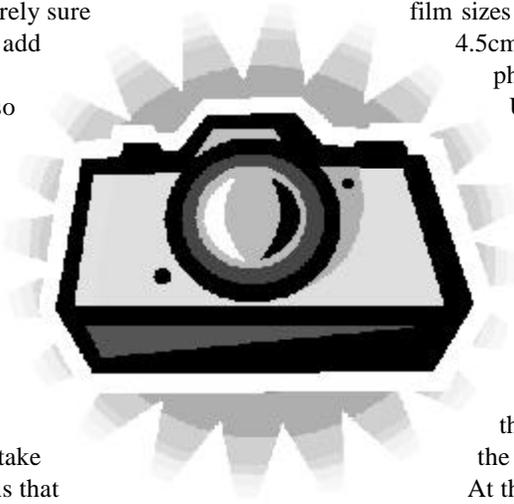
those scratches, turning the paint back to something bluer in tone. Dust in the air makes the light redder, so, again, if you're worried about your white paint job looking pinkish, I'd advise setting your alarm clock for "early a.m." rather than the 4:30 p.m. wake-up call we all used in college.

2 Step back. There's nothing more embarrassing than cutting the nose or tail off your baby. And, regrettably, except for a few high-end professional models, very few cameras on the market today have viewfinders that are even the least bit accurate as far as showing you what you're really shooting. The other problem you're likely going to be fighting is that most film sizes are metric (35mm, 6 x 4.5cm, etc.) and most

photofinishers (at least in the United States) are going to print you something measured in inches (4" x 5", 5" x 7", etc.). So, the odds are good that unless your photo is at least a little smaller than the available area of the negative, even if you did get the whole car on film, the local lab is going to lop the end off for you.

At the same time, do, at least, stand close enough that we can make out the fact that there is, indeed, a car somewhere in the frame.

3 Use daylight, not flash or available artificial light. Artificial light (of the kind you're likely to find in the garage) is usually tungsten and will not reproduce colors accurately on films not specifically color balanced for tungsten light. And unless you've got a very large studio flash, you're just not going to be able to light an entire automobile. The reason is that the amount of light from a flash falls off according to the old "inverse square law" of freshman physics fame. That is to say, if you're eight feet from your car when you shoot the nearest part of it, and the other end of it is, by extension, more like 24 feet away (three times as far), the amount of light the far-away part is receiving is one-ninth what the near part is getting. Few films can tolerate that dynamic range in exposure, and the ones that can miss any subtle nuances in shading, anyway.



Eric Overton, CCOA No. 7297, lives in Austin, Texas. You can contact Eric at eoverton@texas.net.

Photographers do on rare occasions shoot films that are that insensitive, but the only circumstances that come immediately to my mind are making lithographs, recording above-ground atomic bomb tests and creating “traveling mattes” of the kind required to make you believe that a four foot long plastic model is really Darth Vader’s imperial cruiser.

By the way: I’m told that Lord Vader has a lovely black GT-E and he photographs it with normal film.

Advanced Tips

1 Use a tripod, a slower shutter speed and a smaller aperture (higher f-stop number) when possible. The reason is that while the car isn’t moving, a fast shutter speed is not required to “stop the action.” On the other hand a car is a big thing, and keeping all of it in focus is a lot easier if your lens aperture is smaller. But much beyond f11, returns start diminishing quickly. So try to use f8 or f11 and let the shutter speed fall where it may. As long as it’s not too slow (i.e. under one-quarter second—at which point the color balance of the film can start shifting), you’ll be fine.

2 Don’t always believe your light meter—or the settings your automatic camera dreams up for you. Light meters on cameras are generally set to achieve a correct exposure for a “gray density” of 18 percent. The rationale for this is that this level of lightness vs. darkness is about the same as that of average Caucasian skin, and for most portrait work, it’ll produce an acceptable result. For a lot of other work, it can produce brightnesses that are way off; but the human eye is a lot more tolerant of an incorrectly exposed landscape photo than an incorrectly exposed portrait. It seems that millions of years of evolution have taught us what people are supposed to look like—and when they look wrong, we immediately sense it. Or so goes the theory, provided our ancestors didn’t come from Africa, Asia or Australia.

Anyway, your car may well have African or Australian parents, so the rule of Caucasian skin may not apply. Your better approach might be to take along a “gray card” (available at most better photo stores for about \$5 or so) and meter the camera off that. Then when you photograph your burgundy paint job, it won’t register on film as “Playboy Pink.”

In the absence of a gray card, you can meter the camera off your hand (again provided you’ve got Caucasian skin tone—and you haven’t just changed your oil and not washed up) and come pretty close.

And in any case, if you think you’ve got a winning shot, try “exposure bracketing” by shooting at one or two higher and then one or two lower f-stops than the meter indicates. Something is bound to come out right if you do.

If all else fails and you can’t decide on an exposure, the following trick usually works:

Set your shutter speed to be the inverse of the speed of the film. That is, if you’re shooting ISO100 film, set your shutter at 1/100 sec. With ISO 200, set the shutter at 1/200 sec. And so on.

Then set the lens opening as follows:

■ If it’s really, really sunny and the scene is set on light colored sand or fresh snow, set it at f16.

■ If it’s plain old bright and sunny and you’re in your backyard (and your backyard wasn’t someplace visited by the Shackleton expedition) set it at f11.

■ If it’s cloudy but still bright enough to produce distinct shadows, set it at f8.

■ If it’s cloudy and bright but you can’t see your shadow, pretend you’re a groundhog. Oops. . . wrong rule. Set the camera at f5.6 under these conditions.

■ Finally, if it’s as overcast as Cleveland in winter, go for f4.

And again, remember to exposure bracket. Film is cheap.

3 If you’ve got interchangeable lenses, use a longer one if possible. The reason for this is that it helps keep the car in better perspective. If you’re very close and using a short lens (e.g. a 35mm “wide angle” lens on a 35mm camera), you can end up with a mild “fisheye” effect in which the surface of the car nearer the lens is disproportionately larger than more distant surfaces. But if you’re using a relatively long lens (more than 105mm for a 35mm camera), you can stand a long way off (see item 2 above) and your front fender won’t be proportionally that much further away from the camera than the rear quarter panel.

4 If you’ve decided to shoot your car at 135mm focal length and you’ve got a choice between a zoom lens that goes from, say 80mm to 200mm, or a fixed-focal length 135mm lens, opt for the fixed-focal length lens. Fixed-focal length lenses have fewer optical elements in them (because they don’t have to zoom), so there are fewer pieces of glass between your film and your car. And every piece of glass is one more thing that can be poorly ground or out of alignment.

5 If you’ve got a good polarizing filter, it can work wonders in bringing the color out of a paint job. But be aware that a lot of cameras

See **PHOTOS**, page 10

Registries

National Database (all Cougars): Phil Parcells 7227 Heath Markham Road, Lima, NY 14485-9508, (716) 624-8011	<i>cougdb@juno.com</i>
1968 R-code, Non-GT-E: Bill Quay 7113 Old English Road, Lockport, NY 14094-5408, (716) 433-9267	<i>wquay@aol.com</i>
Cobra Jet (428/429/351): Scott Taylor 2151 W. Shawnee Drive, Chandler, AZ 85224-1740, (602) 857-2005	<i>scott.a.taylor@intel.com</i>
Dan Gurney Special: Scott DeFriez 6420 Hermanas Road S.W., Deming, NM 88030-9519, (505) 544-4444	<i>demingdobes@zianet.com</i>
Eliminator: Frank & Sharon Bowers P.O. Box 775, Wister, OK 74966-0775, (918) 655-3352	<i>bowers@clnk.com</i>
GT, XR-7 GT, 6.5 Litre: Brett Irick 2 Brookwood Lane, Dearborn, MI 48120-1302, (313) 240-6418	<i>xr7gt@prodigy.net</i>
GT-E: Jim Pinkerton 20727 106th Ave. S.E., Snohomish, WA 98296-7166, (360) 668-0243	<i>pinktwo@gte.net</i>
Sports Special: Bruce Wallace 8709 Catbriar Lane, Orlando, FL 32829-8619, (407) 826-2936 (o), (407) 273-1092 (h)	<i>bwallace@ccci.org</i>
XR7-G: Royce Peterson 2701 Montair Ave., Long Beach, CA 90815-1212, (562) 377-0763	<i>royce_peterson@toyota.com</i>

PHOTOS, from page 9

have light meters that are easily fooled by a polarizer, so you should meter the scene without the polarizer, install it, and then set the exposure manually. Then take a hard look through the viewfinder to see which parts of the car are now relatively brighter and which are darker.

6 When in doubt about where to focus, try focusing on the side rear-view mirror if you're shooting at an angle from the front or the seam between the door and the rear quarter panel if you're shooting at an angle from behind. That will keep the foreground mostly sharp without sacrificing the background totally. If you're shooting head on, focus on the grille. If shooting from straight behind, get the taillights sharp.

And if there's a person anywhere in there, make that person the point of focus. Out of focus car parts are marginally tolerable. Out of focus people look really wrong.

7 If you have a model in your photo, be aware that car photos are generally taken in "landscape" orientation—which tends to add pounds to a model. (Photographing a model in "portrait" orientation takes pounds off.) Thus, the adage that "TV adds 10 pounds." Try taking the pounds back off the model by having him or her turn at an angle to the camera rather than face it head on. If you're looking to make a chin more masculine and a fellow look taller, shoot from a slightly lower angle and have the model tip his head slightly back. If you're looking to make a

woman look slimmer and at the same time more busty, have her stand sideways to the camera and then turn her upper torso back towards the camera without changing the position of her feet.

Also be aware of clothes that clash with the car. And particularly when using a female model, keep her out of white shoes, which will stick out like sore thumbs in front of a tire and make any woman's feet look 3 feet long (trust me, she won't appreciate this). Black heels are always a good bet for lengthening legs and shrinking feet.

8 If you think you've got the exposure thing down and are feeling particularly cocky, use a slide film rather than the old-standby color print film. C41 print film is much more tolerant of bad exposure and general mishandling. E6 transparency (slide) film is nowhere near as forgiving. But the color saturation and dynamic accuracy of E6 is a whole lot higher. For a journal like *ATSOTC*, whose strong suit is the high quality of the technical articles written by that handsome fellow in the tux (ahem), color accuracy in the photos is of secondary concern to the editors, and C41 print film is probably perfectly acceptable. But the Paris editor of *Photo* is unlikely to accept anything other than a good E6.

9 Finally, remember to set the self timer at least once and get in the picture yourself. After all, you put in a lot of work making the car look good—and plowing through this list of tips. You deserve credit for both efforts.

How to Embalm a Cougar

By Robin Jacques

You've finally done it. Against your wife's better judgment, you bought a Cougar. But because of other commitments, priorities or lack of a place to start your restoration project, you have to store your Cougar until you get around to it.

If "round to its" are in your family like they are in mine, they are few and far between. Then, when you finally get a "round to it," there are squeakier wheels than your Cougar that need attention. So sometimes the Cougar gets to be stored for longer than you had hoped. The question becomes: How are you going to store the Cougar so that it's still restorable when you finally find that elusive "round to it" with your cat's name on it?

Let's consider what elements you have to fight against to store or, in some cases, to embalm your cat. There are three main elements to contend with: sun, water and creatures that also like your Cougar. We'll consider how to protect your car from each of these, starting when you first purchase your Cougar. But before you go further, kill any wasp nests that might be lurking in hidden corners before driving or towing that car.

Safety first. The first thing we all want to do when we get our Cougar home, if it's running, is to take it for a spin around the block to see what it will do. Don't do it! It must be able to stop on command. I know—I've cleaned out a ditch before. Besides, it is real hard on the park gear when that's all that keeps you from buying your neighbor's new car. Also, the law just loves to see a Cougar going down the road with no tag or inspection sticker. So, what do you do after resisting the temptation for a spin around the block? With most of my Cougars, it isn't a problem, as they usually have no motor and are dragged home on a trailer.

Thus, comes the first step: clean it! Here's where all those quarters in your wife's Mason jar come in handy. I like to stop by a quarter car wash on the way home from the buy and clean every surface of my car with high pressure soap—outside, underside, under the hood, sometimes even the door panels. Don't forget the door jams and trunk jams. Now with 30 years of grime off the car, you can admire what you have.

Once home, the best place for your Cougar is in a climate-controlled garage. Lacking that, then outside on gravel would be the next choice, as

ground moisture is one of your enemies. Put the car up on cinderblocks at least two blocks tall (16 inches), with the holes up for greater strength.

Place the blocks under the frame rails; this will take the car's weight off its springs. This might be a good time to oil or grease the shocks' chrome shafts to prevent rust. Also, grease all the lug nuts and suspension parts that you might later need to disassemble. Finally, place plastic under the car, to keep weeds from growing around it.

Now I realize that the best gravel is right outside your front door and we, as Cougar enthusiasts, believe Cougars make the *best* yard ornaments. But please keep your marriage intact and the neighbors happy and use the back yard. There might also be a local ordinance about "dead cars," so check this out before you get a fine.

Next, the motor. Treat it as if you drive it daily. Keep oil, antifreeze and gas clean and full. If the car can be put in running condition easily, do so. Tune it to run the best, and it will. Make sure all the hoses and lines, intake and exhaust openings of any kind are sealed. This is to keep mice, mud daubers and other creatures at bay. Now, remove all the spark plugs and squirt in a few shots of "Marvel Mystery Oil" to keep the rings loose. Rotate the motor a few revolutions and re-install the spark plugs. Next, remove the battery and clean its tray with baking soda and water. Clean battery cable ends and apply grease to prevent corrosion.

Now, let's work on the fuel system. Disconnect the fuel line at the fuel pump, remove the gas cap and blow air back through the fuel line to clear any crud out of the line. Re-install the fuel line and fill the tank with good gas to reduce condensation in the tank. Add fuel stabilizer and put the gas cap back on. Every few months, start the car or turn over the motor a few turns to keep everything lubricated.

Next, the interior. Here again, if the interior's in good condition, inside is the best place to keep it. If that's not possible, protect it by making

See **EMBALM**, page 12

*Robin Jacques,
CCOA No. 2089, lives
in Brevard, N.C.*

Treasurer's Report

Cougar Club of America Financial Statement, Fiscal Year-To-Date: 03/31/00

Revenues

	06/30/99	9/30/99	12/31/99	03/31/00
Dues	2475.00	5,927.00	5,999.88	9,870.00
Ads	159.00	160.00	60.00	230.00
Clothing	89.50	1,185.00	250.08	0
Directories	0	0	0	0
Calendars	588.00	52.00	98.00	435.00
'99 E. Nats.	1,025.00	237.50	190.00	745.00
Judging Bks.	136.00	220.00	128.00	45.00
Total Revenues	4,472.50	7,781.50	6,725.96	11,325.00

Expenses

Postage	1,464.81	1,271.64	1,657.94	371.97
Copies	54.68	0	0	0
ATSOTC	2,780.18	2,776.46	2,983.14	2799.19
Supplies	112.41	104.60	81.01	48.66
Calendars	0	0	0	0
Ads	77.50	0	401.76	0
Rebates	0	0	0	0
Contribs.	200.00	0	0	2204.95*
'99 E. Nats.	3,251.40	0	0	0
'00 E. Nats.	0	0	0	0
Advances	(252.64)	413.08	(4,148.49)	(92.31)
Total Expenses	7,688.34	4,565.78	975.36	5,332.46
Net Income/(Loss)	(3,215.84)	3,215.72	5,750.60	5,992.54
Beg. Bank Balance	13,378.77	10,162.93	13,378.65	19,129.25
End. Bank Balance	10,162.93	13,378.65	19,129.25	25,121.79

* \$1,200 for '00 CCOA calendar; \$1,004.95 for CCOA support of national and regional shows.

EMBALM, from page 11

cardboard sunshields for the windows. Clean the inside thoroughly and note the condition of everything for future use. Here, rodents can be a real problem. Use plenty of mouse traps. I have found from experience that rat poison works, but the victims crawl into inaccessible areas and die, which is much worse than the first problem. If the carpet will not be reused, take it out. If you can store the interior inside, be sure to lay parts down on something the shape of the part so they will still be straight when installing them. This includes seats and console. Don't forget to bag and label all attaching hardware.

Now, the body. Because rust is the biggest problem, try to prevent the problem or, at least, put it into remission. Treat all exposed metal and rust with paint. It doesn't have to be pretty; just effective (use a brush, or whatever). It's a lot easier to remove paint than rust. Never leave primed metal exposed because primer is porous and will allow the underlying metal to rust. *Never* cover your car with plastic; it only holds moisture against the car. Remove any leaves and debris from cowl vents, doors, fenders, quarters. If the cowl vents are not rusted and leaking, they will be after sitting outside in the weather and filling up with leaves for a few years. Either buy or

make a cover to keep the leaves and water out. If the carpet is wet or rotten, take it out. If water is getting inside the car, you might want to take out the floor plugs, too. Now, get out your gallon jug of used or new motor oil. Oil liberally all hinges and latches. Pour oil in the bottom of the fenders, doors, quarter panels and even the floor, if the carpet is out.

Also, take an oil can and squirt some in the leading edge of the hood, trunk and anywhere else that's likely to rust—battery tray, frame rails, torque boxes, etc. This will prevent rust from starting and spreading until you get a "round to it" for restoring your Cougar. Re-apply oil once a year, or as needed.

If you choose to put a car cover on, make sure it will "breathe" so it will not hold in moisture. One additional note: If you store parts outside and they are in contact with the ground, you might as well throw them away now. In a year they will be rusted beyond use. Never allow any part of the car to remain in contact without the ground.

Your Cougar is now well-embalmed for later restoration. Make your list of parts to get now while it is fresh in your memory.

Next time I will discuss junk yards, parts cars and car show flea markets. 'Til then, happy Cougaring!

The following information first appeared on the CLASSIC-COUGARS e-mail list server and was compiled for this article by Rob Hamill. To subscribe to the list, send a blank message to: CLASSIC-COUGARS-subscribe@egroups.com

Let's Get Physical

Here's something Jeff Rowe submitted to the list a while back. For a couple of days after he sent this, Jeff received kudos from other list subscribers for this easy-to-understand explanation:

"I'll take a crack at explaining why the 427 revs higher than the 428, even though the sizes are nearly the same.

"The bore and stroke are the key. On the 428, the bore is 4.13 and the stroke is 3.98. The bore is 4.23 and the stroke is 3.78 on the 427. Note that 0.1" difference in bore allows a 0.2" shorter stroke. Ain't geometry wonderful?"

"Anyway, the bigger bore/smaller stroke combination means that the piston doesn't have to travel as far every stroke, so it doesn't have to move as fast. The 428 has 0.4" farther to go every round trip and has to move faster to get there, therefore it will self destruct at a lower RPM because the piston speed is the same as the 427 at a higher RPM.

"Why does the 428 have more torque? It has to do with leverage. The longer stroke gives the piston more of a lever to work with. When the crank throw is at 90 degrees to the bore, it acts like a wrench. The longer the wrench, the less effort you have to put into the twist. Ergo, the same amount of piston push makes more torque.

"There are other factors that affect engine RPM limits, but that's the basic physics."

Caveat Emptor

Springtime is when the cats start hitting the road-and, often, the market, too. Here are some things to check before you part with hard earned dollars. This is not a comprehensive list, but provides a good starting point. Contributing here were Bruce Habel and Jamie Key:

It's usually best to examine a car in good sunlight, as it tends to expose more than the one or two light bulbs in a shop can.

Look for bubbles in the paint, which indicate rust forming under the paint or from the inside of the panel. If the paint is gone, feel for rough spots on the metal-it could indicate heavy surface rust covered by primer. Look down the sides for waves, depressions or poorly fitting parts, all indications of accidents or poor repairs. Examine all four door corners, in front of and behind the rear wheel openings, and in the corners of the rear windows very closely. These are spots where,

traditionally, cars first start rusting. Get a sheet of computer paper and a refrigerator magnet. Hold the paper over a suspected Bondo spot and put the magnet on the paper. If it falls off, you've got Bondo (not necessarily bad, but usually indicates a point of a previous repair).

Check the underside with a bright light, safety glasses and an awl. Poke everywhere and don't be gentle. It's best to poke a hole now than to have to replace floor pans later. Poke the frame rails, too, as they can trap water and rust.

Look under the carpeting (and padding) at the floor pans. No rust is good, but expect a little. As long as it isn't heavy or scaly, it should be OK. Same principle goes for the trunk padding.

Check the inside of the firewall for rust stains; '67s and '68s often develop leaks in the cowls. Pour water into the cowl vents in front of the windshield and check for leaks inside. Leaks could mean rust and big dollars in repairs.

Jack the front end up about 6 inches to take some weight off the tires, but not enough to lift it off the ground. Grab a front wheel and try to twist it. If it can move it without moving the steering wheel, suspect worn suspension and steering components. Ball joints or the end link are the most likely culprits.

Be Prepared

Show season is right around the corner. You spent a winter working on the latest enhancements to your car (you did, didn't you?), but maybe before you hit the road this season you should take a look in your trunk! A while ago, Tom Breslin asked the list what to carry in a car emergency kit. Phil Parcells, Brian Holman, Mark Hassard and Dennis Harrington suggested:

- A fire extinguisher
- Flares
- Basic tool kit (screwdriver, adjustable wrench, etc.)
- Spare belts
- Water
- Fuses
- A portable booster pack (for a dead battery)
- Small flashlight (check those batteries!)
- Tape (duct, black electrical, 3M strapping)
- Locking pliers (to clamp off a broken brake line)
- Sandpaper or emery cloth (to clean electrical contacts)
- Hand cleaner
- Spare points and condensor
- Tubeless tire repair kit
- Hose repair kit

See LIST, page 14

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

REGIONS, from page 7

Have I left anything out? For the past few years, I have been looking back at the 30-plus years the Cougar has been among us, and provided some news, sports stories and sales figures. So, to carry on this tradition, in the next issue of *ATSOTC*, I will dig back to 1970, the second year of Cougar's first body restyling; stay tuned.

Now that the spring is almost here, I hope to compile a calendar of events and shows in Region 6 and have it ready for the next issue. If any readers in Western New York or anywhere in Ontario know of any All-Ford or Mercury shows, please let me know; I will include them in my list.

On the local scene, the Great Lakes Cougar Club now has a new Web site, thanks to the folks at Hemmings Motor News. Check it out at <http://clubs.hemmings.com/greatlakescougar>.

-Jim Megannety

8 Hello, my name is Barry Tallman. This is the first report for *At The Sign Of The Cat* that I have done.

I should let you know a bit about myself. I have been involved with old cars since I started to drive. My involvement with Cougars started about two and a half years ago with a 69 XR-7. I was bit by the Cougar bug right away and now that is all my wife and I drive. We own a '68

standard and a '70 351-4V. Both cars are our daily drivers. I am the vice president and events director for the Fordnutz Cougar Club.

But that is enough about me. It is a little slow this time of year with most of the classic cars still in hiding. We just had an indoor show that our local club was involved in and it sure felt good to get back out and see some real cars. There is a large show coming up the end of April that a lot of people around here are talking about. The Parnelli Jones winning '70 Trans-Am Mustang is going to be on display. That should attract a lot of car crazy guys.

The big news, however, is the CCOA's approval of a regional show hosted by the Fordnutz Cougar Club. The show, the "Fordnutz Cougar Claw In Y2K," will be from 9 a.m. to 4 p.m., Aug. 13, at the South Surrey Athletic Park, 20th Avenue and 148th Street., Surrey, B.C., Canada. Dash plaques will be available to the first 100 vehicles.

I am very excited about the direction in which the CCOA is headed and I'm expecting great things for our club. The new look of the newsletter is a nice change; keep up the good work.

—Barry Tallman

N=North, S=South. For a complete listing of states in each region, see "CCOA Leadership," page 5.

LIST, from page 13

Sometimes Rust Does Sleep

Early this year Steven Condou asked the list about a product that can be brushed on to stop rust. Jon Miller, Dave Nashif, Mitch Lewis, Eric Overton, John Benoit, Robert Craig and Mike Taylor offered some product review:

■ Two products that encapsulate rust and prevent its further spread are POR-15 and Corroless, from Eastwood. Overall, list users had good experiences with both.

■ Another product called Extend comes in brushable liquid or spray can and forms a paintable surface. It wasn't considered as "heavy duty" and the first two products, but still good, overall.

■ Another product mentioned was Rust-Mort, by SEM. It wasn't reported to work as well as the others and was described as hard to neutralize.

■ One other: Rust Reformer, from Rustoleum. This product was reported to work well on certain Texas gas grill restorations. No word yet on how it performs on 30-year-old sheet metal!

By the way: Before using these products, consult the directions carefully!



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Specializing in 1967-1970 Mercury Cougar Parts

Spotlight On: N.A.D.A. Cougar Price Guide

The National Automobile Dealers Association, or N.A.D.A., has been collecting, analyzing and publishing values on used vehicles since 1933. The figures below represent N.A.D.A. data compiled by Frank Bowers, CCOA Eliminator Registrar and member of the N.A.D.A. Classic, Collectible and Special Interest Advisory Board. They are current through April 2000.

year	m.s.r.p.	low	avg.	high
1967				
2DR HDTP	2851	3450	4800	6850
XR7	3081	3900	6625	9550
<i>Add: 390: 40%; GT: 25%; AC: 10%</i>				
1968				
2DR HDTP	2933	3425	4775	6675
XR7	3232	4275	7250	10450
GTE		12650	17700	23300
<i>Add: 390: 40%; GT: 25%; DGS: 25%; AC: 10%; Ram Air: 15%</i>				
1969				
2DR HDTP	3016	2975	4650	6650
STD. CONV	3382	3900	7125	9600
BOSS 302-4SP		11300	14850	25100
ELMN 351		6000	9500	15100
ELMN 428CJ		8950	13700	25100
ELMN 428SCJ		10150	14850	27100
XR7	3315	3775	6500	9300
XR7 CONV.	3595	4625	7950	13050
ADD FOR 4SP:		825	1050	1325
<i>Add: 351-4V: 20%; 390-4V: 40%; 428CJ: 50%; Drag Pak: 20%; Ram Air: 15%; AC: 10%</i>				
1970				
2DR HDTP	3114	2975	4650	6650
STD CONV	3480	3850	6600	9550
ELIMINATOR				
BOSS 302-4SP		11300	15500	25100
ELMN 428CJ		8950	13700	25100
ELMN 428SCJ				
(Q-CODE) RAM-AIR		10150	14950	27100
ELMN 351		6000	9500	15100
XR7	3413	3500	5950	8600
XR7 CONV.	3692	4575	7900	12000
ADD FOR 4SP:		825	1050	1325
<i>Add: AC: 10%; 351-4V: 20%; 428CJ: 30%; Drag-Pak: 20%; Ram Air: 15%</i>				
1971				
2DR HDTP	3289	2900	4025	5600
STND CONV	3681	3825	6525	9450
XR7	3629	3025	5150	7400
XR7 CONV	3877	4700	8050	11550
<i>Add: 351-4V: 20%; 429CJ 340HP: 40%; 429 SCJ 370 HP: 55%; AC: 10%</i>				
1972				
2DR HDTP	3016	2800	3925	5375
STND CONV	3370	3775	6475	9300
XR7	3323	2825	4725	6850
XR7 CONV	3547	4575	7900	11300
<i>Add: 429: 25%; AC: 10%; 351-4V: 20%</i>				
1973				
2DR HDTP	3372	2625	3625	4925
STND CONV	3726	3750	6425	9200
XR7 CONV	3903	4425	7475	10700
XR7	3679	2350	4000	5700
<i>Add: 429: 25%; AC: 10%; 351-4V: 25%</i>				

Notes:

These prices are based on the following conditions:

Low: This vehicle would be in mechanically functional condition. The exterior paint and trim would be in fair condition. The interior would show normal wear possibly needing minor reconditioning. This does *not* represent a "parts car."

Average: This vehicle would be in good condition overall. It could be an older restoration or a well-maintained original vehicle. The exterior paint, trim and mechanics are in satisfactory condition. The interior would show minimal wear.

High: this vehicle would be in excellent condition overall. It could be a completely restored or an extremely well-maintained original vehicle. The exterior paint, trim and mechanics are not in need of work and the interior would be in excellent condition. Note: this column does not represent a "100 point or number 1" vehicle.

This price guide information is made available with the permission of the National Automobile Dealers Association classic, collectible and special interest car appraisal guide publisher. All data contained in this reprint is based on information believed to be authentic. Reasonable care has been used in producing this guide. However, neither the editors, publisher nor myself shall be liable for damages of any type or description incurred by the use of this guide. Not responsible for typographical errors. Please use this guide as it has been intended, as a guideline only.

—Frank Bowers

The complete guide is available for \$40 for an annual subscription. Each subscription includes three updated editions and includes all cars and trucks from 1946 to 1979 and exotics from 1946 to 1999. To order, call (800) 966-6232. For those who do not wish a yearly subscription, individual issues are also available at many book retailers.

Cats in Color



Kirk Cronin,
Richmond, Va.

Tonny Sordal,
Norway



Meghan O'Neal,
Georgia



John Holdridge,
Mount Sterling, Ky.



Mark Pleskac, *David City, Neb.*

John Karleskind Jr.,
Pleasanton, Calif.



Steven Miller,
West Valley City, Utah

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 Vandever
(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
(415) 621-7648
pierachi@wellsfargo.com
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

54 Trafford St., Unit 10
Meriden, CT 06450
President: Marc Nettleton
(203) 238-7787
MN73cougar@aol.com
pages.cthome.net/cougar

Delaware

Delmarva Cougar Club

P.O. Box 5266
Fort Lee, VA 23801
President: Jim Karamanis
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delmarva/

District of Columbia

Delmarva Cougar Club

P.O. Box 5266
Fort Lee, VA 23801
President: Jim Karamanis
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Florida

Sunshine State

Cougar Club

12621 Beltingle Court
Orlando, FL 32837
President: Steve Weir
nitmoves@webtv.net
www.motorhood.com/
classiccardrive/sscc/

Georgia

Georgia Cougar Club

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

Kansas

Heartland Cougar Club

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Wichita, Kan. 67217-2639
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Maryland

Delmarva Cougar Club

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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

5413 Territorial Road, NW
Albuquerque, NM 87120
President: Rich Gilkerson
(505) 897-2080
rgilkerson@uswest.net

New York

Great Lakes Cougar Club

5622 Lowell Ave.
Niagara Falls, Ontario
L2G 4E2
President: James Megannety
(905) 358-5967
jmegs@sympatico.ca
clubs.hemmings.com/
greatlakescougar/

Long Island

Cougar Association

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

Nevada

Sierra Nevada Cougar Club

40 Carneros Drive
Sparks, NV 89436
Contact: Gary Guzelis
(775) 425-1113
merc-cougar@home.com

North Carolina

Carolina Cougar Club

5970 Fairview Road
Suite 106
Charlotte, NC 28210
(704) 643-6430
(704) 643-6425 (fax)
Contact: Marvin Wyant
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
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

P.O. Box 5266
Fort Lee, VA 23801
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

'Whatever You Think, Dear'

It began on a recent Sunday noon with a call from Cascade Cougar Club Past Board Chair Jeff Bingaman. I had worked an extended graveyard shift, hadn't had much sleep and was in a weak state of mind, a chronic condition of my stupid work schedule.

Jeff told me about a '69 convertible in the Tacoma area that had just appeared that day on Trader Online. It sounded good and looked good. But as we all know, descriptions and sale photos can be anything from "flattering" to "flat out lies." Still, it was a convertible. And the photo, description and asking price were such that it couldn't (shouldn't?) be a piece of junk.

As those who know us will recall, Linda and I had a near-legendary search for a certain '69 convertible a few years back, a car that became OURCAT. We found it, restored it and showed it as "judged street driven" for only one season, then totaled it in 1996. Since then, we've stuck to hardtops. Still, there's something about spring and convertibles, and that "first warm day" was nearing.

I called the owner. Turns out he purchased it only 10 months ago, having bought it from the previous owner, a family friend who is an elderly Lincoln/Mercury collector for whom he worked in the grocery business as a teenager. Grocery business? Black '69 standard convertible with "near-perfect" black interior? About 75,000 original miles, but restored as needed? Registered as a "restored collector vehicle" (special restricted-use category in Washington State) with the original plates?

First thought: Some of this sounds very familiar.

Second thought: The asking price isn't bad, but maybe a bit too low for what's being described. It's probably somewhat over-rated.

Third thought: I'll go look at it, just to look, get the numbers for the CCOA data base, report to others within the club looking for a convertible, etc. I will not take my checkbook. But just to be on the "safe" side, I'll tell Linda about it. After all, she's a convertible fan and at least half the money is hers should we decide to make an offer. She said something such as, "Whatever you think, dear."

Fresh off that 12-hour graveyard shift at about 8 a.m. Monday, I drove to Tacoma, actually to a nice upscale neighborhood in the Lakewood area. The garage door was open, and the cat looked good. The more I looked, the more I remembered. I had seen this Cougar before.

About five or six years ago, when we had suffered from our first case of "Cougar convertible fever" prior to purchasing the original OURCAT, we had looked at this car when it wasn't really for sale. The owner/collector had wanted much more than the current owner was asking. Adjusted for inflation, it was about 50 percent more back then, and it wasn't negotiable. We passed.

It was one of those "garage queens" that an owner over 25 years had maintained well—new paint, new top and rear window, upgraded interior items—but seldom drove. It wasn't concours or "street stock," but it was (or could be) a great "street driven" or "people's choice" Coug. Very nice, but, as I had suspected, a bit over-rated.



*"First thought:
Some of this sounds very familiar"*

See **OURCAT**, page 20

A European Virtual Show?

Now here's an idea! Because Europe's a big land mass—say, half the size of the United States—and we have only a couple dozen members, it's impossible to organize a show that will attract everyone, right?

OK, so here's what's going to happen: We are going to have a virtual show! The date of this virtual show will be Aug. 18, which is my birthday, so I can't forget it!

What's a virtual show? Something I just invented, that's what! Here's how it works:

First, it is open only to European members. I realize that sounds a little unfair, but remember that we never really meet each other. What you need to do is send me a photograph of your Cougar with a brief description and your e-mail address, if you have one, to arrive no later than Aug. 12. Send photos to: **Barrie Dixon, 11 Dean Close, Partington, Manchester, England, M31 4BQW.**

I then will scan all the images into my computer and build them into a single sheet. I will "judge" the cars by putting all your names into a hat and drawing a winner.

The winner's car will appear larger than the rest. And I'll report on the virtual show in this newsletter.

So, get your photos taken and your prints to me—now!

—Barrie Dixon

A Call for Dash Plaques

Well, it's been a couple of issues since my last Club Historian Report, and we still need the dash plaque from the 1986 Nationals June 14 and 15 in

California. So, if any of you have one lying around collecting dust and you would be willing to donate it to the club, I'll be glad to make mention of you and thank you in the newsletter. Also needed, is the dash plaque from the 1999 Nationals in Carlisle, Pa.

I'm looking forward to seeing everyone and having all the club's history on display at the 2000 East Nationals in Lincolnshire, Ill.

So, help the club and mail those dash plaques to: **Scott Dyke, 1700 Kelly Ave., Crest Hill, IL 60435.** Thanks again to everyone who has helped in the past. I'm looking forward to seeing you at the East Nationals.

—Scott Dyke

Return of the Tech Q&A

With the recent appointment of Dick Hertzler as the CCOA's new Technical Director, the Technical Q&A column returns to *ATSOTC*.

Dick will accept questions for the Q&A column by e-mail (preferred) or standard postal mail. E-mail submissions will be answered by e-mail and, possibly, in the newsletter. "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.**

Under the CCOA's new structure, the Technical Director oversees a team of members with technical expertise in various major mechanical groups, such as suspension or drive train.

—Carl Graziano

OURCAT, from page 19

I drove it; it ran great. It was relatively "tight" for a convertible of that era. I lowered the top. A couple passing motorists gave me a "thumbs up." I was hooked.

During her lunch hour, Linda and I drove back to Lakewood. After another test drive, Linda motored back to her office alone, departing with "Whatever you think, dear." It was obvious that she knew what I was thinking since the only ride I now had was a convertible that we hadn't yet purchased!

The owner and I drove to the bank where we exchanged cash for title. Then I smiled all the way to Linda's office with the top down and the heater roaring on a cool but sunny March day.

She asked what took me so long.



Classifieds

Cars for Sale

1967 XR-7, modified 289, PS/PB/AC, tilt, AM/FM, console, blue, black vinyl roof, black interior, dual exhaust, perfect restoration, no rust, a beauty! \$6,950. Tom Hanrahan, (856) 464-8288 (NJ)

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

1969 XR-7 hardtop: 351-2V, AT, PS, PDB, aftermarket AM/FM cassette. One-owner Georgia car, slight rust in doors, original paint. Light Ivy Yellow, black vinyl top, Dark Green leather interior. Have original invoice & bill of sale. Nice driver! \$3,995. Contact John Baumann, (616) 396-0390 days, 399-5486 evenings or jc-cougars@egl.net (MI).

1969 XR-7 coupe, 351-4V, AT, AC, console, tilt, PW, disc, factory AM/FM. New Burnt Orange Metallic paint and white vinyl top, white leather interior. California rust-free car. Needs nothing. \$8,000/obo. Contact Mike at (818) 762-9980 or thebrowns1@earthlink.net (CA).

1969 convertible, 351-4V, AT, AC, tilt, PW, disc, needs complete restoration. No-rust Calif. car. \$2,500/obo. Contact Mike at (818) 762-9980 or thebrowns1@earthlink.net (CA).

1969 convertible, 351-4V, AT, AC, disc. New trans, new black canvas top and black interior. Needs painting. Rust-free. \$4,500/obo. Contact Mike at (818) 762-9980 or thebrowns1@earthlink.net (CA).

Moving dictates that one kitty needs to leave the litter. Except as noted, all are southern 1969 XR-7s in storage 18 years, with 351W, AC/PS/PDB: 1. Blue/dark blue, 50,000 miles, tilt, 4V, AT, original everything; 2. White/black, tilt, AT, sharp; 3. Black/black, project car; 4. Black/black, tilt, four-speed, Posi, daily driver. Have extensive inventory of NOS and used parts. I am 10 minutes from the site of the CCOA East Nationals. Call Chris from your fax machine at (847) 566-2588 for information on cats, parts lists. Please call after May 10 unless interested in purchasing entire collection (IL).

'72 XR-7 convertible, white, white top, green leather. 351C with factory 3-speed! PS, PDB, AC, tilt, AM/FM, argent styled steel wheels with caps and rings. Car is amazing original, painted (good job) about 15 years ago. Top is perfect, minor cracks in door panels. Absolutely great runner, ball to drive, ready to cruise. Easy upgrade to Senior status. New

tires, shocks, battery, radiator. Gotta have \$8,000, but tease me if you must! Car in Daytona Beach, FL. Dick Hertzler, (904) 677-2251, early evenings.

1973 XR-7: Unrestored original, movie car ("The Ice Storm"), 2nd owner, 49,500 original miles, 351-2V Cleveland, AT, dark green exterior, avocado interior, A/C, AM/FM stereo, 1/2 vinyl roof, rear defroster, 5 matched Michelin/Sears radials, spare tire/wheel lock, original carpeted floor mats. Has won 1st, 2nd & 3rd place at CCOA Nationals. This Cougar may be seen at the CCOA 2000 East Nationals. \$6,500. Contact Richard Clark, 75 Thayer Road, Manchester, CT 06040. (860) 649-8520.

Parts for Sale

1969 XR-7 black leather interior, \$200. 1968/69 Mustang/Torino chrome GT Wheels, complete, \$350. Cougar toys wanted and for sale. Will be at All-Ford Carlisle, spaces L-26-29. Tommy Oswald, (570) 386-1144 (Pa.).

1971-73 NOS parts: 1973 "Mercury" hood script, D3MY-16604-A, \$45; 1971-73 "Cougar" trunk script, D1WY-6542528-A, \$45; 1971-73 door edge guard set, D1WY-6520910-A \$80; 1971-73 set of four radio knobs, \$30; 1971-72 front bumper guards, D1WY-17996-A and D1WY-17997-A, \$175; 1971-73 correct hood pad clips, (10), \$20; 1973 Right front bumper guard, D3WY-17996-B, \$50; 1973 front bumper guard pads, D3AZ-17A812-A (3/4"), \$40/pair, and D3AZ-17A812-B (1 1/4"), \$40/pair; 1973 left park lamp bezel, D3WY-13212-A, \$90; 1971-73 accy. spare tire lock, D3FZ-1386-A, \$45; 1971-73 rear side marker lights, D1WY-15A201-A and D1WY-15A201-B, \$80/pair; 1973 front upper license plate bracket, D3WY-17A385-A, \$20; 1973 air cleaner intake tubes, D3OZ-9A624-B \$14; 1973 rear bumper guards, \$75/pair. Contact Jim Mudrick at (330) 273-9592 or e-mail to jimary@en.com (OH)

NOS Cougar mouldings: '67-'68 wheel lips, '67-70 deck, '69 hood lips. Contact Tucker Callan at (716) 538-9560 or at BossT7@juno.com.

1967-73 Cougar parts: sheetmetal, glass, trim, interior, wiring, mechanical, parted 70 cars. Contact Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022. (717) 367-6700. SASE, please. All-Ford Carlisle, A 23-26.

NOS C8AZ-13A016-A automatic headlamp dimmer, for Fairlane, Comet, Falcon, Mustang, Cougar. See **CLASSIFIEDS**, page 22

CLASSIFIEDS, from page 21

gar, T-Bird, Ford, Merc, Mark III, Lincoln Continental, \$200; Ford 14X6 styled steel wheels (also called GT wheel) from 1968-1969, painted, no caps or rings, \$35 each; Ford 14X7 painted Magnum 500 wheels, no caps or rings, set of four, \$175; 428 exhaust manifolds, C8AE-9431-B & C8AE-9430-A, \$50/pair; 428CJ heads, cast number C80E-6090-N, dates 9C13 & 9C25, \$500; 39OGT heads, cast number C8AE-H, dates 8E2 & 8E3, \$200; 39OGT cast iron intake, C6AE-9425-G, \$100; 427 valves, C5AZ-6505-N & C5AZ-6507-N, 16 NOS in the box + extra valves, \$200; (314) 351-1789 AFTER 8 p.m. Keith Litteken. kslitteken@aol.com (MO).

Parts Wanted

390-4V engine, mid-'60s vintage. Must run well and be reasonably priced. Contact Pat Lowry, (516) 921-7158.

9-pin connector plug for 1967 Cougar turn signal, with or without wiring. Contact Bruce Kramer, (847) 381-8759.

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, \$10; 2000 calendars, \$15; Judging Handbook, \$7. Add appropriate shipping costs, make checks payable to "CCOA." Mail orders to Randy Goodling, 2046 Mill Road, Elizabethtown, PA 17022 (717) 367-6700.

Misc. Wanted

Cougar sales brochures, literature: 1968 and 1969 Cougar sales printed in French (FoMoCo of Canada, Ltd.); 1992 Cougar 25th anniversary brochure. Contact Richard Clark, 75 Thayer Road, Manchester, CT 06040. (860) 649-8520.

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.

2000 Calendar

CCOA Events in **bold**

Date	Event	Contact
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
April 29	Mustangs and Cougars on the Pier, Port Angeles, WA	
May 1	Auto Flea Market & Car show (Cougar classes), Rhinebeck, N.Y.	(203) 265-6638
May 5-7	Great American All Ford Show, Las Vegas, Nev.	(702) 658-8304
May 6-7	Ford-Mercury Swap Meet and Car Show (Cougar classes), Willimantic, CT	(860) 456-2797
May 7	National Capital Region Mustang Club All-Ford Show, Rockville, MD	www.ncrmc.org
May 12-14	Carlisle Mid-West Collector Car Swap Meet & Corral, Bloomington-Normal, Ill.	(717) 243-7855
May 13	Original Boulder Car Show Sock Hop, Colo.	(970) 663-0975
May 20	Thornton Fest, Mile High Cruisem Car Show, Thornton, Colo.	(303) 979-6280
May 21	Ninth Annual Mercury-Edsel-Lincoln Antique and Classic Car Show, Manchester, CT	(860) 649-8520
May 28	Ford Spring Spectacular, Parksville, British Columbia	(250) 881-1423
June 2-3	Hillsboro (Oregon) All-Ford Show & Swap Meet	(503) 648-6059
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	Ford Power Picnic, Hudson Gardens, Littleton, Colo.	(303) 795-6900
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 24-25	Second Annual Old Dominion Fun Ford Weekend, Virginia Motorsports Park	(225) 664-0996
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. 5	Seventh Annual David "Pud" Pannell Memorial Car Show, Radford, Va.	(540) 731-3617
Aug. 13	Fordnutz Cougar Claw In Y2K, Surrey, B.C., Canada, CCOA Regional Show	(604) 786-3673
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.ncrmc.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
Oct. 14	All Ford Fun Day, Letchworth State Park, Mt. Morris, N.Y.	(716) 538-9560 bosst7@juno.com

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HOSTED BY
THE DELMARVA
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at the
CARLISLE ALL-FORD NATS
JUNE 2-4, 2000

Join the Cougar Club of New Jersey and the Delmarva Cougar Club for a Cougar Club of America regional show at Carlisle! For information, call (703) 491-8710 or (908) 889-1709, or go to: dkbush.cablenet-va.com/delmarva/prowl.shtml Staying overnight? Call (800) 692-7315, extension 177, to reserve a room at a special rate.



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