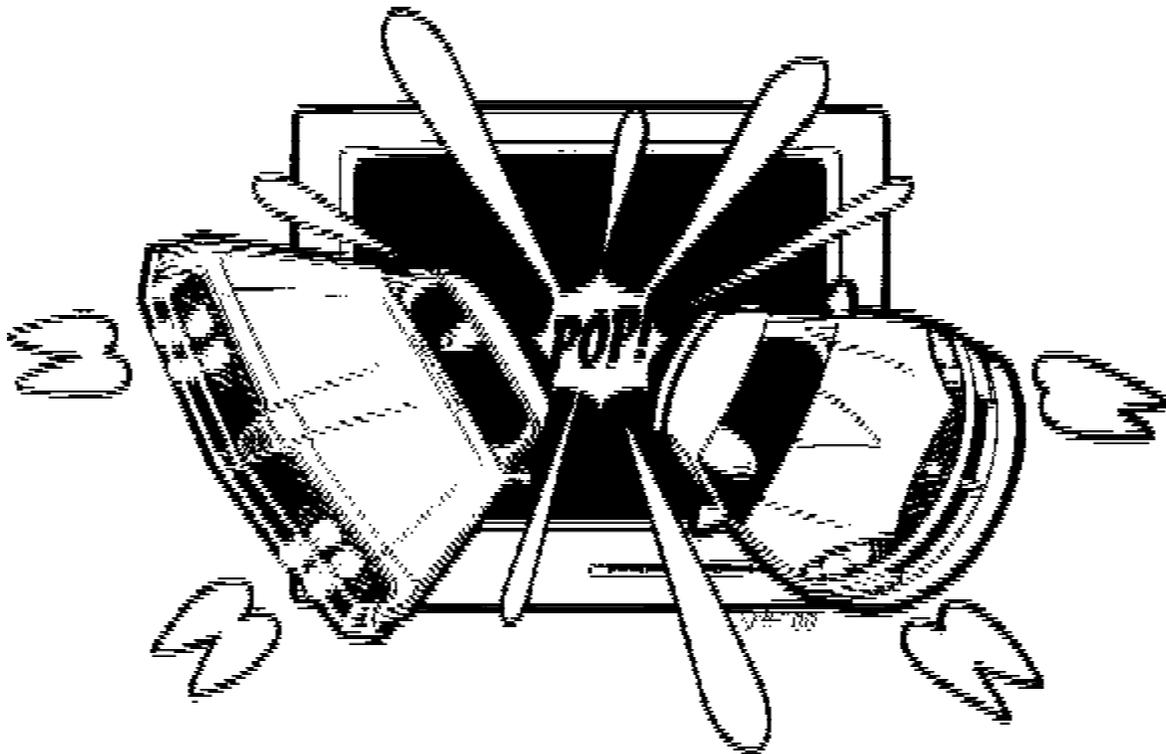


AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America



Cats Online

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AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of
The Cougar Club of America

Editor

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Disclaimer

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Editor's Desk

Over the past Thanksgiving holiday, I and CCOA Communications Director Jim Karamanis met with Rob Hamill, a frequent contributor to this publication and a member of the Cougar Club of New Jersey. We met for pizza and beer near my home, in the Washington, D.C., area (Rob was visiting his mother in Maryland for the holiday).

We discussed at length a suggestion Rob had made in e-mail messages to me about a week earlier. And, on his behalf, I'd like to champion his idea now.

It's simple: Encourage local clubs to pick at least one All-Ford event or Mustang and All Ford show to attend in force this year. That is, find a show that would welcome Cougars (but that isn't specifically a Cougar show) and stir up enough excitement within your local club to flood the show with Cats.

The bottom line is exposure and recognition for FoMoCo's "other" pony car. Fact is, you'll find that most Mustang Clubs welcome other Ford-powered products. And there's no quicker way to make your mark in the local car enthusiast community than to turn out a dozen or more Cougars for a mostly Mustang show.

The Delmarva Cougar Club, of which I'm a member, did this about three years ago at an annual show sponsored by the National Capital Area Mustang Club. The first year the DCC attended the show, we entered about six Cats, just enough to establish a Cougar class. Well, the following year, the show's organizers, taking a cue from our participation the previous year, included Cougar classes up front, and the DCC responded with more than 20 cars. Talk about leaving an impression on the Mustang guys!

So, don't wait for a CCOA national show in your area or bemoan the difficulty of organizing a local or regional Cougar show. Sure, it would be great if you could host one, but it's not necessary. Use the opportunities offered to you by other clubs—especially the Mustang crowd—to get the Cougar marque out front and bring even more recognition to this all-too-often unrecognized great American car.

Better Late than Never

You'll notice that this issue includes several show reports from the past year. No, you're not caught in a time warp. We just didn't have enough space in the last issue of *ATSOTC* to give these events the timely coverage they deserved. But even after many months, the excitement of last year's shows remains within these pages, so enjoy and start getting ready for this year!



Carl Graziano

This issue's cover art was created by Phillip Payne.

President's Report



Scott Ferguson

I hope everyone has had a safe and festive holiday season, and a great New Year's celebration.

I would like to let all of you know that the 2002 National show proposals have been approved by your CCOA Board of Directors. The Georgia Cougar Club will host the East show in the Atlanta area. The date still needs to be confirmed, but expect it to be the third or fourth week of June 2002. The Southern California Cougar Club again will host the West show (they hosted the 2000 show) in the Los Angeles area. The date for this event is set: July 19 to 21, 2002. Fliers for these shows will be in future editions of *ATSOTC*.

I would like to welcome John Benoit back to the CCOA Board. John is a past CCOA Treasurer. He replaces Mike Willett, who, because of time problems associated with relocating, decided to resign as one of the At-Large Board members. As I'm sure you will read elsewhere in this newsletter, Jim Pinkerton has resigned as CCOA Treasurer. This is a huge loss for our club. Jim has vast experience as a business adviser and consultant with a large international company before retiring in 1999. He resigned because he does not believe he can continue as Treasurer after the rejection of the "Special Provisions" amendment in the recent bylaws vote. I agree with his position: The Board of Directors needs a certain amount of leeway so we can make improvements to the club in a timely manner that will benefit us all. The entire CCOA BOD will miss Jim's great contributions.

I took over as your duly elected president in January 2000 on a platform to bring the CCOA up-to-date with new programs, project, and administration style. I listed four things I wanted to do to improve the club:

- Make available more information on our Cougars with an online archive of information and technical help. That archive is not complete, but when it is, it will be a great resource for Cougar restorers and will be on the CCOA's Web site (also nearing completion). Also, while the club continues to offer technical help and advice through its Technical Adviser, we've expanded our offerings by sponsoring the CLASSIC-COUGARS e-mail list, where scores of experts and hundreds of other enthusiasts stand ready to answer your questions.

- The CCOA should take advantage of the Internet and conduct more business using the Internet and e-mail. I also stated that the CCOA needed a Web site that contained information for our members about the club, judging rules, show

guidelines, membership information and more. A preliminary CCOA site went online in spring 2000 with some limited information on the club—membership information, show guidelines, club by-laws, links to all the club officers, registrars and many of the regional clubs, and Phil Parcells' National Data Base Project site. The new and improved CCOA Web site with these and many more features and information is up now (www.cougarclub.org), so check it out regularly, as it will be updated and added to often. The CCOA Board, now, conducts almost all its internal business by e-mail. Board members must vote within two weeks on any issue put before them. Such rapid turnaround is essential to any organization that hopes to conduct business in a timely and efficient manner.

- I said that I would increase the CCOA's support for the regional clubs by improving the lines of communication and assisting them with show sponsorship among other things. I have responded in all cases of questions and inquiries about the CCOA, Cougars and clubs in general, or passed them on to the people who could provide answers. I have had inquiries from several people who were interested in starting up new regional clubs in several areas. I am pleased to see that some of these clubs are up and running, and I would like to say welcome and congratulations to them. The more the regional and national club (CCOA) work together, the further it will take our hobby. With the show guideline information being created and available to everyone through the club Web site, it clarifies what support regional clubs can expect from the CCOA and what the CCOA expects from local clubs when they host a CCOA-sanctioned event.

- The availability of restoration parts for our Cougars. Although I have attempted to establish a discount program for CCOA members, I have not had much of a response from vendors. A discount program is worthwhile for both the vendors and members alike, because it would list all the participating vendors in, at least, one issue of the newsletter each year. A member that needs a part could then look in the newsletter and contact the vendor of his or her choice for the needed part. The vendor benefits by having access to a customer they might not normally have. The discount is the benefit that ties the whole program together. If the vendor is going to get a free plug in the newsletter, then they should offer the CCOA members a bit of a discount for choosing their business over another one. I am also hoping that our relationship with Lincoln-Mercury will

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Regional Reports

1N Another U.S. presidential election has just ended with its quadrennial People's Choice Show, unless you count the formality of the Electoral College voting. Now, imagine adding something like an electoral college to your next People's Choice Cougar Show and . . . no, let's not. I don't know if either major candidate has been declared a winner as I write this, but I'm not too worried. This country is far too much to be run by just one person, much like your Cougar club (Hint!). Remember, it's not a club without "u."

Following the Cascade Cougar Club's annual Prowl in late July, the venues shifted back away from the Seattle metro area for the remaining shows. First was the Fordnutz Cougar Club's annual Cougar Claw Inn in Surrey, B.C. Bill Herbert reports that 14 CCC cars with 35 to 40 owners and family attended. John and Susan Benoit's blue '70 Boss 302 Eliminator won the Best Of Show trophy. We intend to send more cars than ever next year.

Next on the list was the annual Hot August Nights show in Lewiston, Idaho. The usual suspects of Jim and Elaine Pinkerton, Eric and Judy Anders, Don and Cheryl Skinner and Jim Compton were hosted by Howard and Val Guenther at their home for the Saturday show and Friday night Poker Run. All but Jim C. also arrived early enough for a boat ride on the Snake and Clearwater Rivers that Friday. New recruit Lenny Wavra of Spokane joined the crowd on Saturday with his '70 XR-7 with Eliminator striping. This show is an all makes/styles/years variety with heavy hot rod participation in the 300 to 400 vehicles. None of us won any awards, but the show and the Guenthers are always great.

Three weeks later, the show season ended in Yakima, WA at Ponies & Cougars In The Sun, hosted by the Sun Country Mustang Club. Just as we started the year, we had great Cougar participation with about 25 CCC entries in the field of about 140 cars. Most of our entries were Cougars, but also included a '48 Lincoln, a '69 Ranchero, a '67 Mustang and a new Saleen Mustang convertible. Once again, the Benoit's '70 Eliminator took Best Of Show, a truly amazing feat for a Cougar in a Mustang show that also included a really nice trailered '69 Shelby GT500. The proudest winners, though, were Roman Benoit of Edgewood and Sarah Welch of Port Angeles. They won first place awards in the model car competitions.

For the year as a whole, at least 55 CCC members entered at least 60 Cougars in shows or parades that spanned an area from Los Angeles to British Columbia (about 1,300 miles) and from Port

Angeles to Lewiston (about 400 miles). And those are just the shows I know about. Our members also drove to shows from as far away as Springfield, Mass.

Jeff Bingaman and Jim Pinkerton returned to the Board of Directors in the September election and Kim Lintott was reelected to her position. They join incumbents Don Skinner, Neal Jacobson, Dave Nashif, and Jim Compton for the coming year. Jeff will again chair the club and already has new ideas to spur participation.

The format of the show season will see a few major changes in 2001. The annual Prowl will return to a one-day show with judging available and a People's Choice show for Cougars, Mercurys, Lincolns, Edsels and Fords. Judging will also be made available at other shows away from the Seattle area throughout the year, provided enough qualified members volunteer to judge and attend the other shows. At the same time, the awards might change from the familiar 1-2-3 finishes to more of the gold-silver-bronze awards for achieving point ranges, as used in Concours judging. Finally, our annual Can-Am show shared with the Fordnutz Cougar Club in British Columbia will be ended. Instead, the CCC will encourage more members to attend the Cougar Claw Inn in the more reliably good weather of August. Likewise, Fordnutz will encourage more members to attend Prowl. The Prowl, by the way, will be July 29 at Juanita Beach Park in Kirkland, Wash.

For a November event, 17 members toured Gary McKay's Ford Muscle Car Museum, in Tacoma. If you like Galaxies (and one Fairlane) with 427-8V engines, this is the place to tour. He also had Galaxies with a 406-8V and a 406-6V, two Boss 429 Mustangs and several other nice Fords.

We hope you and your clubs had a great 2000. Our best wishes for a merry and prosperous holiday season and 2001.

—Jim Compton

2S Well it is almost Christmas time again, and things have slowed down some, here in the midwest. In October, we had a photo shoot for the calendar. Eric Overton drove up from Austin and took photos of our cars and the new cars at the John Eagle Lincoln-Mercury dealership.

There was supposed to be a charity car show at Billy Bob's in Fort Worth, but it rained and it was canceled. We had a drought in Texas all summer, but we have made up all the deficit and are now a little ahead for the year.

See **REGIONS**, page 9



Cats Online:

Cougars on the Internet

In this issue, *ATSOTC* publishes the first of an ongoing series profiling online resources for Cougar enthusiasts. This first installment focuses on comprehensive sites for various model years, from the classics to the “New Edge” cats. Upcoming installments will include reviews of personal sites, local and regional clubs, discussion groups and other online resources.

The Classic Cougar Network

www.theclassiccougarnetwork.com

The Internet has introduced numerous Cougar resources to “wired” enthusiasts—resources that simply couldn’t exist otherwise. The Classic Cougar Network (TCCN) is one of them. Here’s how the site stacks up:

Quality of Content: TCCN is the mother of all Cougar Web sites. The site’s main feature is a monthly online magazine, called “The Cougar Pages” (TCP), similar in many respects to the publication you’re reading now. Among other things, the site also offers an excellent tech section (especially for resto-modders), sponsors a Thursday night online chat session, contains historical information about the Cougar’s development, hosts the GT-E registry maintained by CCOA Treasurer Jim Pinkerton, reports regional club news, breaks down VIN and door plate codes, reviews Cougar books and provides an chronological index of magazine articles about classic Cougars. Phew—there’s more, but that’s the major stuff. Several prominent names in the classic Cougar hobby have lent their expertise and personal collections of information to TCCN.

Editorially, TCCN doesn’t pull any punches. The site’s editors don’t hesitate to criticize, question and cajole other Cougar organizations (the CCOA is a frequent target) when

they believe these organizations are not meeting the needs of the classic Cougar community. While sometimes almost confrontational, it’s clear the editors use this forum to stimulate positive change.

The hook is the monthly format for the magazine; the news is never stale and often covers seasonal items. That they can produce this every month with a volunteer staff is truly amazing and speaks to the TCCN crew’s dedication to the Cougar community. I only hope it’s many years before burnout takes its toll.

Presentation: Extremely professional (a lot of work goes into this site), right down to the well-thought-out background music that provides an opening score for each monthly TCP issue.

Ease of Navigation: TCCN is a pay subscription site (\$12 annually). And, as such, members

must key in a username and password to enter. After that, navigation is intuitive, with guides to help you along the way.

56K Friendly? This site is heavy on content, but doesn’t rely on flashy graphic displays to deliver it. As a result, you don’t spend any more time navigating TCCN than any other well-designed Web site.

—Rob Hamill, #5287

Test Drive TCCN

The Classic Cougar Network is now offering CCOA members free, unrestricted access to the site on a trial basis. Now through Feb. 15, CCOA members may enter the site using **cco**a as the username and **classiccat** as the password (these *must* be entered exactly this way—single words, all lowercase).

mercurycougar.net

www.mercurycougar.net

Mercurycougar.net is a relatively new classic Cougar site. While it doesn’t have a lot of content now, it does have personality. Kind of reminds me of the traditional “Home Page,” but better executed.

Quality of content: See remark above. The site feels pretty small and
See **SITE**, page 8

Cool Cats

www.coolcats.net

Cool Cats is the only game in town for fans of the ’83 to ’88 Cougar—and oh, what a game it is. This is *the* site—the only comprehensive site, in fact—for lovers of the Fox-platform cats, and it’s more than worth a visit.

Quality of content: Where do I start? It’s all here, from the Cougar’s history to technical advice to links to multimedia to a message board. The site was recently redesigned and beefed up to include
See **COOL**, page 8

NECO (New Edge Cougar Owners)

www.newcougar.org

Although not typically a favorite of the classic Cougar set, the “New Edge” Cougar ('99 and up) has its share of devoted fans, and NECO is their online home. This nearly 2-year old site offers a good central source of reference material, technical help and networking for new Cat owners.

Quality of Content: Most everything you might need is here, from “news and reviews” to NECO merchandise. Especially helpful is a problem reporting center. You can report a problem with your Cat or browse an archive of previously reported problems, each presented in a compact format with a “solution” line that can help you pinpoint the gremlins under your car’s hood. To the site’s credit, it places a heavy emphasis on organizing New Edge Cougar owners. It boasts an online registry and sign-up area for a NECO mailing list. You’ll also find guidance on setting up a local NECO chapter. After visiting this site, you won’t want for contacts in the new Cougar community, trust me.

Presentation: A bit choppy at times, but overall, a clean site with a fairly consistent look throughout. I did have trouble loading certain pages in Netscape Navigator (version 4.75), although they did display in Microsoft’s Internet Explorer. The left-hand, cascading site menu is a nice javascript trick, but it did go screwy on me a couple times (again, with Navigator). Graphics and photos are good throughout, although some are larger (in bytes) than they need to be and unnecessarily slow down a dial-in connection.

Ease of navigation: Layout is straightforward and, as with so many sites these days, employs the left column menu, frames scheme. Section names could be a bit more descriptive, but all-in-all, it’s easy enough to get around this site.

56K Friendly? As noted above, some graphics on underlying pages (especially photos) are slow to load with a dial-in connection (part of the problem is the site’s designers didn’t compress these shots as much as the .JPG format allows). Overall, though, the site loads in a reasonable amount of time.

— Carl Graziano, #6158

Where’s The CCOA?

As of this writing, finishing touches were being put on the CCOA’s new Web site. Late technical issues delaying the site’s launch included setting up an online payment system for new and renewal memberships. Watch for a complete review of the site in the next *ATSOTC*.

SITE, from page 7

focuses on a message board and polls. In this age of the instant home page, it takes a lot to stand out. Mercury Cougar.net is a fine start, but needs more content to stand out in the crowd. Given time, I’m sure it will develop into a fine resource.

Presentation: Overall, this site, which uses a motif of blue text on a white background throughout, is nice and clean. The main page looks good and is very easy to read, but you have to scroll way down to ever find the end of it. Also, it was never really clear to me what I was reading. Some of it is the site owner’s comments; other parts appeared to be e-mails he’d received and reformatted for posting. I think it would be better if the initial page were smaller, with links off it to the other comments.

Ease of Navigation: While I’m not a fan of Web boards, this one was easy to navigate, with one exception: I couldn’t get out of it! The only way I was able to get back to the main pages was to retype the main URL. A home link would be a nice addition (there are navigation links for the site on the left and links to external sites on the right). Also, I tried to look at past polls, but had to vote in those polls to see the overall tallies. I thought this odd, as these polls were listed as “past” and, I assumed, closed to voting.

56K friendly? Mercury Cougar.net downloads rather quickly with a 56K dial-up connection. Even better, I didn’t need to leave the room while the photographs downloaded!

— Kermit Burroughs, #6936

COOL, from page 7

a section on the MN-12 platform Cats ('89 to '97), although the focus clearly remains on the first generation “aero Cats.” The site’s creator, CCOA member Eric Dess, knows his stuff, both as a site designer (it’s part of what he does for a living) and a Cougar enthusiast. You will find a few mistakes along the way (the history section, for example, calls the XR-7G a “Dan Gurney Special”), but these are few and far between.

Cool Cats has a number of unique features, maybe the best being a new owner’s guide for recent purchasers of these older Cats. It’s a well-thought-out overview of the car’s main features and options, tech into and history. Every Web site should show such concern for newbies.

Presentation: Eric’s expertise as a graphics artist comes through clearly on Cool Cats. This is a professionally designed and executed site, with just enough bells and whistles to keep things interesting but not overload the senses. The slick look of the cover page carries through underlying pages and the whole site hangs together nicely.

Ease of Navigation: Cool Cats uses the standard scheme of a main page menu and a left-side column menu on underlying pages. It’s simple, works well and always gets you home.

56K friendly? OK, the main page didn’t load as quickly as I would have liked (about 75 seconds), but it was within a reasonable amount of time and well worth the wait. Graphics and photos on underlying pages are compact.

— Carl Graziano, #6158

REGIONS, from page 6

The D/FW Cats and North Texas Mustang Clubs had a Cat and Pony run. It was won by Doug and Teal Bodensteiner in their '69 Eliminator. And a charity car show, open to all makes, was held at the John Eagle Lincoln-Mercury dealership in Dallas. Thirty-three cars entered. Again the weather was threatening rain and many cars stayed home. The D/FW Cats club cars were entered for display only, as the club did the judging.

—Ken McDowell

5 One of the advantages of working as a freelance photographer is that after 25 years of marriage, you get to take a whole month off so you can celebrate in style, and yet still work!

Jeanette and I didn't want a huge party, where people you haven't seen in years come along and bring you gifts you don't really need. We decided a long time back that a four-week trip was a better option.

Jeanette had been writing to Michelle in Calgary, Alberta, for years and one day some time ago Michelle said "come visit." So we did! This was the plan: We'd visit with Michelle for a couple of days, do the Rockies, scoot over to Vancouver, slip down to Seattle, move over to Idaho then Montana and end back in Alberta for our flight home.

Well, that was plan "A.". Where we ended up was with plan "AA," schedule "Y"! We pretty much did what we wanted to do around the Calgary area and our trip up the Rockies from Banff to Jasper went more or less to plan. It was from Jasper on, that plans got changed . . . a lot. And then, a lot more! But at the end of it all, we had a great four weeks. We saw some awesome scenery, shot countless rolls of film, did some crazy things and met some wonderful people.

We met with Jeanette's pen-friends in Calgary (of course), Vancouver Island, B.C. and Fox Island, Wash. And that wasn't all! Could we go all that way and not meet up with the Prez? You're right, we had the misfortune to meet Scott Ferguson, who in turn introduced us to his '68 Cougar and his mother, Vera Ferguson, who is treasurer of the Fordnutz Cougar Club. I should add that Vera is not just treasurer, but a *treasure*, and it was a pleasure to meet her. Scott also introduced us to CCOA members Brad and Heather Whitaker, from Vancouver, who invited us to their home to see their '69 convertible and stay

for dinner. Would that we could have stayed in Vancouver longer. Maybe next time.

Our plan was to cross from B.C. into Washington State and visit with Jim and Elaine Pinkerton. Scott and Vera joined us in Scott's Cougar and escorted us across the border into the United States, stopping on route at Lynden, Wash., where there was a car show. Scott knew that Bruce Haaland would be there with his '69 Eliminator. A few minutes after we arrived, Bruce's son, Alan, arrived with his '68 and not long after, they were joined by Bruce's wife, Sandy. We were pleased to meet all three of you.

A couple of hours drive south of Lynden found us in Snohomish and Cougar Flats B&B! Snohomish is the home of Cougar 1 and a couple of people called Pinkerton. Not only were we privileged to see Cougar 1, but Cat Balou, the '68 Cougar of Elaine's father that started the Pinks off on their Cougar collection. Jim introduced me to his library of Cougaritis. When he told me that people have been lost in there for days, well, I can believe him. Magazine clippings, newspaper write-ups, photos, a whole section on Cougar 1. The library is very extensive.

Now you probably won't believe this but, like I already said, I'm a photographer, right? Well, who didn't take any photos of Jim and Elaine's collection? Don't ask! We were well the other side

of Taccoma before I realized! OK, so, like I said earlier, maybe next time. Jeanette had a little more luck: She brought her trusty Pentax outside long enough to snap Scott, Jim and me in front of Jim's "G" car. Enjoy because it's all we've got!

One question we got asked a lot was: "Have you ever seen so many Cougars before?"

Well, yes we have. We've been to two East Coast Nationals and we've been to the United States and Canada many times over the past 18 years, but we've never, ever seen so many Cougars on the street! We saw half a dozen or so in Alberta, at least that in B.C. and many, many more in Wash. And that doesn't include those at the shows we went to. You must have a breeding ground out there in the Northwest!

Now, please excuse me—I have a trip to Florida to plan. (Where *did* I put my membership roster?)

—Barrie Dixon



Pinkerton, Ferguson and Dixon

Q: Dear Dick: I have a '70 Eliminator 428, standard transmission. The car will not shut off. I have checked everything and replaced almost everything. A friend suspects a short somewhere under the dash.

A: I can almost assure you there is a short in the ignition lead inside the steering column or, simply, a defective or misadjusted switch. The switch is adjustable on two screws so that the action of turning the key runs the switch through all its functions. This is a somewhat common problem. A rare cause, but still possible, is that the normal ignition path through the resistance wire from the column switch is OK, but the alternate full 12-volt path for starting is shorted in the harness at or near the start relay.

Disconnect the wire on the relay nearest the shock tower (the side of the relay with the cable to the starter). The other push-on wire is the start circuit itself from the ignition switch. If the car will stop now with the key off, then you have your problem (note, of course, that it will not start again until you connect the wire). Look for something obvious here. The circuit is actually very simple. Acid burns in the harness near the battery can do something like this, but you would likely have other problems, as well.

Another thought, Gregg: Because you have a stick shift, check the cable from the shifter to the ignition column and clutch pedal. The pedal has to be down and the transmission in reverse before the car will start. And • The car should not turn off unless the shifter is in reverse. Something wrong here could be the culprit.

One more thing: Just today, I talked to a guy who also, years ago, had a '70 428 four-speed that would not turn off. He changed everything, including the wire harness. Turned out to be a shorted voltage regulator. One of the contacts would not open when the ignition was turned off. The clue was that the car's interior lights would go out when he stalled the car to stop it, but then after cycling the switch, would come back on—the car would start right up. He said there was a minor dent in the regulator cover that he believes happened during a battery removal.

Let us know what you find.

Q: Hello. I'm doing my best to restore a '68 XR-7. Because my car is completely dismantled, I have the possibility of having the underside and inside floors and ceiling painted the correct color. But the car has been restored once before and now I

have no way to know the correct color for those areas. Do you know? My car is a "black cherry" color.

Two other things: First, regarding styled steel wheels: Some say the painted areas of those should be some sort of grey—is "argent" the right name? Others say these areas should match the car's body color. Which is correct? Also: Do you have any idea who sells parts, such as drive cables and weatherstripping, for this car's electric sunroof?

A: The floor panels and ceiling of your car are not painted, just steel color. On the underside, there was undercoating, which is black. Under the carpet, just plain steel with heavy body sealer at seams, then the heavy sound deadening mat, then the carpet and pad. Sunroof cars were primed after the modifications by American Sunroof. At least that is the case with mine. Order a copy of the CCOA's judging standards book for miscellaneous correct color standards (Call Randy Goodling at (717) 367-6700 for details).

Regarding wheel color: Paint color for '67 wheels is argent (silver). In '68, it is black. Body color was not an option until '69, and those are unusual and rare, as argent was standard. Get the paint, available in spray cans, from The Eastwood Co. (www.eastwoodcompany.com).

As for the sunroof cables, the sunroof is Metric, by Bosch. I believe the cables are 36 inches and you can get them from American Sunroof Inc. Search the Web and look for the company's Boston, Mass., division, where, I am told, they have them in stock. The cables should be the same as Mercedes-Benz of that era, I believe.

Good luck. By the way, I've sent your letter to Randy Goodling for possible sources for sunroof gaskets.

Q: Dear Dick: I have already messed up the installation of two replacement rim blow horn switches. Can you help me install these darn things?

A: Yeah, they are a devil to install. You have to remove the wheel to handle this job without the back pressure of the steering gear as you work around the wheel. You need to be sure the groove in the wheel is clean—scrape it with something to be sure, then clean it with a solvent safe for plastics. Then, apply lots of petroleum jelly! Some on the switch,

See **Q&A**, next page

Question?

CCOA Technical Adviser Dick Hertzler will accept questions for his Q&A column by e-mail (preferred) or standard postal mail. E-mail submissions will be answered by e-mail and, possibly, in *ATSOTC*. "Snail mail" questions will be answered either in the newsletter or directly if members include a self-addressed, stamped envelope with their questions.

Send questions to dickiemag@aol.com or to Dick Hertzler, 69 Village Drive, Ormond Beach, FL 32174-2651.

'Around The Cat,' Revisited

In the Fall 2000 issue of ATSOCT, CCOA Technical Adviser Dick Hertzler took members "once around the Cat" to discuss and suggest solutions for the common problems that plague classic Cougars. But since that article's publication, Dick's thought of a few more items worth mentioning in the chassis area. So, back around we go . . .

There are a few things to check in the chassis area of all classic Cougars. First, the annoying clunk in the front end usually has something to do with upper control arm lubrication—or, more precisely, a lack of lubrication. *Please* don't reach for the torch to cut holes in the shock towers to add grease fittings to the control arm! Dealers used to sell (and use) a 35-degree Zirc grease fitting. Find these and install them. They thread right in after the plugs are removed with a small ignition wrench. The 35-degree angle is exactly correct to easily put the grease gun on. The common 45-degree fitting will still work, but the grease gun is very tight to the shock tower. Also, a 90-degree fitting with a short extension will work, but you have to use a grease gun with a hose to clear the coil spring. "Lifetime lubrication" was an idea whose time had not yet arrived. Grease the control arms, and the clunk will go away.

Squeaks in the front end are often the result of worn coil spring insulators at the top of the shock tower. You end up with the spring rubbing on the tower. You have to compress the spring and remove it to replace these, so get competent help if you are not sure you can handle this.

Check the rear leaf springs. Many Cougars have one side or the other with a broken leaf, usually the lowest one. In a lot of cars, the springs have just lost their "sprong" and the car will sag to the one side and the fender lip will be lowered over the tire. Normally, with standard tires, you can just about put your hand on the top of the tire and clear the wheel lip moulding. Change both if either is broken or sags. Again, have this done by a spring or chassis shop, the same place that fixes broken trucks. The cost usually is reasonable. I once fixed up a '69 for my niece to use in high school. One night, with maybe 24 friends in the car, she crossed railroad tracks in Burke, Va., a bit too fast and snapped both springs. Back then, it only cost \$125 to do both sides!

It also is common to find the front coil springs are weak. Replace these with new saddles and shocks if you want your handling back. Be sure you specify body, engine and accessories when you order these. The first set I got for my '69 XR-7 convertible was wrong. It was very depressing to lower the car off the stands and see the front tires sink into the fenders and actually touch the top! I had to immediately jack the car up and move it out of the way until the vendor shipped another set—quite a chore, I can tell you!

On top of the axle carrier, at the block where the steel brake line attaches to the left rear hose, and the other steel line to the right side, is a funny looking cap gizmo about a half-inch in diameter. This is the axle vent, and is usually covered with gunk and grease. Clean it off. Without pressure relief, the axle lubricant can be forced away from the pinion assembly and out through the grease seals. Over time, this gets on the brake drums and can lower the lubricant level to the point where you hear a humming noise and it can cause damage, including inner bearing failure.

— Dick Hertzler, #32

Quick Tip

Save That Chrome!



We all know how scarce precious Cougar chrome is. To help others protect their car's lower chrome, I pass on a few tricks I've learned. For years I have been covering my car's rocker mouldings and wheel lip mouldings with duct tape to keep stone damage to a minimum. Another trick learned from a fellow club member: Temporarily attach mud flaps to your car with two large binder clips (**see photo**). The flaps are easily removed once at a show. Likewise, the duct tape comes off easily with careful pulling. It may leave residue, which can be removed with thinner or pulled off with a fresh piece of duct tape. A little bit of work, yes, but it sure beats the pain and expense of having road hazards blemish the chrome.

— Jim Mudrick, #3984

Q&A, from previous page
some in the groove. Slightly arch the switch as you put one edge in, to get the other edge into the wheel slot. Never use any pointed instrument. Instead, make a tool out of wood about three-quarters of an inch long, slightly more narrow than the groove and with a rounded tip. With this tool, you can press the switch into the groove as you work around the wheel. Never stretch or pull the switch! This can cause the contacts inside to break through the insulation and short, thus blowing the horn all the time.

With the wheel out, you can compress the switch with your rounded tool (just as your fingers do when you blow the horn). Probably best to measure and begin the insertion at the middle, working around to each end, back and forth. This should do it.

— Dick Hertzler, #32

Pinkerton to Step Down as Treasurer

This past November, CCOA Treasurer Jim Pinkerton notified the Board of Directors that he would leave his position at the end of 2001. To explain his decision, he offers the following open letter.

Dear Fellow CCOA Members:

On Nov. 27, 2000, in a four-page open letter to the Board of Directions, the full text of which will be sent to you upon email request to me, I resigned as Treasurer. This is a summary of that letter for *ATSOTC*, so that all may be aware of the circumstances.

The CCOA by-laws were written at a time when members, myself among them, felt a real need to prevent certain errors of omission and commission by the management of the club in the past, from recurring. The by-laws require the use of club funds, for anything other than traditional operating expenses, be approved by membership vote, in advance. With the election of a President and a diversified, independent, and geographically dispersed Board of Directors, the reasons for such restrictions no longer exist. Elected officers must have authority to act in a timely manner, within guidelines that recognize the needs of the club.

In the recent by-law vote, the issue entitled "Special Provisions" was voted down. Essentially, it would have allowed the Board of Directors to act on expenditure issues, on a one-time basis, and thereafter, if those issues were anticipated as being regular operating expenses (e.g. event liability insurance, etc.), then the membership would be asked to vote their approval of such, for ongoing needs.

The members rejected that item. This means expenditures already undertaken, such as the Web site, online newsletter availability, event insurance, etc. are not supported, and therefore further expenditures for such things must be made, but only with an objection on the record by me, until I am replaced as Treasurer.

Further, many of you may be aware that our financial statement had been revised lately to recognize the need to reserve funds for certain operating expenses. This reduces our working capital, in keeping with our not-for-profit status. The use of reserve funds for these purposes is now in jeopardy, since a significant amount of reserve funds were earmarked for these "new" categories of operating expense.

Had I known that the needed flexibility would not be forthcoming, I would not have run for the job of Treasurer. My resignation will be effective Jan. 1, 2002. This is 13 months notice. I will not abandon my job, but must in good conscience remove myself from this untenable position as soon as possible.

This is not intended to berate you, the members, for voting your consciences. You have a right, indeed an obligation, to vote any way you wish on this, or other important matters. Having so voted, please realize that I can no longer continue as your Treasurer, given those circumstances. I will continue as a member, as well as the GT-E Registrar and I look forward to seeing and hearing from you as usual.

Best personal regards,
Jim Pinkerton

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Board Fills At Large Slot, Seeks Nominees

John Benoit, a former CCOA Board member, has returned to the Board to fill out the term of At Large member Mike Willett, who recently resigned.

The CCOA Board approved Benoit's appointment for the position, which he will hold through the end of 2001. Benoit operates a Cougar parts and restoration business, Cascade Classics, and lives in Edgewood, Wash.

At Large members serve two year terms, and the terms of the Benoit's Board seat and that of the other At Large member, New Jersey resident Don Wussler, end this year. As such, the CCOA is accepting nominations for both positions through March 1.

At Large members are expected to:

- have a strong interest in club affairs and work on special Board-assigned projects;
- attend National Shows and Board meetings;
- serve on nominating committees in designated election years; and
- attend National Shows in election years to consider late nominations and determine the results of balloting.

Also, members wishing to serve on the CCOA Board should have access to e-mail and the Internet, as timely communication is crucial to most Board business. At Large members serve a two-year term and can be re-elected once.

Reduced Prices for CCOA Logo Watches Announced

Region 6 Director Jim Megannety says planned CCOA watches will be available for \$55 (U.S. funds) and \$70 (Canadian), a significant reduction over previously announced prices.

The club must have commitments for at least 200 watches before it can place an order. Members are encouraged to contact Megannety soon. The watches are made by Seiko, come with a three-year movement warranty and are licensed by Ford Motor Co. for use of the Mercury name. A concept image of the watch was published in the Fall 2000 *ATSOTC*.

Contact Megannety by telephone at (905) 358-5967; by e-mail at jmegs@sympatico.ca; or by postal mail at **Jim Megannety, 5622 Lowell Ave., Niagara Falls, Ont., Canada, L2G 4E2.**

Board Proposes Bylaws Amendment for Insurance

The CCOA Board has proposed amending the club's bylaws to authorize the purchase of liability insurance for CCOA-sponsored events.

The Board has proposed an addition that would read: "The Corporation shall purchase and maintain liability insurance on behalf of the club, for events, etc. Coverage will be at the discretion of the CCOA Board of Directors." This would go at the end of a bylaws section that now reads:

"SECTION 2 - INSURANCE The Corporation may purchase and maintain insurance on behalf

of any person who is or was a director, officer, employee or agent of the Corporation, or is or was serving at the request of the Corporation as a director, officer, employee or agent of another corporation, business corporation, partnership, joint venture, trust or other enterprise against any liability asserted against the person and incurred by the person in such other capacity or arising out of the persons status as such, whether or not the Corporation would have the power to indemnify the person against such liability under the provisions herein."

All members are encouraged to vote on this important addition to the CCOA bylaws by sending your **YES** or **NO** vote to Membership Director Ron Crouch at cougarclub@aol.com or at **1637 Skyline Drive, Norfolk, VA 23518-4327.** Please include your name and membership number with your vote.

ATSOTC Honored With 'Golden Quill' Award

At The Sign Of The Cat has again won a "Golden Quill Award" from the publishers of *Old Cars Weekly*. The annual award recognizes automobile club publications for membership support, creativity, originality, balanced content and other qualities.

CCOA Member Bruce Lammers edited *ATSOTC* during 1999 and had won the award in previous years. (*Editor's note: This item was inadvertently omitted from an earlier issue of ATSOTC.*)

See **BRIEFS**, page 14

BRIEFS, from page 13

Member Requests Information on 'Bond' Cougars

CCOA Member Richard Meads, of England, is seeking information for an article he plans to write on the 1969 Cougars used in the making of "On Her Majesty's Secret Service," the sixth film in the James Bond series. Meads asks that anyone with information about these rare cats or their use in the film contact him at RMeads100@aol.com or at **33 Hythe Road, Worthing, West Sussex BN11 5DF, ENGLAND.**

Renewal Forms Inadvertently Omit Membership Rates

An inadvertent formatting error resulted in membership fee information being omitted from recent renewal notices. Fees remain \$25 in the continental U.S. and \$30 in U.S. funds outside the United States.

Volunteers Sought for CCOA National Judging Panel

It's past time for the reformation of the CCOA National Judging Committee. Individuals interested in participating on the committee should contact CCOA Vice President Frank Paty at rarecat@aol.com or at (703) 6800-7125.

Help Wanted

The CCOA has several open positions that it needs to fill in coming months:

Sales and Marketing Director: Appointed by the CCOA Board of Directors and reporting directly to the CCOA President, the Sales and Marketing Director is responsible for overseeing the CCOA's sales and marketing strategy for the purposes of increasing sales of club membership and merchandise, as well as other tasks as directed by the CCOA President and/or CCOA Board of Directors within the guidelines laid out in the spirit of the club mission. More specifically, the CCOA Sales and Marketing Director is responsible for the following activities: development of a CCOA sales and marketing strategy directed toward potential CCOA members; development of CCOA sales and marketing strategy directed toward CCOA members and the Cougar community through the CCOA Web site; development, sales, and distribution of CCOA merchandise.

Legal Adviser: The Legal Adviser should be an active or retired attorney or paralegal professional, or have ready access to advice when required. No reimbursement of fees for any service is permitted except as stated in Article VIII of the CCOA bylaws. Specific duties include, but are not limited to: Responsible to guide Club activities and affairs to preserve the non-profit status of the corporation; Review and/or negotiate proposed National Meet facility contracts presented by Vice President acting as Club Event Chairman as they pertain to Club liability and other matters; Review Lincoln-Mercury Division rules regarding the Official License Product program and copyright/trademark usage and advise the President and Board as necessary and answer specific questions from members not pursuing a commercial interest; Prepare Internal Revenue Service and U.S. Postal Service forms as may be required for tax-exempt status and mail permit reasons; Establish requirements for and secure (with Board approval) any required liability insurance for National Shows and/or prepare appropriate disclaimer forms.

Secretary/Treasurer: The Secretary/Treasurer is responsible for the Club treasury and is subject to audit. No bond will be required. They should be available to attend all National Shows for the Board and membership meetings. They should have expertise in and access to a personal computer. A facsimile machine will be extremely useful. Specific duties include, but are not limited to: Keeps minutes of Board/Membership meetings; reports synopsis of meetings in Newsletter; Maintains current Club correspondence files; maintains financial records; Accepts payment of dues from members (via Membership Director); Keeps Club funds in an interest bearing checking account (interest to the Club); Disburses Club funds by co-signed check at the direction of the Board; Supplies financial report to each edition of the Club newsletter.

If anyone is interested in any of these positions, or you would like more information, please contact CCOA President Scott Ferguson by e-mail at president@cougarclub.org.

Show Report

It's a Howl at the 'Prowl'

The last weekend of July was another gloriously dry and sunny two days in the great Northwest, perfect for the Cascade Cougar Club's 2000 "Prowl," where beautiful Cougars share the spotlight with other Mercurys and Fords.

Saturday, July 29, was the day for Prowl judging, followed by a five-mile cruise to Mikey's. Timing of the cruise was perfect, as we joined a growing group of about 40 cars of all makes and years having their usual weekend get-together.

The judged show saw 10 cars split into four classes. All years were combined for the Street Stock judging, with Charleen Bodvin taking first place ('68 XR-7). Street Driven had three classes, with first place awards to Tony Fisher ('68 XR-7), Jim Compton ('69 XR-7) and Cal Galloway ('71 XR-7).

Sunday featured the much larger Mercury-Edsel-Lincoln picnic, along with the People's Choice section of Prowl. Including the judged cars from Saturday, we had 39 Cougars, one Capri, eight larger Mercurys, eight Lincolns, five Mustangs, one Thunderbird, seven Edsels, a hot rod and 12 more Fords, including an English Ford Zodiac (yes, right side steering wheel), a 1929 Ford and four Skyliners.

Cougar winners from this collection were Don and Cheryl Skinner ('67 standard GT), John Ritter ('67 XR-7), Corey and Trina Cassell ('68 standard), Scott Ferguson ('68 XR-7), Rick and Karen Morehouse ('69 standard), Ted and Lucy Both ('69 XR-7), Randy and Kim Lintott ('71-'73 coupe and '71-'73 convertible), Eric and Judy Anders ('69-'70 convertible and Ford/Merc truck) and Mike and Jennifer Hainsworth (modified). A new CATegory of Senior Cougar was set up for those Cougars that had been selected as previous Best Of Show winners or were in Concours judging. The Senior Cougar winner was the '70 Boss 302 Eliminator entered by John and Susan Benoit. Finally, the People's choice balloting for Crème de la Crème Cougar (the collection of judged cars from the Saturday show) was won by Mike and Sarah Benson with their '68 standard.



Specialty awards were won by Bruce Haaland (best engine, '69 Eliminator), Don and Cheryl Skinner (best picnic spread), John Kosche (best dash, Econoline van), John Ritter (twisted shaft, '67 XR-7 with 428-8V), Dennis and Mari Welch (Wounded Cat, '70 XR-7 convertible) and Todd Gudmundsen (best paint, '53 Merc). Special Merit Awards were given to Kim Lintott, Susan Senff, Dan Gire, Dave Nashif, Bruce Brewer, Dennis and Mari Welch and Bill Herbert for all their contributions and spirit over many years.

We also presented certificates of Appreciation to Prowl Director Marc Ogren and to Steve Eitzen for his work on The Classic Cougar Network. Steve, in turn, presented the TCCN Top Cat Award to Dave Nashif for his spirit and help to others, despite being at sea much of the year. No Long Distance Award was given, but it would easily have gone to Steve Eitzen for driving up from Elk Grove, Calif. Special mention must also be given to Cal Galloway, who drove his '71 XR-7 about 350 miles to the judged show from Orofino, Idaho, then had to return immediately after the judging was completed.

If your club isn't making room for non-Cougars at your shows, you should consider doing it. We'd love to get 100 or more of our Cougars to Prowl every year, but we're quite happy that we were able to recruit 43 non-Cougars this year and reduce ourselves to only a plurality. We love having the variety and getting to know the owners of these closely related vehicles. So will you.



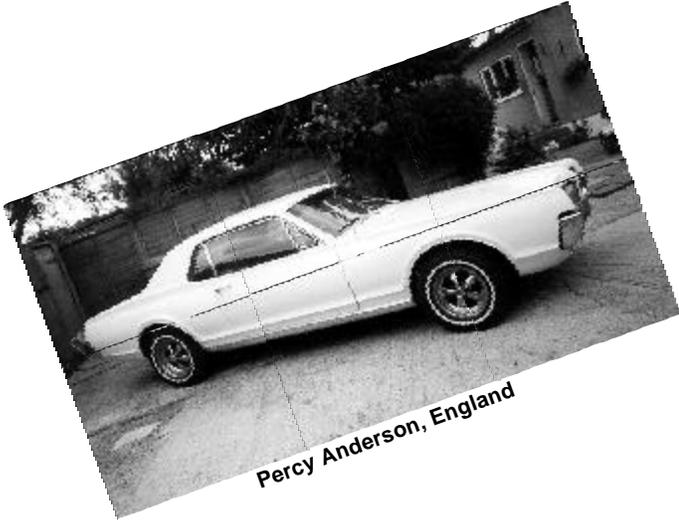
See "Cats in Color," page 16, for more photos from Prowl 2000.

— Jim Compton

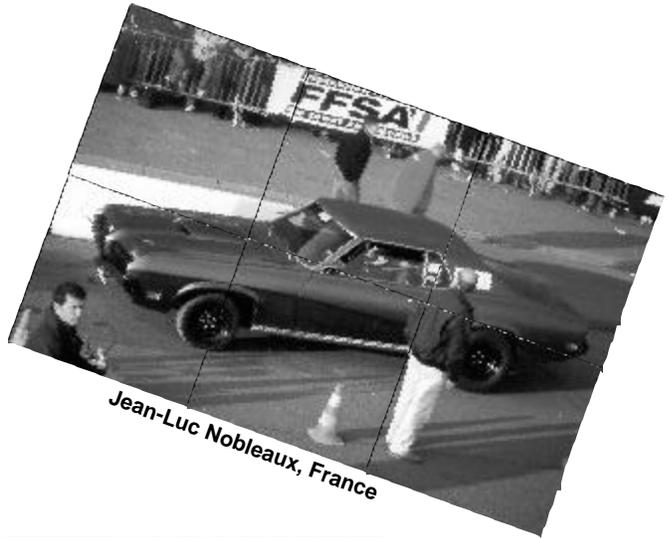
Show Report

'Virtual' Fun in Europe

Region 5 Director Barrie Dixon had a problem: Europe's a large land mass with only a handful of CCOA members, so getting them all together (or, at least, some of them) for a show is no easy job. Dixon came up with a solution last spring—host a “virtual show” in which entries are just images, hard copy or digital, and the winner is drawn from a hat. OK, maybe it's a bit of stretch to call it a “show,” but the four members who entered five cars in the event had fun, just the same.



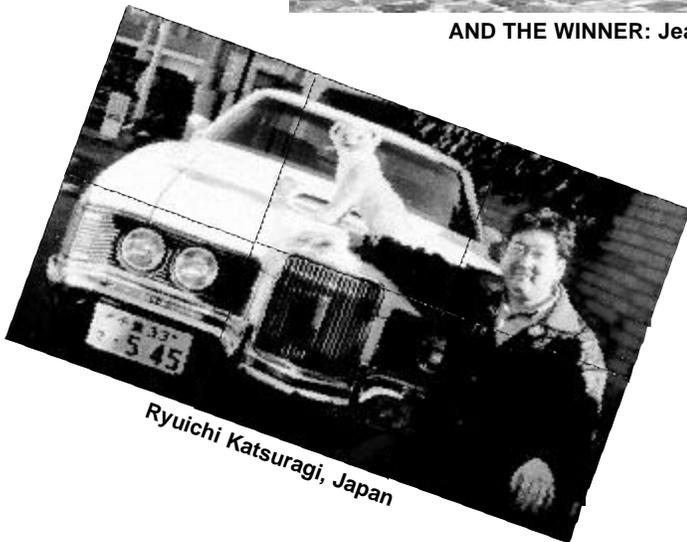
Percy Anderson, England



Jean-Luc Nobleaux, France



AND THE WINNER: Jean-Luc Nobleaux, France



Ryuichi Katsuragi, Japan



Barrie Dixon, England

Power Tour 2000

After a scenic, but hasty trip from Kansas to San Bernardino, Calif., my '68 Cougar was still purring. The opening day of *Hot Rod Magazine's* "Power Tour 2000" started with the downtown streets closed for the kick-off party—a large car show. It featured hundreds of cars of all types and descriptions, from mild to wild, and a concert by Neil McCoy.

The Power Tour left the next morning for Phoenix, across the desert. The cars with cooling system weaknesses soon were sitting by the wayside. Rodders set aside their rivalries and helped each other, regardless of make or model. Upon arrival at Firebird Raceway, in Phoenix, we parked and readied our cars for display. Vendors were on hand with everything we needed to keep the cars looking and running their best. Participants were invited to race their cars during the evening after passing a National Hot Rod Association technical inspection. The local folks had a distinct advantage by having slicks and performance axle ratios. There were many impressive cars running late into the night.

The next leg of the tour took us toward Albuquerque, N.M. Many folks departed before the main group the next morning so they could take a side trip to the Grand Canyon. The drive through the mountains took its toll, with some cars developing transmission, clutch or brake problems. Albuquerque blocked off its downtown area for another large car show, and the local drag strip opened to all participants. Most cars were quite a bit slower due to the effects of the altitude.

The next morning's departure made for an impressive sight, with hundreds of cars lined up on the interstate. Across the wide, open spaces of west Texas, many of the cars seemed to pick up speed on the way to Elk City. There, we were directed to a park for the show. Hospitality included dinner, served by the local fire department, and swimming. The town turned out for the festivities. Following the show most participants headed downtown. In one area, burnouts were tolerated, so tire smoke filled the air.

The Admiral Twin Drive-in Theater in Tulsa was the next stop of the tour. Participants were treated to supper and several car movies after dark.

Sam's Town at Tunica, Miss., was the next stop for two days. Mequiars sponsored an interesting session on detailing. We learned some of the tricks used by the people on the show car circuit.

A side trip to Comp Cams in Memphis allowed us to tour the facilities and see how cams are manufactured. Dynamometer time was provided to those interested to see how much power their cars really have at the rear wheels. A Camaro blew a transmission while testing. The folks at Comp Cams pitched in and had the car ready to continue the next day.



Another side trip on route to Talladega, Ala., allowed us to visit one of the finest private collections of cars I have ever seen. The man has the nicest, best-equipped garage imaginable. The hardest part of the trip was driving through Birmingham during rush hour. We all made it unscathed, but there were stories of near misses. Talladega was very special, because the track was open, as was the NASCAR Museum. Many of us spent most of our time there and very little at the car show.

The last leg of the trip to Panama City Beach, Fla., was scenic, with a lot of southern pines and small towns. We gathered at a mall to form a procession to the show site. According to media accounts, the procession was more than three miles long. The car show was huge, with many East Coast cars in attendance. More dyno time was available, but many headed to the beaches.

This was the end of the road and there were memories of new friends, fantastic cars top notch technical support, and the chance to drive a great car. As far as I know, I had the only Cougar to make the Long Haul from California to Florida. Would I do it again? You bet. In fact, I am eagerly waiting for the dates to be published for next year.

Now, where are my catalogs, so I can make some improvements?

— Don DeGrazio, Heartland Cougar Club

Theories on Burned Points



Eric Overton

Truth in advertising: This column will seem, on the surface, to be pretty irrelevant. So if you skip it, I won't be offended. Just save it, since every column builds on the last, and this one will become suddenly very relevant in about three months, when the next issue of *ATSOTC* comes out.

The subject this time is capacitors—prime examples of which are the condenser inside your distributor and the noise suppressors you'll find wired to your radio.

Before I dive into this subject, however, I do have one piece of unfinished business from the last installment: analyzing parallel resistances. Last time we talked about series circuits. And by now you should know that your primary side ignition circuit is a series circuit, with the tachometer wired in series with the ballast resistor, the ignition coil and the points. And you know that if any part of this series fails, the whole system comes crashing down in much the way that one burned out bulb takes out the whole string of Christmas lights. And you should probably know (or be able to figure out pretty quickly) that if you wire two resistances in series, they're going to add. For example, a 10 ohm resistor wired in series with a 20 ohm resistor is equivalent to a single 30 ohm resistor. If you don't believe this, revisit Ohm's Law and Kirchoff's Voltage Law (as discussed in the Summer 2000 issue of *ATSOTC*) and play with the equations a little bit.

But I didn't talk about the case of two resistors wired in parallel—and what their equivalent resistance might be. So here goes:

In the first half of Figure 1, we see two resistors wired in parallel. And if we were to speculate what the equivalent resistance in the second half of Figure 1 might be, we might reason that it would be lower than the value of either R1 or R2 individually, since we're offering a traveling electron two paths to its destination instead of one. But let's do the math.

We know that the value of the current in R1 (by Ohm's law) is $V/R1$. And the same applies to R2, where the current is $V/R2$, and to Req, where the current is V/Req . And for the resistor Req to be

equivalent to the combination of R1 and R2, the current in Req must be equal to the sum of the currents in R1 and R2. (Kirchoff's current law tells us this.) So we can also say:

$$V/R1 + V/R2 = V/Req$$

From this (dividing through by V) we get:

$$1/R1 + 1/R2 = 1/Req$$

From this, with a bit more math, we can derive the equation:

$$Req = (R1 \times R2) / (R1 + R2)$$

I won't do this math here, but for those inspired to try it at home, the trick is to invert both sides of the equation and multiply through by $(R1 \times R2)$, canceling terms as you go.

So far example, if we put a 12 ohm resistor in parallel with another 12 ohm resistor, we'd get an equivalent resistor of:

$$Req = (12 \times 12) / (12 + 12) = 144/24 = 6 \text{ ohms}$$

This should make sense, since a 12 ohm circuit would (by ohm's law, again) draw 1 amp from a 12 volt battery, and if we had two of them wired to the battery, together they'd draw (by Kirchoff's current law) 2 amps total. Similarly, the equivalent 6 ohm circuit, fed by a 12 volt battery, would draw $12V / 6 \text{ ohms} = 2 \text{ amps}$.

Hold onto this parallel resistance equation, because in our next installment, we'll see it put to an interesting (and possibly unexpected) use.

Time and Frequency

Before we can get too deeply into the meat of this column, I have to discuss time and frequency.

Time and frequency are the inverse of each other. For example, if I ask you how often you put on clean underwear, unless you write computer games for a living, you're likely to reply something like "once a day." (If your last major work was "CyberDeath 9000," your response is more likely to be something like "once a week, whether I need to or not.")

In the case of somebody who does put on a clean pair every day, we can say that the time between his changing his under shorts is a day, and the number of clean pairs he uses is seven per week. The first number is a time (a day). The second value is a frequency (seven per week).

In the case of his less hygienic friend, a new pair of underwear comes out of the top drawer once every seven days, so the time is seven times

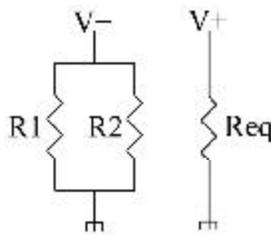


Figure 1

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

as long. At the same time, his frequency of fresh underwear use—one time per week—is one seventh that of the first fellow.

Lesson: When frequency goes up, time goes inversely down, and vice versa.

Capacitors (Condensers)

If you'll recall from last time, I mentioned in passing that "resistance" was a special case of a more general term called "impedance." And I said the term "resistance" applied specifically to impedances that don't change with time.

Now we're going to look at the capacitor (also called the "condenser"), one of two major kinds of circuit elements whose resistances do change with time. (The inductor is the other major element whose impedance varies over time, and we'll come to inductors in our next installment. Inductors are found in your ignition coil, starter motor, and tachometer, if you have one.)

A capacitor is nothing more than a pair of metal plates on which charges can pile up. (See Figure 2). And when we put charges on these plates, they tend to stay there, since the positive charges on one plate

see the negative charges on the other plate and are attracted to them (but can't reach them because there's some kind of non-conductive material between the plates).

I've drawn two plates separated by an air gap in the figure, and you can make a perfectly good capacitor according to this drawing. But in practice, in order to maximize the surface areas of the plates and still keep them contained in a small volume, capacitors are often manufactured much like much like the Hostess cake, the "Ho-Ho"—with the plates (think: "chocolate cake") spirally wrapped around a cylindrical axis and a sheet of non-conducting material (think: "crème filling") separating them. (See Figure 3.)

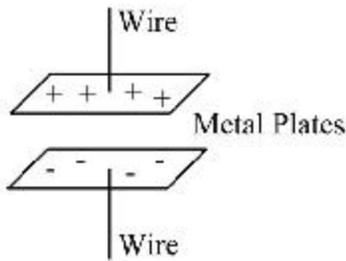


Figure 2



Figure 3

If you ever wondered why the condenser inside your distributor is the cylindrical shape that it is (and I know this question has kept many of you up at night), this is why.

(To my knowledge there is no electrical analog to the Twinkie. Twinkies do not occur in nature. At no point in the making of a Twinkie is heat ever applied. The cake bakes itself and fluffs up as a consequence of an exothermic chemical reaction, one of whose by-products is a gas. Bon appetit.)

In any case, there are a few important things we can observe about "capacitors."

First, at the same time that all those charges, positively and negatively charged, are seeing their highly attractive opposite numbers piling up on

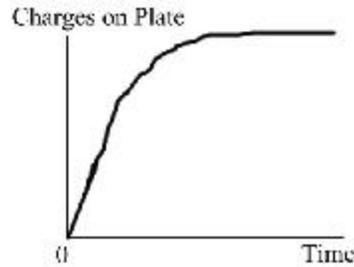


Figure 4

the opposing plate, they're also seeing charges like themselves piling up on the plate nearest to them. Recall from your basic science courses that like charges repel. So initially when a capacitor is connected to a voltage source, there's going to be a big inrush of current. But after a while, all those like charges are going to accumulate on the near plate and slow the process. Also note that getting those charges into the capacitor and out of the capacitor takes time. So if we were to plot the number of charges piled up on the plates versus time, the graph might look like Figure 4.

If I were adventurous, I could invent a variable, "s," that expresses the fact that current flow (and the "resistance" to current flow) in a capacitor changes over time. And I could relate this variable "s" to the more conventional "resistance" (which doesn't change with time or frequency) by saying that the impedance of a capacitor is:

$$I/(Cs)$$

or, alternatively, using Ohm's Law:

$$V = I/(Cs) * i$$

where V is voltage (usually expressed in volts), i is current (usually expressed in amps), C is "capacitance" (usually expressed in a unit called "farads") and our new variable, s, can be thought of as "frequency."

I'm not going to go into all the ugly math that got me this equation or a formal fundamental physics definition of how we derive "C," but I can say the following:

See **OVERTON**, page 22

OVERTON, from page 21

First, C (capacitance) goes up as the plates get bigger and closer together. This should make sense, since with bigger plates, you've got more places to pile up charges. And a plate that's an inch away from another plate is probably going to have a bigger impact on the charge collection on the first plate than a plate located somewhere two time zones over. This at least should make intuitive sense.

Next, as capacitance (this so-far nebulously defined ability to accumulate charges) goes up, it ought to follow that it becomes easier to pump charges onto the plates without their bumping into like charges that'll slow the process down. So it should make sense that as capacitance goes up, the impedance of the capacitor should go down for any rate at which you try to push charges into or out of it.

Lastly, if we think of "s" as being a measurement of how rapidly things happen, it should make sense that the faster we push or pull charges into or out of a capacitor, the more receptive it's going to be to the pushing and pulling, since there's less time for like charges to pile on the near side plate and get in the way. So as frequency goes up, we should expect the impedance of a capacitor to go down. And this is exactly why the s variable I'm using to represent frequency appears in the denominator of the equation.

Now, well might you ask, "Why should I care about any of this?" And that's a valid question.

One of the big reasons is that the condenser in your distributor is a capacitor. And it's there to make sure that when the points open to fire the spark at your spark plug, the voltage on the points does not collapse so quickly that a spark occurs between them as well. The ability of a capacitor to pile up a few charges and release them when the points are just opening prevents the voltage at the points from changing so quickly that a spark would have a reason to jump from the more positive to the more negative contact. This is how a condenser prevents points from burning; it acts as a small energy storage element. The term "energy storage element" is one we're going to see a lot of in future articles, so keep it in mind. This is also why a bad condenser (one which has lost its ability to store that little bit of energy) leads to burned points.

The other place where capacitors figure quite prominently in your auto electrical system is in the radio ignition noise suppressors. After all, because capacitors have low resistances at high frequencies, if you put one between +12V and ground somewhere near your radio, little fast moving (read: "high frequency") spikes that might appear on the +12V power rail (and make all those whiny or crackling sounds in your radio) see a low

resistance to ground and get "grounded out" to zero volts. At the same time, a value like +12V direct current (which being "direct current" instead of "alternating current" doesn't change with time) sees a very high resistance (because $s = 0$) and, therefore, stays at 12V rather than getting "grounded out." In this way, the capacitor "decouples" noise in one part of the electrical system (in this case the ignition circuits) from the power supply in another part (in this case the radio circuits). Capacitors that do this are called—you guessed it—"decoupling capacitors."

Recap and Looking Ahead

Okay, I'll admit I may have made quite a production of passing along the simple message that when your points are burned, you've probably got a bad condenser. But there was method in the madness, since it introduced the idea that some resistances have time-varying components to them. I also introduced the notion that certain parts of a circuit can act as "energy storage elements." This is not trivial, since a few issues from now, we're going to discuss the mechanical energy storage element known as the "spring." And when we do, for having developed a few basic equations here for electrical systems (Ohm's Law, Kirchoff's Laws, parallel resistance laws, laws like $V=1/(Cs)$, etc.), we're going to see that all of the math carries over to mechanical systems. The net result is that about three issues from now, we're going to draw the "circuit diagram" for a suspension and see what happens when we change spring rates or fiddle with our shock absorbers. The classical way to analyze masses on springs (read: "your suspension") involves some heavy differential calculus. We're not going to go that route, since by introducing this magical variable "s," which will allow us to take really ugly differential equations and reduce them to multiplication problems.

Until next time, save these columns . . .

Local and Regional Clubs

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

- Alabama** **Dixie Cougar Club**, 430 Ryan St., Montgomery, AL 36107. Andrew Rolfsen, president. (334) 263-1964; Negativeimage@earthlink.net
- Australia** **Cougar Club of Australia**. Clive Dennis. 029-623-2780; clive@eagles.com.au
- California** **Northern California Cougar Club**, 91 Molokai Court, San Ramon, CA 94583. Dave Vandever, president. (408) 226-1595
- Cougar Club of San Diego**, P.O. Box 16092, San Diego, CA 92176. Lou Otte, president. (619) 442-7869
- Southern California Cougar Club**, 5527 Bluebell Ave., North Hollywood, CA 91607. Mike Brown, president. (818) 762-6424; thebrowns1@earthlink.net; Web: home.earthlink.net/~epike
- Stray Cats**, P.O. Box 41, Fairfield, CA 94533. Dennis Pierachini, president. (415) 621-7648; pierachi@wellsfargo.com. Web: www.classiccougar.com
- Canada** **Fordnutz Cougar Club**, P.O. Box 24015 Airport R.P.O, Richmond, B.C. Canada V7B 1Y2. Scott Ferguson, president. (604) 421-4518; fordnutz@direct.ca. Web: www.bigfoot.com/~fordnutz
- Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
- Colorado** **Colorado Cougar Club**, P.O. Box 27435, Lakewood, CO 80227. Gary Wilmon, president. (303) 343-3978; coloradocougarclub@juno.com
- Connecticut** **Connecticut Cougar Club**, 54 Trafford St., Unit 10, Meriden, CT 06450. Marc Nettleton, president. (203) 238-7787; MN73cougar@aol.com. Web: pages.cthome.net/cougar
- Delaware** **Delmarva Cougar Club**, P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com. Web: www.dconline.org
- D.C.** **Delmarva Cougar Club**, P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com. Web: www.dconline.org
- Florida** **Sunshine State Cougar Club**, 1024 Dawson Drive, Deltona, FL 32725. Steve Weir, president. (407) 574-1656; fla-firecat@webtv.net. Web: www.motorhood.com/classiccardrive/sscc
- Georgia** **Georgia Cougar Club**, 388 Dacula Road, Dacula, GA 30211. Richard Seaman, president. (770) 339-7497. Web: www.georgiacougarclub.com
- Idaho** **Cascade Cougar Club**, P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; JCBingCougar@msn.com. Web: clubs.hemmings.com/cascadecougar
- Illinois** **Illinois Cougar Club**, 1700 Kelly Ave., Crest Hill, IL 60435-2314. Scott Dyke, (815) 726-7905 (after 6 p.m.); jsouich@mailcity.com
- Kansas** **Heartland Cougar Club**, 3337 S. Vine St., Wichita, KS 67217-2639. Kevin Smokorowski, president. drgracjnky@aol.com
- Maryland** **Delmarva Cougar Club**, P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com. Web: www.dconline.org
- Michigan** **Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
- Mississippi** **Dixie Cougar Club**, 430 Ryan St., Montgomery, AL 36107. Andrew Rolfsen, president. (334) 263-1964; Negativeimage@earthlink.net
- Montana** **Cascade Cougar Club**, P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; JCBingCougar@msn.com. Web: clubs.hemmings.com/cascadecougar

See **CLUBS**, page 24

- New Jersey** **Cougar Club of New Jersey**, P.O. Box 121, Springfield, NJ 07081. Don Wussler, president. Donwussler@aol.com; members.aol.com/pwdcougar
- New Mexico** **Cougar Club of New Mexico**, 5413 Territorial Road, NW, Albuquerque, NM 87120. Rich Gilkerson, president. (505) 897-2080; rgilkerson@uswest.net
- New York** **Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
Long Island Cougar Association. Steve Cameron, licougars@msn.com. Web: members.tripod.com/licougars/home.htm
- Nevada** **Sierra Nevada Cougar Club**, 40 Carneros Drive, Sparks, NV 89436. Gary Guzelis, (775) 425-1113; merc-cougar@home.com
- North Carolina** **Carolina Cougar Club**, 5970 Fairview Road, Suite 106, Charlotte, NC 28210. Marvin Wyant, (704) 643-6430; (704) 643-6425 (fax); panther@webserve.net. Web: members.aol.com/cougarcats
- Ohio** **Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
- Oregon** **Cascade Cougar Club**, P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; JCBingCougar@msn.com. Web: clubs.hemmings.com/cascadecougar
- Pennsylvania** **Great Lakes Cougar Club**, 5622 Lowell Ave., Niagara Falls, Ontario Canada L2G 4E2. James Megannety, president. (905) 358-5967; jmegs@sympatico.ca. Web: clubs.hemmings.com/greatlakescougar
- South Carolina** **Carolina Cougar Club**, 5970 Fairview Road, Suite 106, Charlotte, NC 28210. Marvin Wyant, (704) 643-6430; (704) 643-6425 (fax); panther@webserve.net. Web: members.aol.com/cougarcats
- Tennessee** **Dixie Cougar Club**, 430 Ryan St., Montgomery, AL 36107. Andrew Rolfsen, president. (334) 263-1964; Negativeimage@earthlink.net
- Texas** **DFW Cats Club**, 4205 Trailridge Drive, Frisco, TX 75035. Ken McDowell, president. txjyhawk@msn.com. Web: www.mercurycougars.com
- Virginia** **Delmarva Cougar Club**, P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com. Web: www.dconline.org
- Washington** **Cascade Cougar Club**, P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; JCBingCougar@msn.com. Web: clubs.hemmings.com/cascadecougar
- Wisconsin** **Wisconsin Cougar Club**, 3850 Schneider Drive, Stoughton, WI 53589. Jim Severson, president. (608) 873-0719

Treasurer's Report

CCOA Financial Statement, Fiscal Year-To-Date: 12/31/00

Revenues

	03/31/00	06/30/00	09/30/00	12/31/00	'00-YTD
Dues	9,870.00	2,030.00	4,740.00	5,110.00	21,750.00
Ads	230.00	225.00	0	425.00	880.00
Clothing	0	37.50	0	12.50	50.00
Directories	0	0	0	5.00	5.00
Calendars	435.00	633.00	0	149.00	1,217.00
E. Nats.	745.00	2,585.00	1,490.33	230.52 (a)	5,050.85
Judging Bks.	45.00	21.00	36.00	44.00	146.00
Total Revenues	11,325.00	5,531.50	6,266.33	5,976.02	29,098.85

Expenses

Postage	371.97	1,499.77	1,376.98	1,604.69	4,853.41
Copies	0	0	0	28.05	28.05
ATSOTC	2,799.19	3,571.05	3,595.20	3,595.00	13,560.84
Supplies	48.66	49.82	50.80	77.36	226.64
Calendars	1,200.00	0	0	1,852.86	3,052.86
Ads	0	6.62	0	0	6.62
Rebates	0	0	1,500.00	2,721.28 (b)	4,221.28
Contribs.	1,004.95	544.38	32.17	56.58	1,638.08
E. Nats.	0	265.18	4,707.15	0	4,972.33
Advances	(92.31)	5,660.46	(3,680.32)	128.50	2,016.33
Total Expenses	5,332.46	11,597.28	7,581.98	10,064.52	34,576.24
Net Income/(Loss)	5,992.54	6,065.78	(13,15.65)	(4,088.50)	(5,477.39)
Beg. Bank Balance	19,129.25	25,121.79	19,056.01	17,740.36	19,129.25
End. Bank Balance	25,121.79	19,056.01	17,740.36	13,651.86	13,651.86

Notes: (a) East Nats. Hotel refund. (b) \$1,500 Web site; \$1,215.54 CCOA decals; \$5.44 returned check fee. Reserves: ATSOTC = \$9,000; '01 shows = \$4,000; Total reserves = \$13,000. Working capital = \$13,651.86 — \$13,000 = \$651.86. Previous reserves for the Web site, e-mail membership and club insurance have been reversed due to membership rejection of certain bylaw changes.

Registries

National Database (all Cougars): Phil Parcels cougdb@juno.com
7227 Heath Markham Road, Lima, NY 14485-9508, (716) 624-8011

1968 R-code, Non-GT-E: Bill Quay wquay@aol.com
7113 Old English Road, Lockport, NY 14094-5408, (716) 433-9267

Cobra Jet (428/429/351): Scott Taylor scott.a.taylor@intel.com
2151 W. Shawnee Drive, Chandler, AZ 85224-1740, (602) 857-2005

Dan Gurney Special: Scott DeFriez demingdobes@zianet.com
6420 Hermanas Road S.W., Deming, NM 88030-9519, (505) 544-4444

Eliminator: Frank & Sharon Bowers bowers@clnk.com
P.O. Box 775, Wister, OK 74966-0775, (918) 655-3352

GT, XR-7 GT, 6.5 Litre: Brett Irick xr7gt@prodigy.net
2 Brookwood Lane, Dearborn, MI 48120-1302, (313) 240-6418

GT-E: Jim Pinkerton pinktwo@gte.net
20727 106th Ave. S.E., Snohomish, WA 98296-7166, (360) 668-0243

Sports Special: Bruce Wallace bwallace@ccci.org
8709 Catbriar Lane, Orlando, FL 32829-8619, (407) 826-2936 (o), (407) 273-1092 (h)

XR7-G: Royce Peterson royce_peterson@toyota.com
2701 Montair Ave., Long Beach, CA 90815-1212, (562) 377-0763

REPORT, from page 4

only get better, with an improvement in our lines of communication with the factory.

Your CCOA Board will be busy this year creating new projects that will provide you, the member, more for your membership dollar.

As you no doubt read in the last *ATSOTC*, there were a number of proposed changes to the CCOA bylaws. There were some of you who told me you found the changes confusing. In the future we will include plain language to describe any changes that require your vote. In the meantime, here are some descriptions, in plain language, to help everyone. If you are interested you can get out your last issue of *ATSOTC* (Volume 2,1 Number 4, Fall 2000), to consult along with this listing. I would encourage all club members to read the entire CCOA bylaws document.

A = Article/S = Section

a) *AI/S3/A/I* (Expands past 1973 the description of Cougar model years officially recognized by the club.)

b) *AII/S2/A, B, C, D* (Added membership rates and the description for "Lifetime" and "Lifetime Honorary" memberships.)

c) *AIII/S1/B* (Added to the CCOA Board the positions of Communication Director, National Database Registrar, and Sales and Marketing Director.)

d) *AIII/S1/D* (Upgrade to the CCOA Board the positions of Newsletter Editor, Communications Director, National Database Registrar, and Sales and Marketing Director.)

e) *AIII/S1/G* (Added the description of an honorary member.)

f) *AV/S1/President* (Added to the President's description the duty of being the CCOA Official Representative at CCOA National Shows.)

g) *AV/S1/President/L* (Revised the wording in reference to the President's duty to publish CCOA sanctioned show guidelines.)

h) *AV/S1/Treasurer/* (Removed a statement that that the CCOA Treasurer is responsible for merchandise sales.)

i) *AV/S1/Treasurer/D* (Removed second reference to merchandise sales.)

j) *AV/S1/Memb/D* (Updated wording to reflect the modern use of computers and the Microsoft Access program.)

k) *AV/S1/Memb/G* (Added sentence requiring Membership Director to honor member requests to not be listed in published club rosters.)

l) *AV/S1/Memb/H* (Updated document to correspond with new requirements with G above.)

m) *AV/S2/* (Added descriptions of duties for Communications Director, National Database

Registrar and Sales and Marketing Director.)

n) *AV/S2/Editor/B* (Removed an outdated restriction on which fonts must be used in *ATSOTC*.)

o) *AV/S2/Official Rep* **DEFEATED** (Added the description for a person to be assigned all the duties and functions that are required to be undertaken at every CCOA National show.)

p) *AVII/ATSOTC/B* (Clarified that members may place free classifieds advertisements of 100 or fewer words in *ATSOTC* and set out requirements for paid advertisements.)

q) *AVIII/S1/I* (Would have established a set level of reimbursement for travel and other expenses incurred by CCOA Official Representatives attending National shows.)

r) *AVIII/S1/J* (Revised wording to allow the reimbursement of some expenses incurred by officers/directors doing business on behalf of the club.)

s) *AVIII/S3* **DEFEATED** ("Special Provisions" section. Would have given the Board authority to carry out new, one-time projects and benefits to club members in a timely fashion. Would have required general membership approval within nine months of Board approval for any new activity that would generate an ongoing expense.)

t) *AIX/H, I, J* (Added three sections to bylaws allowing the CCOA to sponsor more regional events.)

Classifieds

Cars for Sale

1967 XR-7, 289, original bill of sale, family owned. Good condition, not restored, but extremely restorable. Red exterior, interior, black vinyl roof. 111,620 miles. \$7,500 or best offer. Contact Sandy at hoho@gte.net or at (727) 862-6554.

1970 Eliminator, Grabber Green, black interior, 351-4V, 4-speed, factory rally wheels. Needs restoration. Now has 302-2V, automatic. \$2,700 or best offer. Call Scott at (815) 726-7905. In Illinois.

1970 XR-7 hardtop, 351-2V, AT, AC, PW, PL. Many new engine parts! New paint (pearl white metal flake), black interior, new floor pans, cowl system (vent) repaired! New carpet and underlayment. New weather stripping throughout. New chrome bumpers, new shocks and brakes. Mag wheels. Even the clock works! Looks and runs great! A "kool kat" looking for a good home. \$8,500 or best offer. Call Bob at (410) 882-7611. In Baltimore, Md.

1971 XR-7 coupe, medium goldenrod yellow, half vinyl top, ginger comfort weave interior, PS, A/C, PDB, 351C-2V, C-6, duals, Pioneer AM/FM cassette, Motorsports springs front & rear, Goodyear Eagles with Magnum 500s. Real nice driver, owned since 1995. 92K miles. Too many cars. \$5,700. Call (513) 732-0564. In Ohio.

Parts for Sale

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. Spring Carlisle space M181-183

1970 XR-7 parts: chrome wheel moulding (four-piece set); quarter panel moulding (two-piece set); new black vinyl top with four-piece set of black moulding. Best offer! Call Bob at (410) 882-7611. In Baltimore, Md.

Various model years: '68 to '70 "Cougar" script emblem, original, some pins broken, \$20 each; '69 to '70 "Cougar" trunk script, glue-on, repro, new, \$29; '67 to '68 door panel moulding strips with running cat, set, \$40; '69 std. trans. boot cover, new (not Ford NOS), \$30; '70 4bbl carb., Pep Boys, \$20; '72 heater box w/AC, no cracks, \$65; '72 owner's manual, like new, \$20; '77 LTD, AM/FM cass., \$45; '77 LTD, 4V air filter housing, \$10; '77 LTD, emblem, "Country Squire, two-piece, \$32; '78 Cougar, owner's manual, like new, \$20. Money orders payable to:

Kamran Waheed. E-mail: the70man@juno.com. Shipping not included. Any reasonable offer considered.

Brand new GT-40 aluminum heads, \$1,100 a pair; NOS C8AZ-13AO16-A automatic headlamp dimmer, for Fairlane, Comet, Falcon, Mustang, Cougar, 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; 428 exhaust manifolds, C8AE-9431-B & C8AE-9430-A, \$50/pair; 390 GT heads, cast number C8AE-H, dates 8E2 & 8E3, \$200; 390 GT cast iron intake, C6AE-9425-G, \$100; 427 valves, C5AZ-6505-N & C5AZ-6507-N, 16 NOS in the box + extra valves, \$200; 1968 302-4V smog heads, \$250; 351C-4V exhaust manifolds, \$75 each; 1968 302-2V parting out: intake, \$25, carb, \$25. (314) 351-1789 AFTER 8 p.m. Keith Litteken. kslitteken@aol.com (MO).

Misc. for Sale

Keys, N.O.S. 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. Telephone: (330) 376-8181; 24-hour fax: (330) 384-9129. www.jesserclassickeys.com.

CCOA items: 1999 Nationals T-shirts, \$5; 1999 Nationals dash plaques and 1995 East Nationals dash plaques, \$1 each; patch, \$7.50; window decals, \$1; 1991 & 1992 Region 3 North regional show dash plaques, \$1 each; CCOA 1999 calendars, \$5; 2000 calendars, \$5; 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.

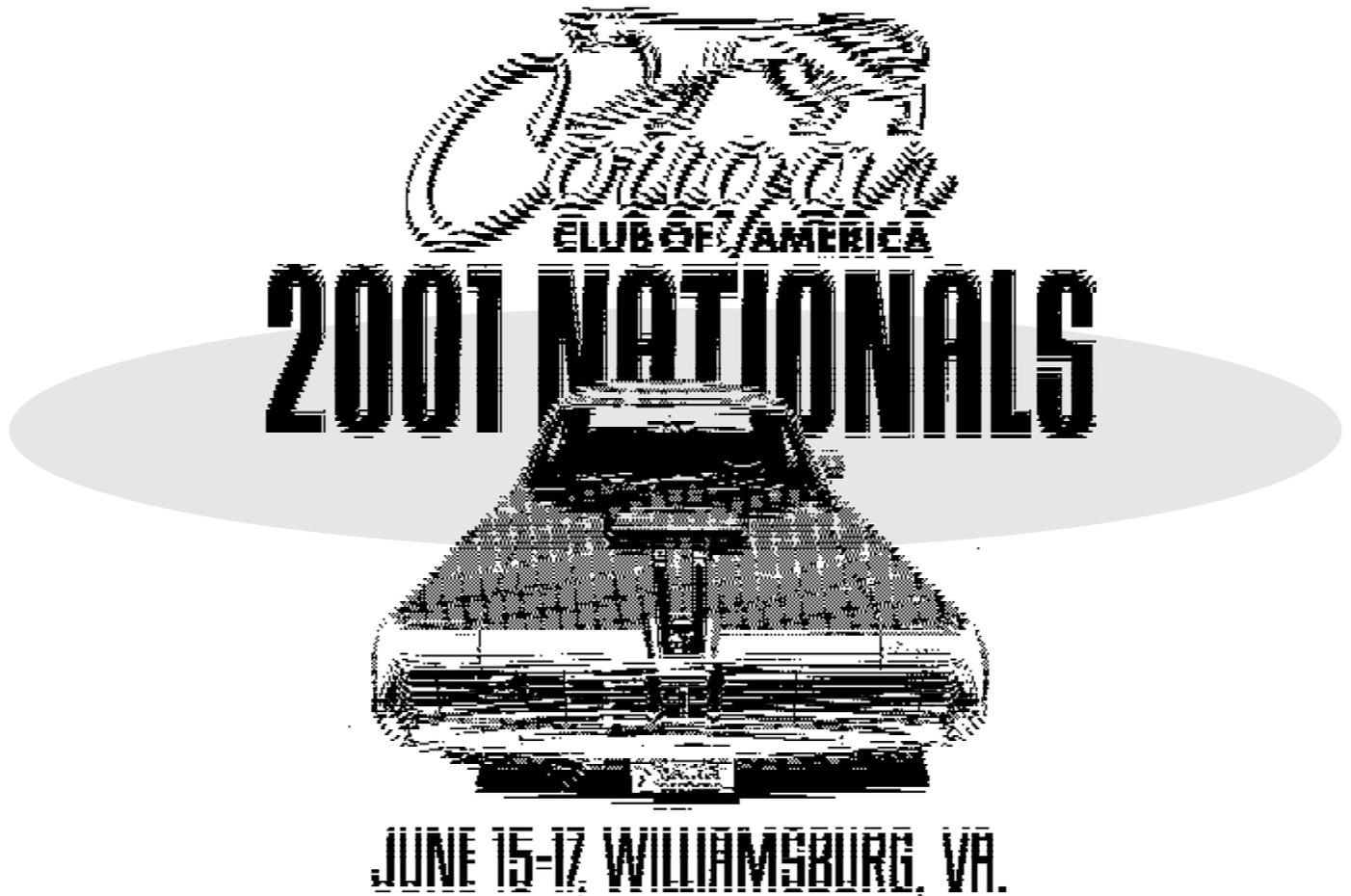
Factory Service Manuals, '67, '68, \$49.95 each; '69 through '77 and '79 through '83, five-volume sets, \$59.95 each set. '80 and '81 owners manuals, \$12.95. Alex Voss, (206) 721-3077; VossMotors@aol.com.

"Mid-Atlantic Prowl" T-shirts from joint Delmarva Cougar Club/Cougar Club of New Jersey CCOA regional show at the 2000 Carlisle All-Ford Nationals. Quality shirt, professional design by artist Phillip Payne. See www.dconline.org/tform.shtml for image of design. \$10/each for DCC or CCNJ members, \$15 for non-members. Send check or money order to: **Phillip Payne, 11055 Linderwood Drive, Mechanicsville, Va. 23116-3132.**

2001 Calendar

Note: Events in **bold** sponsored by CCOA or local Cougar club

Date	Event	Contact
Feb. 24	Sunshine State Cougar Club Benefit Show, Deltona, Fla.	(407) 574-1656
March 23-25	Sunshine State Cougar Club's All-Cougar Show, Daytona Beach, Fla.	(407) 574-1656
April 5-8	Autofest Car Show and Flea Market, Charlotte Motor Speedway, Charlotte, N.C.	(704) 841-1990
April 19-20	Spring Carlisle, Carlisle, Pa.	(717) 243-7855
April 21	Fourteenth Annual Mustang Shelby Ford Show, St. Petersburg, Fla.	(813) 884-8736
April 28	The Big Show 2 (all Ford-powered), Bessemer, Ala.	(205) 647-2036
May 3-6	MCA National Show "Horsin Around in Cowtown," Kansas City, Mo.	(816) 741-5372
May 5-7	All Ford Great American #12, Las Vegas, Nev.	(702) 658-8304
May 12	Mustang and All Ford Show, Clarksville, Ind.	(812) 283-6543
June 1-3	All Ford Nationals, Carlisle, Pa.	(717) 243-7855
June 9	Mustang & All Ford Car Show & Swap Meet, Grand Rapids, Mich.	(616) 538-5579
June 10	Spring Round-Up, Mustangs Unlimited, Manchester, Conn.	(508) 674-5462
June 15-17	Cougar Club of America 2001 National Show, Williamsburg, Va.	(757) 587-5498
July 22	All Ford Car Show, Swap Meet and Car Corral, Randolph, Ohio	(330) 650-7168
July 27-29	Summer Carlisle, Carlisle, Pa.	(717) 243-7855
Aug. 12	Mustang and All Ford Car Show, Columbus, Neb.	(402) 564-3218
Aug. 12	4th Annual Fordnutz Cougar Claw In, Surrey, BC, Canada	(604) 444-3408
Sept. 9	Power Show, Mustangs Unlimited, Manchester, Conn.	(508) 674-5462
Sept. 12-15	Autofest Car Show and Flea Market, Charlotte Motor Speedway, Charlotte, N.C.	(704) 841-1990
Oct 4-7	Fall Carlisle, Carlisle, Pa.	(717) 243-7855



The Cougar Club of America & The Delmarva Cougar Club
 present the
CCOA 2001 Nationals
June 15-17
Patrick Henry Inn, Williamsburg, Va.

Classes:

- | | |
|---------------------------|-----------------------|
| 1. '67-'68 Standard | 12. Senior |
| 2. '67-'68 XR-7 | 13. Concours |
| 3. '69-'70 Std. Hdtp. | 14. '74-'82 |
| 4. '69-'70 XR-7 Hdtp. | 15. '83-'97 |
| 5. '69-'70 Std. Conv. | 16. '99-'01 |
| 6. '69-'70 XR-7 Conv. | 17. Daily Driver |
| 7. '71-'73 Hdtp. | 18. '67-'73 Modified |
| 8. '71-'73 Conv. | 19. '74-current, Mod. |
| 9. '67-'68 and '71-'72 GT | 20. Unrestored |
| 10. XR7-G & GT-E | 21. Display only |
| 11. Eliminator | |

For more information, contact:

Ron Crouch, (757) 587-5498

cougarclub@aol.com

Jim Karamanis, (703) 491-8710

jimk@cougars.com

Carl Graziano, (301) 864-3479

mercat@cougars.com

Visit the Delmarva Cougar Club online at:

<http://www.dconline.org>

Visit the CCOA online at:

<http://www.cougarclub.org>

Note: Classes may be combined or canceled based on preregistrations. All cars to be judged must be on showfield by 10 a.m. Saturday

Cougar Club of America 2001 Nationals



PLEASE RETURN REGISTRATION FORM WITH APPROPRIATE FEES

Name: _____ CCOA#: _____ Phone: _____
 Address: _____ E-mail: _____
 City: _____ State: _____ ZIP: _____

REGISTER _____ Show entries @ \$20 **BEFORE** April 15, 2001 \$ _____
 _____ Show entries @ \$25 **AFTER** April 15, 2001 \$ _____

Car #1 Year _____ VIN _____ Class _____
Car #2 Year _____ VIN _____ Class _____
Car #3 Year _____ VIN _____ Class _____

_____ **I/We** will volunteer to be a **Judge** (Note: In the event there are not enough judges, classes may be forced to revert to Peoples' Choice).

_____ Event T-shirts at a special preorder price of \$12 each (specify S/M/L/XL/XXL) \$ _____

_____ Event T-shirts **AFTER APRIL 15, 2001**, \$15 each (specify S/M/L/XL/XXL) \$ _____

_____ Number attending Awards Banquet @ \$27 per person \$ _____

TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECKS (U.S. FUNDS) PAYABLE TO **Delmarva Cougar Club** AND SEND TO:

Delmarva Cougar Club
 c/o Ron Crouch
 1637 Skyline Drive
 Norfolk VA 23518-4327

HOTEL RESERVATIONS SHOULD BE MADE DIRECTLY TO

Best Western/Patrick Henry Inn
 P.O. Drawer S
 Williamsburg VA 23187-3647
 (800) 446-9228

A block of 80 rooms are being held for the Cougar Club of America. We urge everyone to make reservations well in advance of the show. The hotel is offering the CCOA a room rate of \$79 a night for single/double occupancy (\$5 for each additional guest in the room), plus applicable taxes. Check-in time is 3 p.m.; check-out time is noon.

Directions: Take exit 238 off I-64 and proceed through two traffic lights. Bear right at Route 5 onto Capitol Landing Road. Continue straight about two miles. Go through traffic light and immediately get into left lane and proceed to next traffic light. Turn left. Hotel is on the left.

Process of Elimination



JUNE 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

(Actual calendar design differs slightly from that shown.)

CCOA 2001 Cougar Calendar

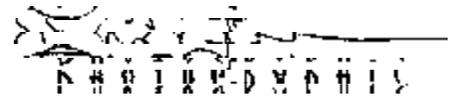
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c/o Randy Goodling
2046 Mill Road
Elizabethtown, PA 17022-9401

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