

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of the Cougar Club of America

CCOA 2001 Nats!



JUNE 15-17, WILLIAMSBURG, VA.



— Page 13

Also In This Issue:

- 4 President's Report
- 4 Regional Reports
- 9 CCOA Web Site Goes Live
- 10 Cat Tales: "My Dad"
- 11 Tech Center
- 12 Calling All 429CJ Ragtop Owners!
- 24 Classifieds

Volume 22

No. 3

Summer 2001

AT ♦ THE ♦ SIGN ♦ OF

The Cat

The official publication of
The Cougar Club of America

Editor

Carl Graziano

4012 Hamilton St. • Hyattsville, MD 20781
(301) 864-3479 • mercat@cougars.com

Publication Schedule

At The Sign Of The Cat is published quarterly. Deadlines for submissions are Feb 15, May 15, Aug. 15 and Nov. 15.

Membership

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

Ron & Sally Crouch

1637 Skyline Drive • Norfolk, VA 23518
(757) 587-5498 • cougarclub@aol.com

Advertising

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

Disclaimer

Members receive this publication with the understanding that the Cougar Club of America, or its officers, cannot be held responsible for its content. The CCOA reserves the right to edit all submissions.

© 2001 Cougar Club of America. All rights reserved. None of the contents of this publication may be reproduced without prior written permission of the Editor. The CCOA does not necessarily endorse views and opinions expressed in *ATSOTC*.

Editor's Desk

Merriam-Webster defines "marque" this way: "A brand or make of a product (as a sports car)." Seems pretty clear to me. That's why I can't understand how a well-known classic Cougar Web site can, on one hand, criticize the Cougar Club of America for falling short of true, national marque status and, on the other, argue against the CCOA's decision to recognize all model year Cougars. As I see it, those two positions simply can't exist together in the same universe. But they have in commentary on the site several times over the past few months, and it's my position that the site is dead wrong.

If the CCOA is to achieve national marque club status, it not only should recognize all model year Cougars, it *must* do so. An automobile club can't call itself a marque organization and, at the same time, restrict its membership and focus to seven model years out of a total 34 (so far) of the marque. The marque is "Cougar" and, like it or not, the badge on the back end of that front-wheel-drive, custom compact, 2001 Cat down the street says the same thing as the rear quarter scripts on my '68 standard. If we are to be a true marque club, we can't ignore the owner of that '01 Cougar any more than we can ignore the Fox platform and MN-12 Cougars of the '80s and '90s or (dare I say it?) the four-door and station wagon Cougars of the late '70s.

The arguments against an all-inclusive club come from all directions. But I believe that under close scrutiny, none really holds any water. The most common argument, it seems, is that Cougars from 1974 and later have nothing in common with the '67 to '73 model years. Granted, it's a stretch to find any common ground between a '67 XR-7 and a '77 wagon. But across all model year Cougars, that '77 wagon is the clear exception rather than the rule.

Yes, I acknowledge that the Cougar strayed from its pony car roots by first hooking up with the Thunderbird, and then, in 1999, draping a "New Edge" skin over Ford's global Mondeo platform. But the fact is the Cougar never was a true pony car like the Mustang was a pony car. Mercury, from the start, positioned the Cougar a few notches higher, somewhere between the Mustang and Thunderbird. It was bigger, plusher and targeted at a different buyer, and it would seem to follow that the Cougar could have fallen either direction off the fence it rode from the start—either toward the Mustang or the T-bird—without abandoning too much of its original concept. The Cougar, in many ways, owes as



Carl Graziano

President's Report



Scott Ferguson

I first want to congratulate the Delmarva Cougar Club for hosting, by all reports, one of the best CCOA national shows in history. The weather did not fully co-operate, but more than 90 Cougars and their hearty owners participated in the event. Congratulations to everyone who helped to organize this event, those who helped with judging and all the show participants. And kudos to those who won their classes.

Speaking of CCOA sanctioned events, I hope many of you can attend the regional show hosted by the Fordnutz Cougar Club Aug. 11 and 12, in Surrey, British Columbia, Canada. By all accounts, this is an event that continues to improve year after year.

Continuing on the CCOA sanctioned event theme: Clubs and organizations interested in hosting such an event are invited to go to the CCOA Web site, at www.cougarclub.org, for suggestions on how to host a CCOA-sanctioned event, hosting requirements and an application form, which must be filled out before the Oct. 1, 2001, deadline for events next year. We now are accepting applications for 2002 regional shows and 2003 national shows.

As you will remember from my report in the last edition, there were no volunteers for the two

At Large Board positions due to come open at the end of this year. Well, two members have come forward to volunteer for these slots. Maryland resident Wayne Wachter, who also serves as CCOA Advertising Representative, volunteered. And Bob Goff, a great Cougar enthusiast from Georgia, also stepped up to the plate. As is stated in the current CCOA bylaws, the CCOA Board of Directors can fill any open position, and, as such, accepted Wayne and Bob for the At Large positions. Both will begin their duties Jan. 1, 2002.

Speaking of open positions, we still need a volunteer to take over as CCOA Treasurer. As you remember, Jim Pinkerton announced last year that he would step down as CCOA Treasurer, effective Dec. 31, 2001. Anyone interested in the position should have some accounting or bookkeeping experience. The CCOA also is looking for a Sales and Marketing Director. This is a great opportunity for an individual with a knack for promoting an organization and an interest in helping the CCOA as a valuable member of the club's leadership team. Members interested in volunteering should contact me at (604) 786-3673 or by e-mail at president@cougarclub.org.

Enjoy the remainder of the summer.

Regional Reports

1 Spring has given the Cascade Cougar Club a good start on the show year, but we should be doing even better. As of June 3, this region has seen five major shows, plus a cruise to a Puget Sound gathering place.

We started with a record-breaking attendance in Port Angeles of 27 members for "Mustangs and Cougars At The Courthouse." Our 27 members won the Club Participation Award over the host North Olympic Mustang Club. Those members entered 25 Cougars, a Lincoln and a Capri. We'd have tied last year's entry of 26 Cougars, but one member opted to attend Fabulous Fords Forever in that "other" Angeles metro area, where he had the only Cougar (of 41) with a non-California plate. In addition to the Club Participation Award, Cougar owners Howard and Val Guenther won the Long Distance Award by driving their '69 convertible from Lewiston, Idaho. The Guenthers, in turn, will host several of us in late August for Lewiston's Hot August Nights and a boat cruise up the Snake River to Hell's Canyon.

Other shows followed quickly with two Cougars entered in East Wenatchee's Classy

Chassis Show; eight more in Richland for the Pacific Northwest Mustang Club's Spring Show and a burger/dog barbecue at Jim Compton's home; nine in Hillsboro, Ore., for the All-Ford Show and a rib BBQ at Don & Cheryl Skinner's home; and more at the All-Ford Show in Bellevue, Wash., the following day. As always, a few people can't find time to prepare a car or didn't want to drive a valuable car in rain, but came to visit anyway. So far, we've had eight members stop by to talk and discuss car problems, discuss upcoming shows or just plain chat without entering their Cougars.

More bragging stats: In the five shows through June 3, we've had 38 Cascade members enter a car. Thirty-five cars were Cougars, with one each of a '47 Lincoln, an '80s-era Capri and a '57 Ford Ranchero Courier. One Cougar was trailered one time. Twenty-four of our members have driven at least 100 miles to attend at least one show. Fourteen members have attended at least two shows. So, why should we be doing better? The Northwest is in a drought, but the dry days are all in midweek! We've had only two dry

See **REGIONS**, page 6

CCOA Leadership

President: Scott Ferguson P.O. Box 24015, Airport R.P.O., Richmond B.C., Canada V7B 1Y2, (604) 444-3408	president@cougarclub.org
Vice President: Frank Paty 3100 Burbank Lane, Woodbridge, VA 22193-1330, (703) 680-7125	vicepres@cougarclub.org
Treasurer: Jim Pinkerton 20727 106th Ave. S.E., Snohomish, WA 98296-7166, (360) 668-0243	treasurer@cougarclub.org
Membership Director: Ron & Sally Crouch 1637 Skyline Drive, Norfolk, Va. 23518-4327, (757) 587-5498	membership@cougarclub.org
Communications Director: Jim Karamanis 11953 Shenandoah Court, Lake Ridge, VA 22192-1308, (703) 491-8710	jimk@tamos.net
Newsletter Editor: Carl Graziano 4012 Hamilton St., Hyattsville, MD 20781-1842, (301) 864-3479, (301) 864-4460 (fax)	mercat@cougars.com
Technical Adviser: Dick Hertzler 69 Village Drive, Ormond Beach, FL 32174-2651, (904) 677-2251, (904) 677-2116 (fax)	dickiemag@aol.com
National Database Manager: Phil Parcells 7227 Heath Markham Road, Lima, NY 14485-9508, (716) 624-8011	registry@cougarclub.org
Board Member, At Large: Don Wussler 396 Parkview Drive, Scotch Plains, NJ 07076-1355, (908) 889-1709	donwussler@aol.com
Board Member, At Large: John Benoit 4616 114th Ave. E., Edgewood, WA 98372-2307, (253) 863-0451	drcougar@msn.com
Historian: Scott Dyke 1700 Kelly Ave., Crest Hill, IL 60435-2314, (815) 726-7905 (after 6 p.m.)	jsouich@mailcity.com
Advertising Representative: Wayne Wachter 1597 Francis Scott Key Highway, Keymar, MD 21757-9325, (410) 775-2740	wwachter@erols.com
Region 1 North Director: James A. Compton 505 Catskill St., Richland, WA 99352-2219, (509) 946-4555; ID, MT, ND, OR, SD, WA, WY	jhawkche75@aol.com
Region 1 South Director: Guy Appelman 2808 Las Cruces Road N.E., Albuquerque, NM 87110-3530, (505) 884-5650; AZ, CO, NM, NV, UT	guy@mail.nm1.com
Region 2 North Director: Brian Toltzmann 821 S. 24th St., Manitowac, WI 54220-4415, (920) 683-0284; IA, IL, IN, MI, MN, NE, WI	btoltzmann@hotmail.com
Region 2 South Director: Ken McDowell 1117 Fairmont St., Irving, TX 75062-6644, (972) 570-1023; AR, KS, LA, MO, OK, TX	txjyhawke@home.com
Region 3 North Director: Randy Goodling 2046 Mill Road, Elizabethtown, PA 17022-9401, (717) 367-6700; CT, DC, DE, KY, MA, MD, ME, NH, NJ, NY, OH, PA, RI, VA, VT, WV	
Region 3 South Director: Bruce & Joy Guiney 3875 Thornhill Drive S.W., Lilburn, GA 30047-2366, (770) 806-1341; AK, AL, CA, FL, GA, HI, MS, NC, SC, TN	cougarjoy68@yahoo.com
Region 4 (California) Director: Rich Ladd 1633 San Juan Drive, Brea CA 92821-1840, (562) 697-3585	richladd@earthlink.net
Region 5 (Overseas) Director: Barrie Dixon 11 Dean Close, Partington, Manchester, England, M31 4BQW, 0161-775-0820	cougar.barrie@clara.co.uk
Region 6 (Canada, east) Director: Jim Megannety 5622 Lowell Ave., Niagara Falls, Ontario L2G 4E2, (905) 358-5967; New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island, Quebec	jmegs@sympatico.ca
Region 7 (Australia) Director: Clive Dennis 11 Rebecca St., Colyton, NSW, Australia 2760	clivexr7@optusnet.com.au
Region 8 (Canada, west) Director: Barry Tallman 31-18883 65th Ave., Cloverdale B.C., Canada V3S 8Y2, (604) 574-2746; Alberta, British Columbia, Manitoba, Saskatchewan, Yukon and Northwest Territories	barecat2@hotmail.com

REGIONS, from page 4

weekends the whole of spring. Give us a more typical weather pattern and we'd have even more of our cars out on the roads. Finally, a few members flew to Carlisle for the swap meet, the All-Ford Show and the International Mercury Owners Association Show.

Trophy winners are mostly the same, with Jeff and Carol Bingaman's red '68 XR-7, the black '69 convertibles of Elaine and Jim Pinkerton and Bill and Linda Herbert, the off-white custom '69 convertible of Eric and Judy Anders, and Lonnie Sparhawk's yellow '73 XR-7 convertible. But the balloting in the Cougar classes has been *close*. The great Cougars owned by Don and Cheryl Skinner ('67 GT), Bill and Jan Evans ('70 XR-7) and Karl and LaDonna Gehlhaar ('67 XR-7) are right behind that first list. The big surprise has been the over-winter conversion of last year's fixer-upper into a trophy winner by Dennis and Mari Welch, of Port Angeles. Their '70 XR-7 convertible is now a gorgeous car with new paint all over, new interior and a functional "shaker" hood scoop on their 351-2V. Dennis says you can *feel* the effect of the scoop opening.

We're also moving along with preparations for our annual Prowl and Merc-Edsel-Lincoln-Ford picnic. This year's show will be in Renton, Wash., in conjunction with the IKEA Renton River Days celebration. In addition to our show, there will be pony rides and other kids attractions. We're moving ahead with sponsorships and should have a great turnout. Eric and Judy Anders also will be hosting a Saturday night Lie-Swapping barbecue that should be entertaining.

Other shows are planned around the region for the rest of the year, and we're also talking about next year.

A few of us are talking about returning to Los Angeles for the 2002 Cougar Nationals West (thanks to Mike Brown for giving me the advance notice of the '67 Cougar raffle). One couple plans to drive their customized '69 convertible next April to Fabulous Fords Forever, where it will draw a lot of attention.

Hope you are getting out and about with your Cats, too. Come see us on the last weekend of July for the Prowl/M-E-L-F Picnic. If not there, come to the Northwest and the shows in Los Angeles in '02.

—Jim Compton

2S Well the hot stuff is back in Texas. The rain has slowed some, but we are still 5 1/2 inches ahead of normal for the year. As of this writing, I was working hard to get my car ready for the CCOA 2001 National Show. But I'm having a hard time getting motivated. I think it is the thought of that

long drive I am dreading. If I could put my car in a briefcase and fly, that would be great.

The D/FW Cats club had a charity show at the John Eagle Lincoln Mercury dealership, in Dallas. It was fantastic—43 cars and trucks entered the show. There also were 11 Cougars and two trucks from our club. We were not eligible for awards, as it was a judged show and, as the host club, we were doing the judging. Both of the trucks were "Lightnings." One was mine, a 2001 model that I bought about a month ago. It is hot, but Royce Peterson says my '68 GT-E will beat it. We had a 50-50 pot that totaled \$1,005! The proceeds of the show went to the Junior League of Dallas.

The Automotive Equipment Rebuilders (AER) charity show that was scheduled for May 5 was rained out and rescheduled for June 9.

On May 19, Addison, Texas, held its annual "Taste of Addison," which consists of arts and crafts displays, rides, lots and lots of food, music concerts and a classic car display. The North Texas Mustang club and D/FW Cats attended the event and turned out 41 cars and trucks, four of which came from the D/FW club. We left about 5 p.m. and missed the main attractions for the day, Pat Benatar and Joan Jett and the Blackhearts. It was threatening rain, so we left (I did not want to put the top up on my convertible).

Earlier this year, in February, the D/FW Cats entered six cars in the Dallas Autorama. This is a judged show all the way, including undercarriage. My undercarriage had only bits and pieces restored, so I spent many days working on it. I could only get the rear axle and back completed. The quarter windows were another story. Thinking it was the motor that was bad, I found a '73 with power windows in a wrecking yard. I pulled all four motors, the trunk lid and lots of small parts for \$180. It appears that one of the rollers on the driver's side had worn and had jumped the track. I didn't need the motors after all, but now have spares all around. I bought a new square roller from the dealer, since the original rollers are obsolete. Don't ever do this for the rear windows. The shaft is shorter and it will not work and it does not have the flats to accommodate the washer. They work fine on the front, but not the rear. I went back to the wrecking yard and pulled all the old rollers out of the '73 that had been the source of the motors. Now my windows work fine. After doing all that work on the undercarriage, I drove the car to the show in a downpour—so much for a restored undercarriage. However, all six of our Cougars won awards at the Autorama. Gratifying, after all that work.

In Wichita, Kan., the Heartland Cougar Club (HCC) seems to be doing some fun stuff. They visited Soft Strip, a dry media blasting company.

They saw everything you need to know about media blasting for removing paint on their project cars. They also attended a detailing clinic at Knipp's Auto Reconditioning Supply. They were hoping to pick up tricks for upcoming shows.

—Ken McDowell

4 I remember growing up in the Northeast and noticing that some cars had electrical plugs sticking out from under the hood. These were power connections for oil heaters used to help start the car on cold mornings. With the power shortage here in California, we could have those same plugs, but hooked to power inverters so we could provide electricity to our houses. Even with \$2-a-gallon gas, it could be a bargain.

The summer for most of us, though, brings lots of car activities, and the five clubs here are all very involved. Yes, there are five clubs here with the newest one, the Silicon Valley Cougar Club, founded last year. As we get more information on this club's activities, we will report it to you. We do know that the latest version of the Cougar is popular among the club's members.

The big spring event in Southern California was Fabulous Fords Forever, in its 16th year, this time honoring Broncos and Ford racing. The event again maxxed out the capacity at Knotts Berry Farm, with nearly 1,700 vehicles—from Model Ts to Ford concept cars to a vintage Ford tractor. Cougars numbered 75, with representation from both Northern and Southern California and at least one adventurer from Washington. Stray Cats and the Northern California folks made their annual long journeys south, while the San Diego cats came north, showing their ongoing support for the make. We saw Royce Peterson one last time as he prepared to take his wife and family of Cougars to Kentucky. We will surely miss his company and vast knowledge on this coast. Those of us in Southern California especially thank him for all his contributions to our clubs, such as his part in the West Nationals, and all the help he provided in getting our Cougars right.

As usual, the talking all day among Royce and many others was Cougars. The encouraging part was that there are so many inquiries from young people, who admire the Cats, want to know where to get one to fix up and ask for the advice of veterans. The clubs picked up at least five new members this day; mostly people with Cougars we didn't know were out there. Booths set up by the clubs had good activity all day. We hope next year these new members will volunteer for 5:30 a.m. duty at the show, as many of the Cougar clubs members did again this year.

Marc Bodrie, from CC of San Diego, led the effort again through the Ford Car Club Council

here, and put on another fine event, drawing a large viewing public. The event also attracted the media, including the Hemmings auto show as seen on the Speedvision cable channel nationwide. You would have thought they had never seen a Cougar before. They were so taken by the cats that they promised to do a feature segment on Cougars on the show! They have several hours of tape to work with, including sit-down interviews with many Cougar owners. I'll keep you updated on the progress and scheduled airtime.

The featured Broncos were plentiful and reminded us that the term SUV (sport utility vehicle) was first coined by Ford in relation to the Bronco. But the race cars drew some of the biggest crowds. Part of the enticement was an autograph session by Carroll Shelby and Dyno Don Nicholson. Dyno Don, of course, was the recipient of one of only two Boss 429 Cougars produced in 1969. I had him sign a copy of the original invoice for that car, but only after a lengthy explanation on my part, trying to see what he remembered, if anything, about the car. His only recollection was that his first action was to take out that "dog 429" and put in a 427 "cammer" so he could race competitively. The race cars displayed included Bob Estes 1967 Trans Am Cougar. It has extensive racing history through 1969 and again later, after joining the vintage circuit in 1987. Still raced today, it remains unrestored and a great reminder of the Cougar's history. It sat near three Shelby Cobra racers, including one of the original Daytonas. There has been a lot of buzz talk around the area since the "missing" sixth—and most famous—Daytona was found recently in a garage within five minutes of many of our homes and not far from the event itself.

One of the Ford displays, as last year, featured a concept Cougar Eliminator (new version), sporting a turbo and 300 horses. (Couldn't you get the same power with a four-barrel Cleveland right off the showroom floor in 1970? Not the same package, for better or worse, personal choice.) The event ended in great fashion with an old Ford Trimotor flying overhead.

Speaking of well-preserved, this year marks 20-year anniversaries for two of the clubs here—both the CC of San Diego and the Northern California CC are celebrating that honor. Diane Dresbach, current president of NorCal CC, also was the first president of that club, which I believe was the first club in the field apart from the CCOA. Diane and the club will be celebrating the 20 years in Lake Tahoe on Oct. 6 and 7. The Cougars will be there, too, if the snow stays away. Their summer adventures include a trip with the Stray Cats and the The Classic Cougar Network production crew

See **REGIONS**, page 18

EDITOR'S DESK, from page 3

much to the Thunderbird as it does to the Mustang, and to discount the years it spent sharing platforms with the T-bird is to ignore Mercury's original plan for the Cat.

I look at the Cougar not so much from the nuts-and-bolts perspective of shared platforms, but from the spirit it embodies. And from where I'm sitting, my '87 Cat is as much a Cougar, in spirit, as my '68—a sporty, luxury ride. And I can't see any reason why the "Cougar Club of America," if it is to live up to that name, shouldn't recognize my 1987 as a legitimate member of the marque. The bottom line is that, for the vast majority of its model years, the Cougar has stayed true to its original concept, if not to its original pony car platform.

Another argument: The CCOA shouldn't and can't be all things to all Cougar enthusiasts. Or, to put it another way, the CCOA hasn't demonstrated a commitment to supporting the 1974 and later model years and, as such, is doing a disservice to that segment of the Cougar community. Well, let's take a brief trip down memory lane. It was only a handful of years ago that the CCOA opened its arms to all model year Cats. And even then, the change was more philosophical than official. It wasn't until last year that an "all model years" statement became part of the club's bylaws. We're trying to teach a 21-year-old dog new tricks, and it's a slow process and one that will require great effort and commitment, especially by the owners and fans of newer Cougars. It's their expertise that will make judging guidelines and other resources for newer Cougars happen, and work is already underway toward that goal. Eric Dess, creator of the "COOL CATS" Web site for '83 to '88 Cougars, has agreed to assist the CCOA in creating judging guidelines for these cars. And I see opportunities for partnerships with other Cougar organizations, such as the Thunderbird and Cougar Club of America and the New Edge Cougar Owners, to help fill in the gaps for other model years. We won't get there overnight, but we have to start somewhere.

Part and parcel of this argument is the related concern that the CCOA will spread itself too thin and neglect the folks who got the club where it is today—the classic Cougar owners. It's a red herring, and no one in this organization, to my knowledge, has ever said or implied that "classic" is a "dirty word" (as our online critics would have you believe). Take this publication, for example. Yes, I've published several articles over the past 18 months on newer Cougars. But never have those pieces on newer Cats come at the expense of articles and other features on the classic model years. There's room for everyone in ATSOTC, as there is in the club in general. The CCOA will

continue to provide resources and support for the '67 to '73 model years, as it always has. And with the help of members, it will expand its offerings to other model years.

Other good reasons exist to expand the CCOA's focus to all model year Cougars. I've seen strong and growing enthusiasm among owners of later model Cats, especially the '83-'88 and '99-present crowds, and the CCOA would do well to tap that enthusiasm. The CCOA, like most membership organizations, has had historically low levels of active participation by its members. This places the burden of running the club on a relatively small number of committed enthusiasts, typically "old hands" who can burn out quickly without greater participation and assistance down the line from rank-and-file members. Welcoming owners and fans of all model year Cats provides a new pool of candidates for club leadership positions, show host clubs and other organizational duties. If strength comes in numbers, the CCOA can add more than a few new muscles by doing all it can to bring '74 and later Cougar owners into the fold.

The CCOA also could benefit from an improved relationship with Mercury, and the way to get Mercury's attention is to help Mercury sell cars. Mercury stopped selling classic Cougars more than a quarter century ago, and as proud as the company may be of its heritage, it has a bottom line to satisfy. Mercury's not likely to throw money at a club that doesn't promote, at least in part, cars on the showroom floor *today*. The all-inclusive Mustang Club of America is the model here, and anyone who's attended an MCA show has seen first-hand the sort of support that club gets from Ford. The CCOA can't afford to ignore potential corporate sponsorship.

The CCOA, in my opinion, has an obligation as a marque club to keep its doors open to all Cougars and to provide every member with the same resources it traditionally has provided to only the classic model years. Done right, there can be great benefits—long-term benefits—for the club and enhanced recognition among all automotive enthusiasts of the Cougar *marque*.

Comments?

Your opinions are important, and the CCOA wants to know what you think about this publication and the club. Send your comments (e-mail preferred) to:

- mercat@cougars.com;
- (301) 864-4460 (fax); or
- **ATSOTC**, Letters to the Editor, 4012 Hamilton St., Hyattsville, Md., 20781.

CCOA Site Up and Running

After more than six months of development and a brief “beta” testing period, the CCOA Web site is now fully operational.

The CCOA intended the site, at www.cougarclub.org, to emphasize member services, and several current and planned features reflect that goal. Through the site, new and existing members can make dues payments with a credit card, marking the first time the club has accepted this method of payment. The site also includes a contacts list for club leaders (including linked e-mail addresses) and online copies of the CCOA bylaws, regional show guidelines and judging sheets. Soon to be posted to the site will be an online copy of the CCOA judging guidelines booklet (it's now being updated). With the exception of the club contacts list, these documents had not, until now, been widely distributed to members or the public. Still to come is a members-only area that will contain a CCOA membership roster and archived back issues of *At The Sign Of The Cat*, in Adobe Acrobat format.

But particularly noteworthy are several features and interest areas exclusive to the CCOA site. An online decoder allows members and others to enter their car's VIN and dataplate codes and instantly receive a report translating these numbers. Further, users can choose to submit the report electronically to the CCOA National Database and send a copy by e-mail to themselves. The site also houses National Database Manager Phil Parcell's database site and his “Cougars 101” site, which provides information and contacts regarding the various limited-production models tracked by the CCOA's specialty registries, such as the GT-E, Dan Gurney Special and Eliminator.

Other site features include:

- A comprehensive links list for state and regional Cougar clubs, parts and services vendors, national and international Cougar and Mercury organizations and Cougar enthusiasts' personal Web sites.
- A quick link for subscribing to the CLASSIC-COUGARS list server system, an e-mail and Web mailing list for Cougar fans. Since last year, the CCOA has sponsored the 3½-year-old list, which has nearly 1,000 subscribers.
- An events calendar based on that published in ATSOTC. A graphical calendar utility on the page allows users to easily view specific months to check on which days various events fall.
- A self-serve classifieds listing system, where members and others can post “for sale” and “wanted” advertisements for cars and parts and edit or delete the listings themselves.
- Reprints of ATSOTC articles, in both HTML and Acrobat formats. The list of articles is limited now, but will grow over the coming months as older articles are converted to an electronic format suitable for posting on the site.
- Special, periodic features, such as the current list of 2001 CCOA National Show trophy winners.
- A graphical link to the Classic Cougars Web Ring. The ring provides an easy way to surf more than 60 Cougar sites, either in random order, sequentially or selectively from a full listing.



My Dad

I am a recent member of Cougar Club of America for one reason: my Dad. His name is Harold, and I will only use his first name, because he is not one for fanfare.

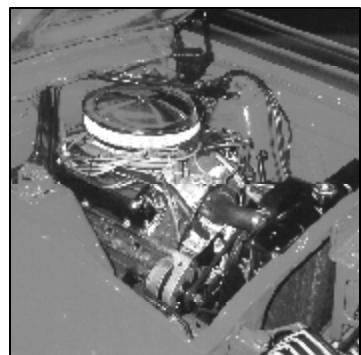
My Dad recently acquired a 1967 Cougar from the original owner. The car sat for many years in the original owner's backyard and was a little worse for wear. The original vinyl top was torn and had started peeling, the original paint was still on the car and the engine was highly questionable. He kept the car for about a year and really had intended to restore the car for himself, but upon seeing my interest in it, took it to a mechanic friend and had the car made drivable and gave it to me.



I started to do some restoration work on the car, but soon found my funds would not last. I had taken the engine out to have it completely rebuilt and found that the block (not the original 289 or 390, but a '69 351) had a fatal crack running from the top rear deck through the main. The shop was able to find a block for me, a good, seasoned '69 351 block, and the restoration continued. I had the shop install a high performance cam and 10 1/2 to 1 compression "TRW" pistons, and balance the engine. After getting it home, I bolted on an Edelbrock

"Performer" intake and mounted a Holly 750 on top. I also added a Uni-Lite electronic distributor, MSD ignition, Hooker Headers and a freshly rebuilt C-6 with B&M kit.

After installing the newly rebuilt engine, I started working on the suspension and was completely out of dough. My Dad would call from time to time to check on my progress, and on one such call he found me a little down in the dumps because I could not proceed any further (unless I could win the lottery!). He asked me what the car needed to have done to make it able to roll. I told him that I had purchased all the suspension components, rear end (a new Ford 9-inch Lincoln Versailles rear disc with 3.50 posi) and just could not go any further. I almost gave up—almost.



About a week later, a car hauler showed up at my house with my Dad right behind. He smiled and said that he was going to take the car back and have the suspension finished. But what I did not know is that he had other plans.

It was supposed to be a secret for my birthday, but after several weeks I started making inquiries about the car and was told that there were some problems getting some of the remaining parts and found that my Dad had taken the car to a top-notch auto restoration shop for a complete frame-up restoration.

My Dad is one of those guys you hear about all the time but never get a chance to meet: always ready to help others and never asking for anything in return. My Dad also is a member of the CCOA and I know he will read this and be embarrassed, but that's OK—I just needed to share my story with you folks. I think my Dad and Mom (she buts up with him too!) are pretty special people.

Thanks Mom and Dad, I love you.
Your son, Kevin.

—Kevin Slagg, #6887



Tech Center: Q & A with Dick Hertzler

Q: Regarding rear turn signals: Everything works correctly, but the signals work real slow. It takes about twice as long to go through the sequence as it should. If I leave the signals on for a while, it will get a little faster, but still not as fast as it should be. Any suggestions on what I should look at first?

A: I covered a lot of what you need to know in my article, "Once Around The Cat" in the fall 2000 ATSOTC. Anyway, a common culprit for slow '69 turn signals, as I said in the article, is a loose alternator belt and resulting low voltage. If you don't have 13.8 volts at idle, that is your problem. Next, be sure the ground connection in the trunk, next to fuel filler neck, is tight and clean. Then, turn the sequencer (under dash, above the wiper switch) upright in the clip! Next, be sure the bulb grounds are good—shine the tail light holes and be sure the snap-in bulb holders are tight. Good luck! You'll likely find your "lazy turn signals" problem after all this, if they work at all!

Q: My 1969 Cougar convertible has a 351W engine. I have 351 fender emblems. First, did a '69 with a 351W have fender emblems? Second, if it did, where is the correct placement on the fenders for the emblems? I have tried other sources to no avail.—Mike Harnett, #7522

A: Sorry, but no 351 emblems were used on Cougars. These common reproductions are for Torinos and some Montegos—maybe even others. Only 390-equipped Cougars sported fender emblems in '69. Cannot precisely say where they go, but a new "Body Assembly" manual is expected out soon, so you might want to check that. It should include a diagram for emblem placement for the 390, which could apply to 351 emblems. If you are customizing, you might get the hood stripe decal (available from Cougar parts vendors) with the cat head and reversed-out "351" at the nose of the hood. It looks cool (to me, anyway).

Q: I just purchased a '68 Cougar, 302 with power steering. The steering seems to have too much play. A friend is helping me with this, and we're guessing it could be the power steering control valve. When the steering wheel is turned, the ball stud in the control valve is activated immediately, but moves about 1/16 to 3/32 of an inch before it

begins turning the wheels. I do not know if this is normal or not. The steering wheel is actually moving about 3 inches off center before the wheels turn. If the ball stud is moving too much before it actuates the wheels, is there a way to tighten it, or will I need to replace the entire control valve? If this is not the problem, where would you suggest I look?

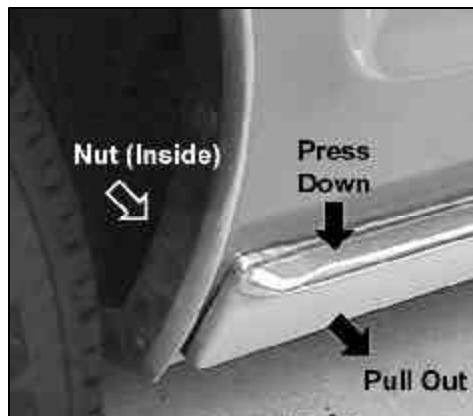
A: Your power steering valve needs a rebuild. A kit is available from any of the vendors, Cougar or Mustang. The faulty valve creates the effect of a wide dead spot in the wheel—I had this myself on my '69. Be sure the steering box itself is not loose, and check that the cylinder is very tight (even welded) to the frame rail. If the car has a load of miles (let's say 135,000 miles or so), then steering box play may be a contributing factor. Take up the play as you would with any box by loosening the adjusting lock nut, then turning the screw insert in to just seat it, then re-tighten the lock nut. These boxes wear out more quickly than you think, so you might need a rebuild there too. Again, the vendors can supply you with a rebuilt unit, if that's what you need.



Dick Hertzler

Quick Tip

Rocker Molding Removal



Need to remove the rocker moldings on your '68 Cat? It's easy, once you know the proper technique. First, remove the nut securing the front end of the molding (accessed inside the front wheel well). Then, simultaneously push down on the top of the molding while pulling outward at the bottom. Work your way down the side of the car and the molding will pop right off.

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.

Show Time!



Mother Nature No Match for Cat Fans at 2001 Nationals

By Barry Reichenbaugh

Who says cats don't like water?

Tropical Storm Allison—or, what was left of her—tried mightily to dampen spirits at the recent 2001 CCOA Nationals, in Williamsburg, Va. But a little rain (OK, a *lot* of rain) didn't halt judging or



By Mark Piechowski

chase away the 97 registered Cougars on hand for the June 15 to 17 event.

The show, hosted by the Delmarva Cougar Club (Delaware, Maryland, Virginia and the District of Columbia), was the only CCOA-sponsored national gathering of Cougars this year. The DCC chose Williamsburg as the show site because of its many historic attractions and family entertainment opportunities, and many show attendees took advantage of that fact and turned their weekend into a family vacation of several days or more.

"The excitement level was high and everyone seemed to have a wonderful time, both at the show and in Williamsburg," said Delmarva President Jim Karamanis, who headed up planning for the show. "Even with the monsoon-like weather, the show really went off without a hitch."

The first show day, Friday, was damp, but tolerable. Most of the activity that day focused on registrations and arranging cars by class. The rain let up a couple hours before the Friday evening "Parkway Prowl" cruise along a 12-mile stretch of

the scenic Colonial Parkway between Williamsburg and Yorktown, the site of the final major battle of the Revolutionary War. About 40 Cats participated in the cruise, the route for which was suggested by DCC Editor Phillip Payne. He also designed the official show logo, used on everything from T-shirts to the official show program to trophies.

"It was a lovely, scenic drive—luckily without rain!" said Clare Rocheford, of Alexandria, Va. "It was great fun to be part of a Cat pack on the road. It reminded me of friends who go on rides with their motorcycle 'gang,' except we were all driving Cougars instead of Harleys!"

Saturday, the main show day, again started off wet. But the rain came mostly in sprinkles the first half of the day and periodically stopped long enough to allow a good viewing of the cars by show attendees and judges, alike. But as the day progressed, the rain came

For Judging results, see page 17. Color photos in center spread (next two pages).



By Kermit Burroughs

What's a car show without a few on-site repairs? New Jersey member Steve Polansky replaces a faulty starter on his '69 ragtop.

more often and for longer stays, and by day's end judging took place under golf umbrellas and a registration tent dragged out onto the parking lot for use as a makeshift carport.

See **NATS**, page 16

2001 CCOA National Show





Best of Show— 1969 Eliminator, Carlton Wright, Salem, Va.



Photographs courtesy Jean Paty,
Kermit Burroughs

NATS, from page 13

"The judges didn't give up," CCOA Vice President and Head Judge Frank Paty said. "When it became clear the rain wasn't going to stop, they improvised and overcame the elements to finish the job in plenty of time for the awards ceremony. In fact, even with the rain, they finished up nearly on schedule. It was an incredible effort all around, and I can't say enough about all the volunteers that helped with judging."



By Kermit Burroughs

Lining up for "Parkway Prowl" to Yorktown.

Seminars made for a popular and convenient way to get in and out of the rain Saturday. Ed Drozd, of the Connecticut Cougar Club, led off with a well-attended discussion on "Finding Those Impossible to Find Parts." Many in the audience of about 25 picked Drozd's brain for sources and search techniques and reported a lively and informative discussion.

Chad White, of Auto Krafters, followed up with two other successful seminars: "Understanding Ford's Parts Numbering System" and "Putting a Show Shine Back in Tired Paint."

Kids at the show were able to stay dry and get their faces painted, play a Cougar-based word search game, and enter a show coloring contest arranged by Laura Reichenbaugh. The coloring contest challenged kids to color the

show logo, and they responded with beautiful results—albeit, in a few colors Mercury never offered for the Cougar!

More than 120 turned out for the show banquet Saturday evening, where award winners were announced and several special awards were presented. CCOA Region 2 South Director Ken McDowell won about \$150 in the show's 50-50 raffle—and no doubt spent a good chunk of it for gas on the drive home to Irving, Texas. The "Hard Luck Cat" award went to Kent Sharpe, of West Bend, Wis., who overcame two bad tires, a broken water pump and a bad radiator to get his '69 XR-7 convertible to Williamsburg with time to spare before the start of the show.

Cougar parts vendor Lin Thurston, from Texas, endured the intermittent rain all weekend and mastered the act of packing and unpacking as he serviced a steady crowd of Cougar owners seeking parts for their projects.

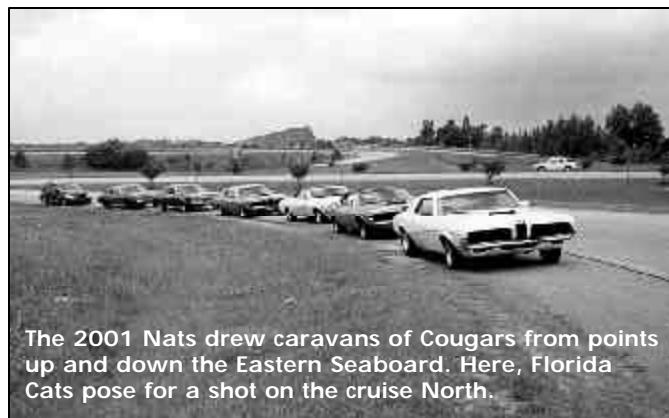
Sunday morning dawned with brilliant sunshine, cool temperatures and low humidity—several organizers joked about doing the judging over again, given the perfect day. Sunday morning also brought another cruise organized by Payne, this time in the opposite direction on the Colonial Parkway, to Jamestown Island.

Karamanis said the show, nearly two years in the planning, was hard work, but worth the effort.

"A lot of people, especially Delmarva Cougar Club members, put a lot of time and effort into planning and executing this show, and I think the results showed that effort," he said. "I'm not sure we'd do it again anytime soon, but it was well worth all the effort, especially to meet all the CCOA members and other who turned out."

Mark Your Calendars for '02 Nats

The Georgia Cougar Club, host for the 2002 CCOA East Nationals, has announced the show will take place June 27 to 30, at the Marriott Gwinnet Place, Duluth, Ga. Check www.georgiacougarclub.org soon for details.



The 2001 Nats drew caravans of Cougars from points up and down the Eastern Seaboard. Here, Florida Cats pose for a shot on the cruise North.

By Mark Piechowski

2001 CCOA National Show Winners

Class (sponsor)	
• 67-68 Standard (Connecticut Cougar Club)	• 74-82* (no entries)
1 John C. Holdridge, Mt Sterling, Ky. 2 Jim & Erin Monfort, Hollywood, Md. 3 Jim & Bob McParhan, Nashua, N.H.	• 83-97 (COOLCATS.net)* 1 Andy Roy, Salem, N.H. 2 Carl Irick, Fremont, Ohio 3 Jorge C. Jorge, Lindenhurst, N.Y.
• 67-68 XR-7 (Great Lakes Cougar Club)	• 99-01* (no entries)
1 Tom Macmath, Bridgewater, N.J.	• Daily Driver (The Classic Cougar Network)* 1 Greg Rennish, Fredricksburg, Va. 2 Anna White, Terre Haute, Ind. 3 Don & Judy Wussler, Scotch Plains, N.J.
• 69-70 Std Hardtop (Mustangs Unlimited)	• 67-73 Modified (mercurycougar.net)* 1 Cindy & Bill McCarthy, Lockport, N.Y. 2 Ken Compher, Manassas Park, Va.
1 Robin Jacques, Brevard, N.C. 2 Barry Messias, Mt. Laurel, N.J.	1 Denise & Tory Hershey, Kenna, W.Va. 2 Rick Puskas, Monmouth Junction, N.J. 3 Roy Rabideau, Milton, Vt.
• 69-70 Std. Conv (Mustangs Unlimited)	• 74-current, Modified* 1 Trevor & Ruth Shellhammer, Lehighton, Pa. 2 Edward Drozd, Wallingford, Conn. 3 Kathy Hartman, Columbia, Md.
1 Marvin Wyant, Charlotte, N.C. 2 Kent Sharpe, West Bend, Wis. 3 Randy Feuillerat, Beloit, Wis.	1 Gary & Cathy Capeling, Ontario, Canada 2 Eric Dess, Lowellville, Ohio 3 Victor A. Rosenzweig, Lebanon, Ohio
• 71-73 Hardtop (Mustangs Unlimited)	• Unrestored (Wisconsin Cougars) 1 Richard Clark, Manchester, Conn. 2 Sudharkar "Suds" Reddy, Bridgewater, N.J. 3 Bill Farrington, Martinsville, N.J.
1 Joe Galanick, Sterling, Va. 2 Art Schuetze, Colonial Heights, Va.	
• 71-73 Conv. (Mustangs Unlimited)	
1 Ken McDowell, Irving, Texas 2 Doug Zieher, Pittsville, Wis. 3 Austin Nammack, Fredericksburg, Va.	<h2>Special Awards</h2>
• 67-68 and 71-72 GT (mercurycougar.net)	Best of Show (Auto Krafters) Carlton Wright, Salem, Va. (1969 Eliminator)
1 Phil Parcells, Lima, N.Y.	Longest Drive (mercurycougar.net) Garland L. Bearden, Dallas, Texas
• XR-7G & GT-E (Mustangs Unlimited) (one entry canceled prior to judging)	Best Interior Virgil & Wilma Brown, St. Charles, Mo. ('68 convertible conversion)
• Eliminator (Ken's Cougars)	Best Paint Rick Puskas, Monmouth Junction, N.J.
1 Barry Zortman, Mechanicsburg, Pa. 2 Tom Lawrence, Stonybrook, N.Y. 3 Ed Drozd, Wallingford, Conn.	Coolest Cat Eric Dess, Lowellville, Ohio ('86 convertible conversion)
• Senior (The Classic Cougar Network)	Tough Luck Cat Kent Sharpe, West Bend, Wis.
1 Jim & Mary Mudrick, Brunswick, Ohio 2 Jim & Mary Severson, Stoughton, Wis.	
• Concours (no entries)	

* Participant's Choice (non-judged) class.

REGIONS, from page 7

to Sacramento July 15 to scope out the car museum and antique train ride. We look forward to more great Cougar pictures on the site from TCCN publisher Steve Eitzen after this trip.

The Stray cats will host a show with NorCal CC Aug. 12 in Milpitas. Their May 12 show in Concord was, again, a success, with a good car showing and an interactive crowd. September means the return of Ford Fun Sunday in Northern California (Vallejo, Calif., on Sept. 9), their emerging version of Fabulous Fords. Also in September, all five Cougar clubs in California are planning a meeting in Santa Maria for the weekend. CC of San Diego will be cruising to the headquarters of Edelbrock this summer to see the plant, listen to tech and maybe get some great aftermarket pieces. On Sept. 17, the San Diego club will again host its annual show at Deer Park, in Escondido. The show is especially noteworthy this year because this beautiful venue was slated to be replaced with a housing development. Set in an old orchard with additional large native trees, the site includes a very full car museum and a country store. The cars on the grass, set between the trees, look awesome.

The Southern California CC is busily working on the West Nationals for 2002, which will be in Cypress, Calif., again. It is a year away, but experience says now is the time to plan for this special event if we expect to top the last one here. Mike Brown, the president/founder of the club, is working to do just that. In June, Mike unveiled the Cougar which will be raffled for the event and given away at that show in 2002. This 1967 Cougar is all original with low miles, lots of original options, virtually all correct parts and ready to spend a year being refreshed by the club members. You'll be hearing more about this.

If your summer travels bring you to California this year, take advantage of the car-related activities. The Great American Race ends here in Pasadena July 1, and many of us will be there to see that even the really old cars can make it across the country. Whether you want to hunt for parts at a Pomona or Long Beach swap meet, visit a club meeting, join a club for a picnic run to the beach/Fisherman's Wharf, go to one of the ever-present Mustang car shows (look for Leno there) or visit a museum, the clubs here would be happy to have you join us.

—Rich Ladd

5 Jeanette and I have just returned from a two-week trip to Florida. It's been four years since we were last there and, yes, we saw quite a few changes this time. Just like last time and the time before that and the time before—oh, you get the idea.

We went on this trip because my sister-in-law and her family wanted to go and, as it would be their first trip to the United States, they didn't want to go alone. Would we go with them?, they asked. I think we said something like, "We'll have to think about that. OK, yes." We don't take a lot of persuading!

The plan was to do the usual theme parks around Orlando, go to the Atlantic coast for the Kennedy Space Center and Daytona (on day trips from our base) and spend a couple of days relaxing out on the Gulf at Clearwater Beach. This plan went down well with everyone and it was pretty much adhered to.

We did the usual Disney parks, we did Sea World and we did Kennedy, but we didn't have a big enough slot in our schedule for us to spend the time we wanted in Daytona. Jeanette and I did manage to get over there to pay our personal tribute to a great race car driver. So, the man drove a Chevy. Should we hold that against him? I'll leave my tribute to the Intimidator right there.

We went over to Clearwater Beach for a couple of nights to look at those awesome sunsets they get there. Well, actually we went to see my good friend Jim Dunn and introduce him to the family. Jim responded by giving everyone a ride in his '69 428CJ XR-7 convertible. With the top down, of course. Two days with old friends is never enough, and we left with the promise to be back soon and spend more time on the beach.

Somewhere along the way, Jeanette made the big mistake of introducing her sister to Wal mart! OK, because we needed some stuff that we knew they had, Jeanette and I made a couple of visits during our stay. But Bev and her kids must have gone 10 times to that one store. Like I said, big mistake! I knew my mother-in-law could shop for England, but her youngest daughter could win an Olympic gold medal! And if Bev could carry home the gold, her son Daniel could take silver: He must have hit the Nike outlet store six or eight times and parted with \$200 worth of bargains. To be fair to Dan, that \$200 would have cost him six or seven hundred back in the UK. I think his sister, Rachel missed the bronze medal by a whisker and my brother-in-law, Tony, never stood a chance. Not even a top-five finish.

Let me be honest. You can't go on vacation and not shop. Jeanette came home with three or four stuffed toys for her collection and I picked up the odd T-shirt and baseball cap for my collection. But the bulk of our buying capacity was restricted to a bunch of CDs from Jim's store, Planet Grooves, and vital spares for my Cougar. Really important stuff like a chrome Grant foam grip steering wheel and a K&N filter that took up large chunks of space in the suitcase. Other essentials included a digital tire gauge, which was

cheap at Wal mart, and a couple of Fram oil filters from the same store that cost less than half the price I pay here in the UK for one. I picked up gaskets and accessories that I've been meaning to fit on the car for more than a year. I got a repro part or two from Paddock Muscle Car parts in Clearwater. I meant to get all this stuff on last year's trip out West, but there aren't too many parts stores in the Rockies and our time in the cities was limited.

One of the many highlights on a trip to Orlando is the Old Town Saturday night cruise. The second Saturday of our stay coincided with a Goodguys meet at the Fairgrounds and a bunch of the cars turned up at Old Town to swell the regular numbers. The cruise that night took a little under 50 minutes, and less than half the cars took part!

Last time we made the Saturday night cruise I think we saw one Cougar: This year there were six or eight cars there both nights. You guys in the Sunshine State Cougar Club must be doing something right. Maybe next time we visit, we should contact you first and get a schedule.

Next visit? Oh, yeah. That's going to be next year. Bev did it again: "If we come and stay on the beach next year, will you come with us?" Well, how could we say no to that?

—Barrie Dixon

6 Well folks, the nice spring weather has arrived, and not a moment too soon.

We've had a long winter in this region, not so much for the amount of snow, but for the early start (late November) and the long stretch of cold temperatures (into mid-April).

I have been trying to get my Cat on the road as early as possible in the past few years, my theory being that it's better for the car to be on the road than covered up in the garage, with oil in the pan and not up top, lubricating like it's meant to do.

In past issues of ATSOTC, I have written about the Ontario Drive Clean program. Phase I was to include a few major metropolitan areas. Phase II, effective this year, will cover most of the heavily populated areas of this province. Our elected officials at Queens Park have come through on a promise to cut pollutants from vehicles by up to 22 percent in the program areas. The Drive Clean program will effect vehicles less than 20 years old and you must produce a document showing your car has passed the emissions test before you can renew your license plate sticker.

The good news is that vehicles 20 years or older, light duty commercial farm vehicles and motorcycles are exempt, thanks, in large part, to vigorous lobbying by collector car clubs, hobbyists and antique auto industry representatives. This issue was one of the very few times that I

actually sat down and wrote a letter to my member of the provincial parliament, as well as the Minister of Transportation, the minister of the Environment and the Premier of Ontario, Mike Harris. This past weekend I read an article from emissions programs studies done in the United States. A study done by the U.S. Environmental Protection Agency says programs such as Drive Clean can provide only a small fraction of the environmental benefit previously predicted. The article went on to say that many U.S. states have started rethinking their emissions testing programs. My feeling is, this is just another tax.

In our local region, the Great Lakes Cougar Club is planning to attend a few all Ford shows, as well as a few area cruise nights. And once again, we will have our annual club picnic and fun car show at the home of Bob and Kathy Jurek. I have gathered up some car show events, (the ones announced to date) and will have them posted under the REGIONAL EVENTS heading on the Great Lakes Web site. I invite all to visit the site (clubs.hemmings.com/greatlakescougar/). I am very proud of the site's new look, and I hope visitors like it, as well.

I'd like to wish the folks from the Delmarva Cougar Club the best of luck with the CCOA Nationals in Williamsburg, which will be over by the time you read this. I will be unable to attend this year, due to drive time and the very low exchange rate on the Canadian dollar. But as always, as President of the Great Lakes Cougar Club, I am pleased we were able to sponsor a class (and I have a vested interest in the '67-'68 XR-7 class). Best of luck on a well-planned show.

Have a safe and trouble-free summer cruise season. I will see you in the fall issue.

—Jim Megannety

8 We are Brad and Heather Whitaker, Membership Directors for the Fordnutz Cougar Club. When we hesitantly joined the club two years ago, it was simply to get information and possible leads on parts for our Cat. The organization and friendly, helpful people pleasantly surprised us. We were signed as members No. 49, became membership directors within the first year and have watched the club membership double in two years. Of our 98 members, 78 are active and our "den" contains more than 90 Cougars.

Our members bring plenty of fresh ideas to our meetings and our directors have a firm collective finger on the pulse of events. As we have a lot of catching up to do, please bear with us as we begin with the Fordnutz Cougar "Claw In Y2K" show, held near Softball City in White Rock Aug 13, 2000. As usual, we had an admirable participation

See **REGIONS**, page 20

REGIONS, from page 19

from our Fordnutz membership. But also, we had an impressive contingent from our southern neighbours (that's "neighbors" in the United States), the Cascade Cougar Club. Among the 14 purrfectly beautiful Washington cats in attendance, on display were Fordnutz, Cascade and CCOA members Jim and Elaine Pinkerton's '68 Cougar, *CATBALU*, which has been in Elaine's family since new. Cascade and CCOA members John & Susan Benoit brought up their beautiful 1970 Boss 302 Eliminator, which garnered Best of Show honors. Music accompanied the festivities and everyone could boogie on over to the Boy Scouts' tent, where the kids cooked up delicious hot dogs and hamburgers, which helped raise money for their various programs. With more than 150 door prizes and draws, most people went home with something, even if that something was not a trophy. A good time was had by all, as evidenced by the remarks of Cascade members, who vowed to return this year with even more participants.

On Sept. 10, 2000, Fordnutz attended the Greater Vancouver Mustang Association's All Pony Round-up, held at North Shore Movie Studios, in North Vancouver. We just missed out on the club participation award, but trophies were awarded to Fordnutz and CCOA members Alan Haaland (third place in the Cougar division) for his red and white '68 Cougar X code. And we won first place for our yellow '69 Cougar XR-7 convertible.

The next weekend, on Sept. 17, Fordnutz held the second annual Indian Summer Fun Run, which was a great success with about 40 participants leaving Cruisers Pit Stop Diner in Langley to wind their way through the Fraser Valley. This cruise incorporated a trivia contest based on things to be seen or heard while on the road, stopping at various landmarks and businesses. When everyone returned to the diner hours later, prizes were awarded for the most correct answers.

The year wrapped up with a Fordnutz holiday party and dinner Nov. 25. About 50 people attended, including the Pinkertons, who braved the elements to travel 120 miles from the south.

Over the winter months, Fordnutz leaders, including CCOA President Scott Ferguson, have developed the concept of a local "Ford Club Council." This was done to gain more harmony among clubs, coordination of event scheduling and the addition of specific model classes at events that have not offered the classes previously. Many of the local clubs are expanding their trophy classes to include Cougars, Galaxies and other Ford products. We have attended several Ford Club Council meetings to exchange ideas with the other club representatives, and it looks like this is going to be very successful for all the participating clubs. In keeping with this, we are encouraging our members

to attend shows hosted by other Ford enthusiast clubs.

The New Year began with Fordnutz entering a club display in the Collector Car Show & Auction at the Tradex Centre in Abbotsford Feb. 24 and 25. We enjoyed the weekend and our "picnic" theme display so much that we did something similar two months later at the Classic & Custom Motoring Show, April 28 and 29, again at the Tradex in Abbotsford.

Scott Ferguson, Scott's mom Vera, Alan Haaland, Kim Friesen, Jim and Elaine Pinkerton, and Jeff, Carol and Noel Bingaman attended the North Olympic Mustang Club's Mustangs and Cougars at the Courthouse, in Port Angeles, Wash., April 21. It was a long day, but enjoyable and well worth the trip. The Pinkertons and Bingamans won trophies for their Cougars.

May 13 (Mothers' Day) saw three CCOA members, Don Wicklund, Connie McClinton (Wicklund) and Scott Ferguson, win trophies in the Retractable and Cougar divisions at the Ford Retractable Show. On May 19, Fordnutz hosted a Bowling Fun Night, which was open to all Ford club members and guests. Laughter was definitely the key ingredient to making this a success. On June 10, the Big "M" Club hosted its Tenth Anniversary Show & Shine in Surrey. Several Fordnutz and CCOA members were represented, and the organizers promise a Cougar division next year.

Future activities include a Mustang/Cougar picnic July 8 and a Fordnutz potluck barbecue July 21. These events should get us even more "pumped" for our first major "road trip" to our sister club's big event July 28 and 29: The Cascade Cougar Club's annual "Prowl." We are currently gathering a contingent to convoy down to Renton, Wash. Plans are also under way for our CCOA regional event, the Fordnutz Cougar Claw In 2001, Aug. 12, at South Surrey Athletic Park. This even will have live music, fresh food and lots of prizes and trophies. Maybe we'll see you there! Plans also are underway to attend more events, like the local Mustang club's All Pony Round-up Sept. 9. Fordnutz also is going to hold its third Indian Summer Fun Run Sept. 23.

—Brad and Heather Whitaker

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
Arizona	Arizona Cougar Club , P.O. Box 5335, Mesa, AZ 85211-5335. Scott Taylor, membership director. (602) 857-2005; scott.a.taylor@intel.com
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 , 9414 Pearlwood Road, Santee, CA 92071-1407. Roger Gray, president (858) 566-1395. Web: http://clubs.hemmings.com/cougarsd/ Silicon Valley Cougars , James Wallace, jrw@apexmail.com; Skye Barcus, (408) 294-3444, extension 122, skye@got.net; Web: clubs.hemmings.com/silicon_valley_cougars 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.dcconline.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.dcconline.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@home.com . Web: clubs.hemmings.com/cascade cougar
Illinois	Illinois Cougar Club , 1700 Kelly Ave., Crest Hill, IL 60435-2314. Scott Dyke, (815) 726-7905 (after 6 p.m.); jsouich@mailcity.com
Indiana (South)	Kentuckiana Cougar Club , 2810 Arden Road, Louisville, KY 40220-1306. John B. Johnson. (502) 459-0600; bjjohnson@cais.com . Web: www.kyclassiccougars.com
Kansas	Heartland Cougar Club , 3337 S. Vine St., Wichita, KS 67217-2639. Kevin Smokorowski, president. drgracjnky@aol.com
Kentucky	Kentuckiana Cougar Club , 2810 Arden Road, Louisville, KY 40220-1306. John B. Johnson. (502) 459-0600; bjjohnson@cais.com . Web: www.kyclassiccougars.com
Maryland	Delmarva Cougar Club , P.O. Box 5266, Fort Lee, VA 23801. Jim Karamanis, president. (703) 491-8710; jimk@cougars.com . Web: www.dcconline.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@home.com . Web: clubs.hemmings.com/cascade cougar
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

See **CLUBS**, page 22

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@home.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. txjyhaw@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.dcconline.org
Washington	Cascade Cougar Club , P.O. Box 94243, Seattle, WA 98124. Jeff Bingaman, chairman. (253) 839-7615; jcbingcougar@home.com. Web: clubs.hemmings.com/cascadecougar

Treasurer's Report

CCOA Financial Statement, Fiscal Year-To-Date: 06/30/01

Revenues

	09/30/00	12/31/00	'00-YTD	03/31/01	06/30/01
Dues	4,740.00	5,110.00	21,750.00	7,230.60	6,020.04
Ads	0	425.00	880.00	130.00	155.80
Clothing	0	12.50	50.00	58.09	10.00
Directories	0	5.00	5.00	0	0
Calendars	0	149.00	1,217.00	2,355.00	320.00
E. Nats.	1,490.33	230.52 (a)	5,050.85	0	0
Judging Bks.	36.00	44.00	146.00	40.00	14.00
Total Revenues	6,266.33	5,976.02	29,098.85	9,813.69	6,519.94

Expenses

Postage	1,376.98	1,604.69	4,853.41	1,779.63	1,443.76
Copies	0	28.05	28.05	0	0
ATSOTC	3,595.20	3,595.00	13,560.84	3,649.80	3,649.80
Supplies	50.80	77.36	226.64	27.20	43.79
Calendars	0	1,852.86	3,052.86	0	0
Ads	0	0	6.62	0	0
Rebates	1,500.00	2,721.28 (b)	4,221.28	0	5.00
Contribs.	32.17	56.58	1,638.08	794.35 (c)	0
E. Nats.	4,707.15	0	4,972.33	0	0
Advances	(3,680.32)	128.50	2,016.33	0	123.15
Total Expenses	7,581.98	10,064.52	34,576.24	6,250.98	5,265.50
Net Income/(Loss)	(13,15.65)	(4,088.50)	(5,477.39)	3,562.71	1,254.44
Beg. Bank Balance	19,056.01	17,740.36	19,129.25	13,651.86	17,214.57
End. Bank Balance	17,740.36	13,651.86	13,651.86	17,214.57	18,469.01

Notes: (a) East Nats. Hotel refund. (b) 1,500 Web site; 1,215.54 CCOA decals; 5.44 returned check fee; (c) Net Nation = 34.95; eGroups = 59.40; Delmarva Cougar Club, National Show = 500.00; FordNutz Cougar Club regional show = 200.00. Reserves: ATSOTC = 9,000.00; '02 shows = 3,300.00; Total reserves = \$12,300.00. Working capital = 18,469.01 - 12,300 = \$6,169.01. Previous reserves for the Web site, e-mail membership and club insurance reversed due to member rejection of bylaws change provisions.

Registries

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

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

1971 429 Cobra Jet: Richard Brown letssuss@aol.com
7392 Stonedale Drive, Pleasanton, CA 94588-3735, (925) 426-1703; (510) 475-8309; (510) 476-1444
(fax)

428 Cobra Jet (1969, 1970): Scott Taylor scott.a.taylor@intel.com
2151 W. Shawnee Drive, Chandler, Ariz., 85224-1740, (480) 857-2005 (evenings)

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

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

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

Sports Special: Bruce Wallace bwallace@ccci.org
8709 Calabria Lane, Orlando, FL 32829-8619 (407) 826-2936 (o) (407) 273-1082 (h)

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

CCOA Abandons Plan for Logo Watches

With a little sadness, I would like to announce that the plan to have watches produced with the Mercury logo as well as the new CCOA logo have not gone according to my plans and time frame.

The manufacturer (distributor) informed me that we would need 200 orders before production could begin. This project has been open since last fall. At the time of this writing, I have names of only 61 people who have expressed interest. As the numbers make clear, I cannot move forward with the planned watches.

I would like to thank all the people who contacted me and did express interest in the purchase of a watch; I'm sorry we were unable to fill the required numbers to go to production with this offer.

—Jim Megannaty

Classifieds

Cars for Sale

1972 XR-7 convertible, 351C-2V, FMX transmission, Springtime Yellow with black leather interior, black top. Painted in 1977. 80,000 miles. PW/PS/PDB, power driver's seat, tilt steering, interval wipers, full console with clock (works), Posi-Traction, power top in good condition, rim blow horn, original AM/FM radio, sport mirrors, recent dual exhaust, recent complete brake overhaul, recent new tires (less than 2,000 miles), detailed engine, good chrome, new Cougar floor mats from original molds. Many spare parts included. Original PA car, garage kept in winter, brought to Canada in May 1998. Very nice car; will miss it. \$10,500 (U.S. currency). Contact Hugh Peddle at (519) 833-1225 or Hugh.Peddle@Henkel-Americas.com.

1974 XR-7, A-code 460-4V, 220 HP, triple white, one owner, California car with 40,709 original miles and lots of options. Original paint, smog system and even the factory dual exhaust. Call for more info. (231) 267-9696, or go to <http://community.webtv.net/warriorpro/74cougar460> for pictures and info.

1977 Cougar Villager Station Wagon, the only year full-size Cougar wagon (production run of 8,569 units). 400 CI Clev, C-6 transmission, disc brakes, roof rack, three-way tailgate, woodgrain panels with chrome moldings, fold-down third seat with storage, tan interior and tan paint, needs TLC. Very original shape, third owner, cruises nice, local shows, Pomona, Knots, 1st place CCOA Western Nationals, \$3,000. (619) 448-1418 (San Diego)

1987 20th Anniversary Edition Cougar, original owner, 127,000 miles, moon roof, needs some work. Best offer. Call (860) 739-6140 (CT).

Parts for Sale

1967-73 Cougar parts—sheet metal, glass, trim, interior, wiring, mechanical. Just parted '67 XR-7. Fall Carlisle, NI 7-9. Randy Goodling, (717) 367-6700.

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; 1968 302-2V parting out: intake, \$25, carb, \$25; 289 HI PO Crane Fireball heads with roller rockers, like NOS, \$1,200; 351W Mallory dual point distributor, \$65. (314) 351-1789 AFTER 8 p.m. Keith Litteken. kslitteken@aol.com (Mo.).

Misc. for Sale

Factory Service Manuals, '67, '68, \$49.95 each; '69 to '83, five-volume sets, \$59.95 each set. '80 and '81 owners manuals, \$12.95. '72 XR-7 owner's manual, \$29.95. Call (206) 721-3077; www.books4cars.com.

Hey, Cougar owner:

Are you a Cougar Club of America member?

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

2001 Calendar

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

Date	Event	Contact
July 27-29	Summer Carlisle, Carlisle, Pa.	(717) 243-7855
July 28-29	Fords at the Mall, Muncy, Pa.	(570) 584-5547
July 29	21st Annual Mustang and Ford Event, Cincinnati, Ohio	(513) 683-3018
July 29	Cougar Prowl/MEL-Ford Picnic, Renton River Days, Renton, Wash.	(425) 235-8383
Aug. 4	Eighth Annual David "Pud" Pannell Memorial Car Show, Radford, Va.	(540) 731-3617
Aug. 5	11th Mustang & Ford Powered Car Show, Northern Mustang Corral, Bourbonnais, Ill.	(815) 935-1429
Aug. 11-12	12th Annual Yellow Rose Classic All Ford Show, Fort Worth, Texas	(817) 595-6000
Aug. 12	Mustang and All Ford Car Show, Columbus, Neb.	(402) 564-3218
Aug. 12	14th annual John Bleakley Ford Summer Mustang and Ford Show, Lithia Springs, Ga.	(770) 974-6984
Aug. 12	All Ford-Powered Show, Mustang Owners of Southeastern Michigan, Livonia, Mich.	(313) 438-4174
Aug. 12	23rd Annual New England Regional All Ford Show & Swap Meet, Northampton, Mass.	(508) 674-5462
Aug. 12	4th Annual Fordnutz Cougar Claw In, Surrey, BC, Canada	(604) 444-3408
Aug. 12	23rd Annual Regional Mustang & All Ford Show, Decatur, Ill.	(217) 245-4848
Aug. 18	12th Annual All Ford Show & Swap Meet, Springfield, Mo.	(417) 581-8988
Aug. 18	6th Annual Mustang and Ford Car Show, Chattanooga, Tenn.	(423) 899-2260
Aug. 19	All Ford Reunion, Oakville, Ontario, Canada	(905) 358-5967
Aug. 25	5th Annual All-Ford, Mercury, Lincoln, Mustang & Truck Show, Hagerstown, Md.	(301) 694-7093
Aug. 25	Mid-Maryland Ford Club All Ford & Mustang Show, Mason-Dixon Dragway, Boonsboro, Md.	(301) 694-7093
Aug. 25	Mustangs and Fords in the Park V, Rancho Cordova, Calif.	(916) 338-5908
Aug. 25	10th Annual Dealer Day Car Show, Mechanicville, N.Y.	(518) 899-4249
Aug. 25	All Ford Car/Truck Show and Swap Meet, Newport News (Va.)/Williamsburg Intl. Airport	(804) 693-7864
Sept. 7-8	Stampede 2001 & Open Car Show, Mustang, Okla.	(405) 376-4407
Sept. 8	All Ford Round Up, Waco, Texas	(254) 848-5146
Sept. 9	22nd Power Show, Mustangs Unlimited & Connecticut Cougar Club, Manchester, Conn.	(508) 674-5462
Sept. 9	21st Annual Mustang and Ford Fall Car Show, Mt. Laurel, N.J.	(856) 697-0353
Sept. 12-15	Autofest Car Show and Flea Market, Charlotte Motor Speedway, Charlotte, N.C.	(704) 841-1990
Sept. 15	8th Annual Mustang Roundup and Ford Show, Bossier City, La.	(318) 747-3404
Sept. 16	12th Annual Fords at Trebour Show, Randolph, N.J.	(201) 666-8022
Sept. 23	6th Annual Harvest Run, Batavia, Ohio	(513) 732-2428
Sept. 23	21st Annual All Ford Show & Chili Bash, Charleston, W. Va.	(304) 744-5540
Oct 4-7	Fall Carlisle, Carlisle, Pa.	(717) 243-7855
Oct. 6	20th annual Mustang and Special Interest Ford car show, Memphis, Tenn.	(901) 867-9424
Oct. 13	All-Ford Fun Day, Letchworth State Park (South of Rochester, N.Y.)	(716) 538-9560
Oct. 13	11th Annual "Mustangs & More" car show, Fayetteville, Ark.	(501) 756-2738

June 27-30, 2002 Cougar Club of America East Nationals, Marriott Gwinnet Place, Duluth, Ga. www.georgiacougarclub.org



**Blue Oval Ltd.
Classic Car Parts**

American Customers
can take advantage of
the lower
Canadian dollar and
save over 30% on
their purchases

Call Barry at (604) 574-2746
 E-mail: BlueOval@bigfoot.com
 Web: <http://www.bigfoot.com/~BlueOval/>
 Specializing in 1967-1970 Mercury Cougar Parts

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

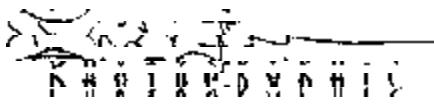
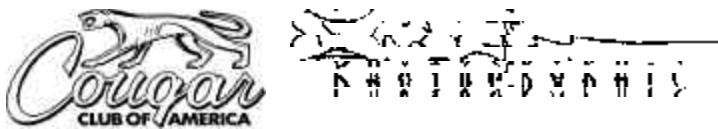
Still Available!

12 months of classic Cougars

Full-color photographs

11 inches by 17 inches

\$11 in U.S., \$12 overseas



Order now! Send check or money order (payable to CCOA) to:

CCOA 2001 Calendar
c/o Randy Goodling
2046 Mill Road
Elizabethtown, PA 17022-9401

Also available
from Overton Photographic:
Cougar Calendar Swimsuit Edition
Contact eovertont@texas.net or visit
www.overtonphoto.com/swimcats
for more information

West Coast Classic Cougar

Specializing in Used Parts

Parted out more than 400 '67-'70 Cougars—new arrivals daily

Rust-free project cars in stock!

Lowest prices on Magnums and SS wheels; custom sizes in stock.

Now buying '71-'79 parts and cars!

Nationwide Hollander locator service

We Speak Cougar!

Now at a new location in a new, 7,000-square-foot show room!

5387 Waconda Road, Salem, Ore. 97305

Call (503) 463-1130

Open 8 a.m. to 5 p.m., Monday through Friday; Saturday, by appointment.

www.classic-cougar.com

westcougar@uswest.net

Advertise your Cougar for sale for free on our site!

At The Sign Of The Cat
4012 HAMILTON ST
HYATTSVILLE MD 20781-1842

Address Service Requested

FIRST CLASS MAIL