AT THE SIGN OF THE CAT

July, August, September, 1985

Volume 6, No. 3



DEDICATED TO THE PRESERVATION OF THE 67-73

Published Quarterly By

Cougar Club of America

Newsletter Editor

Newsletter Editor
O-4211 N. 120th Avenue
Holland, MI 49423



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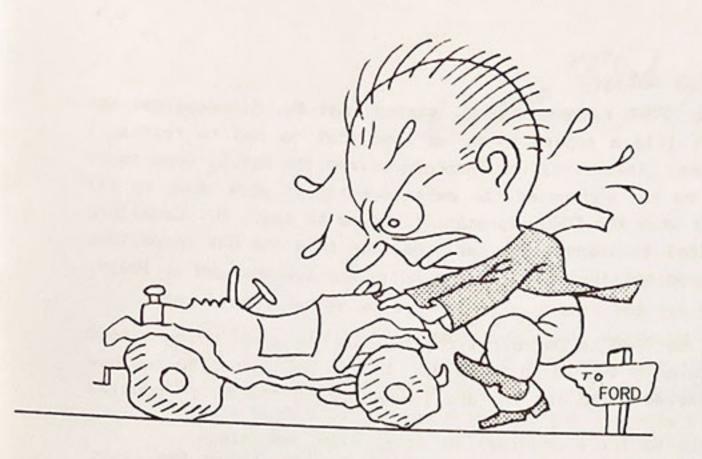
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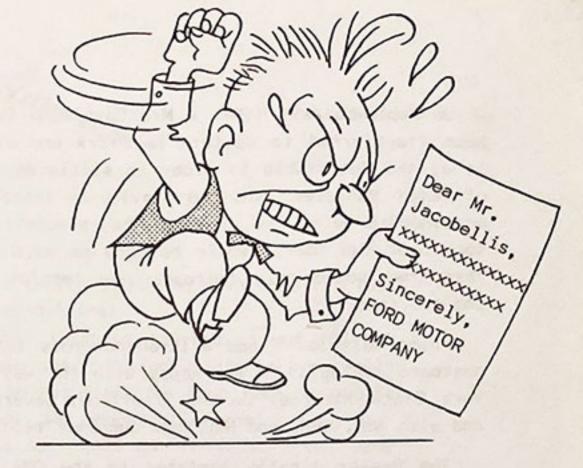
MEMBERSHIP DUES:

\$15.00 U.S. residents; \$20.00 Foreign/Canada. U.S. Funds ONLY. Memberships run from JANUARY to DECEMBER each year.

NEWSLETTER:

Published Quarterly (January, April, July, October). COPY DEADLINES: November 15, February 15, May 15, and August 15. Back issues available while supply lasts at \$2.00 per copy, postpaid.





FROM TOP CAT'S DESK --Thomas Jacobellis

Caveat EMPOR!!!!! Buyer BEWARE -- EVEN WHEN IT'S A NEW CAR:

Following is my own personal experience with an unnamed Lincoln-Mercury dealer located in New Rochelle, New York, and the FORD MOTOR COMPANY since my pruchase of a "BRAND NEW" 1984 Mercury GRAND MARQUIS COLONY PARK station wagon (cost in excess of \$14,000.00) on May 25, 1984.

I purchased the car at the time because my wife, son, and I planned on going on a U.S.A. tour for about 6 months and see the country and some COUGAR CLUB members. That trip has been cancelled indefinitely due to the car itself and the delays and lack of response from FOMOCO in settling my problem.

I picked up the car on May 29, 1984, walked around it to make sure there were no dents or scratches on it and took it home. While I was washing and waxing it the following week, I noticed that the paint (color--Metallic Brown) on the roof and the right rear quarter panel was not taking a shine. Upon real close inspection, you could see the scratch marks from sandpaper in the <u>BONDO</u> (that's right, body filler) also there was bondo all in between the chrome molding of the right rear side window and the roof and lower quarter panel. When I opened the tailgate and looked closely, you could actually see where they had run the masking tape from the top of the roof to below the rear bumper. The paint here was such a mismatch that the new paint was, apparently even to the untrained eye, much darker and obviously mismatched. At this point, it was obvious that the right rear quarter panel was extensively damaged and repaired (rather poorly). The lower part of the driver's quarter panel also had mismatched paint.

I then went to the front of the car and looked it over. Several of the brackets holding the header panel (headlights and grille) appeared to have been bent and restraightened as they were starting to rust in spots. Many of the bolts holding the panel to the fenders and brackets were brand new (no paint on them) while others were from the factory. There were even two wood screws used to hold down the air cleaner duct instead of factory bolts. And there was the brown paint overspray all over the two (black) rubber hood adjusters. It was obvious that the front was worked on also. (This car was only one week old and if placed in a car show would never walk away with any trophies for original engine compartment or good paint and body work).

There were numerous other things wrong, but space does not permit going into all of them right now. It appeared to me as it must to many of you now that this car was apparently damaged front and repaired poorly and then sold off the dealer's lot as a <u>brand new car</u>.

Needless to say, I went back and confronted them with this and demanded my money back or a <u>NEW</u> car, which is what I felt I had paid for. The sales manager stated they never had any body work done on the car and if I didn't like it, to complain to FORD MOTOR COMPANY, which I did the following day.

On August 3, 1984, a service area representative from FORD, a Mr. Bob Schneeberger had me bring the car to the dealership to be inspected by him (FORD SAID I HAD A SERVICE COMPLAINT BECAUSE THE CAR HAD APPROXIMATELY 200 MILES ON IT WHEN I COMPLAINED ABOUT IT!) He inspected the car with me present noting down on an inspection sheet all the items I pointed out as having been repaired or tampered with. He stated that he had to consult a supervisor and would be back in touch with me about the car.

On September 29, 1984, a Mr. Cavallaro (another FORD representative) stated that Mr. Schneeberger had been transferred to Upstate New York and did not file a report on my car and that he had to reinspect it at the dealership in order to settle my problem. This time, two inspectors from the N.Y.S. Department of Motor Vehicles (who had previously inspected my car and noted the extensive repair work done to it) accompanied me to the dealer. They wanted to hear what the FORD representative had to say. Mr. Cavalloro took over two hours (while he made me wait outside) to inspect the car. He then told the DMV inspectors that they would only re-repair and repaint the car and that if I didn't like it, I could get a lawyer and sue them.

Prior to this, I had written numerous letters to FORD in Detroit with the only response being a form postcard asking if I was happy with the way my problem was being handled. I also complained to the New York State Attorney General's office, several elected officials who are investigating the auto industry and also ABC, CBS, and NBC news consumer reports.

The dealer finally admitted to the DMV inspectors that the car was damaged in transit on the right rear quarter panel necessitating the repair and repainting of that quarter panel and also the replacement of the woodgrain decal and two chrome moldings on that side of the car. For all this work they had sent a bill of \$397.00 to FOMOCO. (FORD has a \$500.00 disclosure limit they hold their dealers to. That if damage exceeds \$500.00, the customer must be informed of the damage.)

Also, prior to this, many of our members who attended the Third Annual CCOA Nationals saw this car and are witness to the repair work done to it. Several were professional body men and they all came to the same conclusion that I had.

The Attorney General's office wrote a letter to FOMOCO lawyers over 70 days ago telling them that they were in violation of the NYS restraining order on disclosure of damage to new cars and what were they going to do to rectify the problem. FORD still has not responded to the Attorney General. The President and Publisher of CONSUMER GUIDE MAGAZINE also wrote a letter to Donald Peterson, President of FOMOCO on my behalf--and they will not send me in writing what they found wrong with the car or what they were going to re-repair and repaint. I am finally relating this story out of frustration. I feel that I gave FORD the benefit of the doubt long enough. I can't see how FOMOCO could back up a dealer who deceived the public into buying damaged cars as new. It's also a warning that if you plan to buy a new car, no matter what make, you have to go over it just as if you were purchasing a used car and look for tell-tale body damage (I think this is ridiculous, but that's what it has come down to today). Also, FORD isn't living up to their advertisement that "QUALITY IS JOB 1". If FORD intends to compete with the Japanese cars, they had better straighten their act out or be left behind.

If you feel this is an outrage, especially the treatment I've been getting from FORD, I'd appreciate it if you would drop a postcard to Donald Peterson, President, FORD MOTOR COMPANY, Dearborn, MI 48121, on my behalf stating that if this is the way they stand behind their cars, maybe the next time you think of purchasing a new car, it may not be a FORD or MERCURY.

As of today, I still have not heard from FOMOCO and I was finally forced to call a lawyer and start legal proceedings against the dealer and FOMOCO on April 19, 1985.

I'll be sure to keep you all posted and appreciate any help you can be.

-- Tom J.

DON'T FORGET TO SEND IN YOUR 1985 CCOA COUGAR NATIONALS RESERVATIONS
NOW!!!!!!!

Cougar Club of America

Are you having as much fun with your COUGARS as our family is having with ours?!! This beautiful weather we are having sure puts the fun back in driving!

John, Michael (13), and David (10) are putting the finishing touches on our '67 DAN GURNEY SPECIAL (Mandi (6) and I enjoy all the rides and admiring looks) and we are really getting anxious to get to go to the COUGAR NATIONALS in Memphis! We sure hope to get to finally meet a lot of the people we get letters, pictures, and phone calls from!

Again for this issue we recieved a lot of pictures for "CATS ON THE PROWL", but many of the pictures had any write-ups with them. It sure is nice to be able to tell our fellow COUGAR enthusiasts something about these pretty CATS! So <u>PLEASE</u>, if you send pictures, just jot down some history or stats about your car. We can't use volumes on each car, but a little write-up sure would help a lot!

Again, thank you for your response and support and KEEP THOSE ARTICLES AND LETTERS COMING! It has been brought to my attention that each Club member is entitled to <u>one</u> free 30 word ad per issue. Please help me out by keeping your ads as close to that as possible. If you want to run longer ads or more than one ad per issue, it's fine, but to cover the extra printing costs, we are going to have to charge 5¢ per word for extra ads, or longer than 30 word ads. Do not include your name, address or phone number in the 30 word count. Thank you for your help in this matter.

We have 200 COUGAR CLUB OF AMERICA hats for sale. The hats are orange with white front bibs and the COUGAR CLUB OF AMERICA and "Running Cat" logo printed in black. They are running \$4.00 each plus \$2.00 shipping per order. Make checks or money orders payable to JOHN'S COUGAR CENTRAL and send your orders to 0-4211 N. 120th Ave., Holland, MI. 49423.

Well, I guess that's about all for this issue. Hope to be hearing for lots of you for next time.

SEE YOU AT THE NATIONALS!!!

--Dee Ann Baumann 0-4211 N. 120th Ave. Holland, MI 49423

Next Newsletter Deadline: August 15

"At the Sign of the Cat"

COUGARS IN MINIATURE

From Ed Drozd #1560: Anyone interested in obtaining a '69 COUGAR XR-7 model 1/25 sacle can send for it through this address: THE ERTL COMPANY, Hwys. 136 & 20, Dyersville, Iowa 52040.

The price is \$6.25 which includes postage & handling. The model is moderately detailed and is molded in color. Stock number for COUGAR is 6533.

The company does not produce any other COUGAR '67-'73 models.

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From John Stepp: Like any fanatical COUGAR Club member, I keep my eyes open for anything that is related to the COUGAR. This habit occasionally leads to some very interesting sightings. Last week I sighted a group of seven '67-'68 COUGARS of a type never before mentioned in "AT THE SIGN OF THE CAT". These 'CATS" were assembled in a natural looking setting with some '68 or '69 Road Runners, some '68 type Corvettes, and a few non-descript station wagons. Except for a Cougar Club meeting, where does one find a collection of this many COUGARS? COUGARS are where you find them, and these were found in the lobby of a hotel in a model architecture display case. This COUGAR "sub-species" is the smallest that I have ever spotted, being only ½" or so in length. I was not able to capture any of these "sub-species" for my collection, but I will try to plan a hunt in the future.

I would like to hear of sightings of other "sub-species" from other members. We are aware of the "Hot Wheels" sub-species and the "snap together" plastic model sub-species, and now this "architectural" sub-species.

There is also currently available from MPC plastics, a '73 COUGAR model called "THE CAT". It is a glue together kit.

I would like to hear more about toys, promotional models, plastic models, etc. for COUGARS.

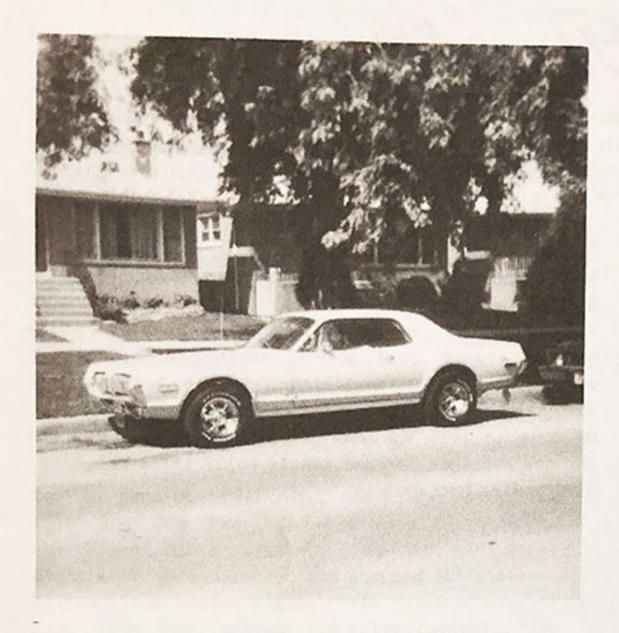
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From Frank F. Saburit #2075: In a previous issue of AT THE SIGN OF THE CAT I came across the article "Cougars in Miniature". I have found two miniatures for you.

One is the 1/25th scale '69 COUGAR XR-7 made by AMT ERTL, Dyersville, Iowa 52040. The second was made in 1968 and was a copy of a 1968 COUGAR measuring only 2" long. It was made by Mattel and was a well-known "Hot Wheels".



HAVE YOU SEEN MY CAT?!



WANTED: 1974-1985 COUGAR ENTHUSIASTS. I am trying to get an interest group or club organized. If you or someone you know would be interested, please contact: Ed Hamilton, 933 Naismith Pl., Topeka, KS 66606 (913) 272-0709.

A husband spends all his spare time under his sports car. He tightens the brakes, he rebuilds the gear box, he adjusts the carburetor and lovingly polishes every inch of its sleek blackand-gold lines. Then he sells it so we can get a mortgage for a house.

STOLEN in October 1983, 1968 COUGAR XR-7 Serial number 8F93F523247. Fresh paint, original Seafoam Green with Polar White top. Custom dual exhaust welded together with dual exhaust parts cut out of rear valance.

White leather and parchament interior. Rebuilt 289 HP with Holly 650 double pumper and street dominater on top. New Cragar S/S wheels with B.F. GOODRICH Radial TA 60's and 70's. The sequential unit in the trunk was customized from a four light Thunderbird to fit the COUGAR system.

If you can help, please contact: Ken Slowinski

8660 S. 86th Ave., Apt. 212 Justice, IL. 60458 (312) 496-8066

RADIOS

--By Ken Myers COUGARS NORTHWEST Portland, OR.

The '67 COUGAR (Comet) AM-FM radio (F7TBG) is a fairly rare item. One reason for this is that it cost the new COUGAR buyer more than \$130.00. Another reason is that FM transmitting stations didn't reach very far at that time, so this radio was only of value if the driver spent most of him time in the city.

Even more rare is the multiplex adapter (M7TB) for the AM-FM radio, a dealer-installed accessory which made it possible to receive FM in stereo. The multiplex adapter is a hang-on unit which connects to a small 7-pin vacuum-tube socket on the side of the radio receiver. A stereo indicator, balance and fader controls are part of the adapter unit.

For '68 and years following, the AM-FM receiver included the multiplex circuitry. A separate unit was not necessary to receive broadcasts in stereo.

Eight-track stereo tapes were quite popular during this era, thus a COUGAR with the AM-8-track unit is not too unusual. The AM-8-track for '67 differs from those for later models in that it has no push buttons for the tuner. A hang-on 8-track tape player was also available as a dealer option.

An AM receiver is extremely common, although it was not standard equipment. An archaic option available with the AM radio was the reverberation unit which was simply an audio spring-type time delay device. It could not change the fact that AM is not high-fidelity. A COUGAR with no radio is the most uncommon of all.

Cats On The Troub

"CATS ON THE PROWL" is a regular feature of "AT THE SIGN OF THE CAT". If you would like for your car to appear, please send a sharp, clear photo, preferably in black and white, along with a description of the car to the editor. If you would like the photos returned, please enclose a SASE.



OWNER: Bonnie J. Krieger #1763, Scottsdale, AZ. MODEL: '68 XR-7. DATA: Rust-free Arizona beauty. 64,800 happily driven miles. Black w/red leather interior; 4bbl. Holly carb; duals; automatic; disc brakes; styled steel wheels; AM-FM Stereo; factory air. In our last newsletter, Bonnie had her car for sale because of ill health. We are happy to be able to tell you she is much better now and she can now keep her car and really enjoy it! Glad you're back Bonnie!

OWNERS: Josephine & Bill Hansel #722.
MODEL: '69 428 Cobra Jet Ram Air
Convertible. DATA: Rust-free California
car. The car has been restored to
mint condition. FEatures red/white
leather interior; 428 CJ Black Hood
Stripes; styled steel wheels.

According to Bill, "it's a pleasure to drive and draws lots of attention".





OWNER: M. Swanson, Westlake, Ohio

MODEL: '73 XR-7

"A Cleveland would be better"; "There aren't any speed parts available for a 351 Windsor"; " A big block is the only way to go"; "use a smaller car, your COUGAR is too heavy". These were just a few of the pieces of advice Randy Marble of Allen Texas received when he was contemplating turning his rare '69 Mercury COUGAR ELIMINATOR into a combination street machine, week-end bracket racer, and occasional transam racer. After hearing all the negative aspects of building the COUGAR with its original engine, Randy just couldn't resist the challenge. The stage was set: build a dependable, fast, fun car without taking away from the value of a car of which only 2411 were built.

The 106,000 mile 351 Windsor engine was pulled from the car and cleaned up with a .030 overbore, original type cast flattop pistons were added to the hand-polished rods, the crank was turned .010 and TRW bearings were used to assemble the short block after all of the individual components were balanced and checked for clearances. An Edelbrock roller timing chain spins a Competition Cams 305H high energy hydraulic camshaft, and the assembly is oiled by a TRW high volume pump which gets its supply from a homemade 9 quart pan. The heads were treated to 1.65" Cleveland exhaust valves and port matching, and are fed by a Ford aluminum dual plane intake and 700 cfm Holley double squirter. Hooker headers handle the exhaust work and flow into dual turbo mufflers that exit in the stock location. Ignition is handled by a Mallory dual point and Autolite plugs. The engine is backed up by a Lakewood scatter shield which connects to a Ford toploader

4-speed with 2.78 first gear. The job of putting the engine power to the pavement was given to a stock 9 inch Ford rear housing 4.86 gears, Mark Williams spool and 31 spline Ford axles. Factory sway bars were left in place and KYB gas shocks were installed at all four corners. For drag racing, Mickey Thompson 9" X 28" slicks are bolted on and homemade traction bars help control axle hop. For turning corners, 15" wheels and Goodrich Comp TA's are mounted.

The body, which retains all the stock panels, weighs in at a hefty 3550 pounds. The interior was left original with the exception of installing Autometer guages to keep tabs on the vital functions of the engine.

Given the weight of the car, the lack of aftermarket parts for a 351 Windsor, and no desire to lighten the car by butchering the rare metal, Randy was shooting for a # mile time in the high 13's. But much to his surprise, the first time down the track the car clicked off an impressive 13.14 and has steadily improved from there. The rare CAT now runs the 1320 in the low 12's at over 110 MPH and has performed without a major malfunction for 2 seasons of week-end warrior duty.

Randy's COUGAR has evolved into the perfect street machine. It's quick, handles well, and is dependable. The lack of a blower or tunnelram helps the unique CAT keep a low-profile in the jungle of boulevard cruisers, but more than one would-be street hero can attest to being "clawed" by a 351 Windsor..... "at the sign of the CAT"!

--Randy Marble

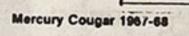


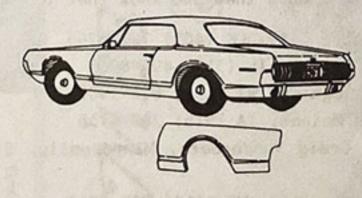
John's Cougar Central

JOHN W. BAUMANN 0-4211 N. 120TH AVE. HOLLAND, MICHIGAN 49423 (616) 399-9723

SPECIALIZING IN NEW & USED '67-'73 COUGAR & '641/2-'73 MUSTANG PARTS

CLOSED SUNDAYS





NOW AVAILABLE FROM JOHN'S COUGAR CENTRAL 67-'68 COUGAR REPRODUCTION FULL QUARTER REPAIR PANELS. DIE-STAMPED STEEL! SPECIAL INTRODUCTORY PRICE!

LIMITED TIME ONLY! \$119.00 per side.



ALSO AVAILABLE: JC-200 QUARTER INNER PANEL-LOWER REAR CORNER. Has reinforcing ribs, also breaks 1" over on trunk floor. Measures 24" X 91". \$22.00 each.

Cougar Club of America

ROD LABAHN NATIONAL DIRECTOR

CAT Lovers,

First off, a little report on the COUGAR meet in Minnesota in May. The weather was beautiful, the setting was beautiful, and the people were great! There were 12 CATS in attendance, which wasn't bad for a first time meet. Those who came were:

- 1. Mike Carr, Sleepy Eye, MN--'73 XR-7
- 2. Dan Swisher, Des Moines, IA--'69 Convertible
- 3. Judy Plowman, Hutchinson, MN--'68 GTE
- 4. Scott Plowman, Hutchinson, MN--'68 XR-7
- 5. Rod & Sandy LaBahn, LeMars, IA--'68 XR-7
- 6. John Lewis, Sioux City, IA--'68 XR-7 (6.5 Litre)
- 7. Jim Severson, Stoughton, WI--'68 XR-7
- 8. Dave Tolleston, Alex., MN--'68
- 9. Paul & Dawn Tuttle, Lydia, MN--'67 XR-7
- 10. Scott Plowman, Hutchinson, MN--'67 XR-7
- 11. Ralph & Vera Kerler, Inner Heights, MN--'67
- 12. Scott Plowman, Hutchinson, MN--'67

This by no means includes all of the Club members who attended nor does it include all of the new members who were signed up. I would like to say a very special "HELLO" to a couple of Club members who flew out from California. To Martin & Lisa Wong, I hope your first trip to the Midwest was as enjoyable for you as it was for us to meet you!

UPCOMING EVENTS:

- July 6th & 7th Omaha Mustang Club, Blair, Nebraska. COUGAR Classes. (NOTE CHANGE OF DATE.)
- 2. July 13th & 14th Iola, WI. (General Show).
- 3. August 8-11 COUGAR CLUB OF AMERICA, National Meet in Memphis, TN.
- 4. August 17-18 Super Ford Nationals, Dearborn, MI. COUGAR Classes.

Do you find yourself really wanting to attend the NATIONALS, but just don't relish the idea of travelling strange highways alone? Why not go with a friend--CRUISE '85 is alive! What more comfort on a long trip could there be than to look in your rear-view mirror and find it full of "CAT Lovers" like yourself??!

CRUISE '85's are forming right now all over the country. Listed below are those people who have already contacted me and are just waiting for YOU to contact them. So if you live in or close to any of these areas, pick up your phone and call them and know that you won't have to go alone!

- Ken Wells, Oklahoma City, OK (405) 722-6795
- Ken Slowinski, Chicago, IL (312) 496-8066
- 3. Jim Severson, Stoughton, WI (608) 873-5900
- 4. Dan Swisher, Des Moines, IA (515) 287-4738
- Paul Tuttle or Craig Vanderberg, Minneapolis, St. Paul, MN (612) 492-2454 or (612) 222-4842
- 6. Cecil Jones, Rogersville, MO (417) 753-2563
- Rod LaBahn, LeMars, IA (712) 546-4214

If there isn't a CRUISE organized from your area on the above list, by all means call me and I'll see if we can get something going.

Since this is the last Newsletter before the NATIONALS, Sandy and I just want to wish you all a safe trip and we'll see you in Memphis!!!

Rod LaBahn, National Driector 610 3rd Ave. S.E. LeMars, IA 51031 (712) 546-4214

"At the Sign of the Cat"

5th ANNUAL



Mike Carr's '73 XR-7 Convertible

CAR SHOW

SWAP SMEET

Scott Plowman's '68 XR7-G

Dave Tolleston

John Lewis

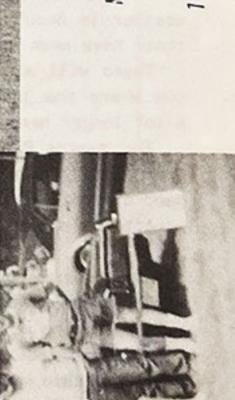
Paul Tuttle

Mike Carr

Jim Severson

Dan Swisher

Rod LaBahn Chad LaBahn Mr Manne Min



IAY

Chad "THE CAT" LaBahn

Scott Plowman's '67 Standard

The COUGAR OWNERS ASSOCIATION OF MEMPHIS, TN. and FOXGATE LINCOLN-MERCURY of MEMPHIS, TN. are pleased to have the priviledge of hosting the COUGAR CLUB OF AMERICA 1985 COUGAR NATIONALS. We have everything all arranged so that everyone will have a lot of fun!

Memphis is located on the banks of the Mississippi River and is accessible from all points of the United States very easily. This is especially good for the reason that Memphis is located almost in the center of the United States. There is plenty to see here such as Elvis' home, Graceland; Elvis' airplane, the "Lisa Marie"; Beale Street: and Mud Island.

If you would like more information as to the sights to see here in Memphis, just send a self-addressed and stamped envelope and one of the city brochures will be sent to you.

There is a motel just down the stsreet from the Show site and they have offered to the members that want to leave their CATS on the car lot a ride to and from the Show site. The motel will begin taking pre-registrations as of this date and I urge you to pre-register. This wi'll guarantee your room will be held for you. The price for the room is \$50.00 per night for however many people you want to put into that room. We have been given a block of 50 rooms and a hospitality room. The motel is the RAMADA INN on Mt. Moriah. If you want to pre-register, just send your information to the COUGAR OWNERS ASSOCIATION and we will take care of it for you. The motel has also given us the whole back lot for cleaning and parking all our CATS together. They will have two water hoses for those who want to wash their cars before the Show.

If you prefer another motel, just notify us and we will arrange it. But, I don't think that you will find any cheaper, believe me, that's the cheapest that we could find.

Registration will begin on the 8th of August at 6:00 PM and Mike Grisanti and Randy Johnston will be there to greet any early arrivals and if they like, to show them around the city. Registration will continue until 12:00 noon on the 10th of August. At this time, registration will be closed to everyone.

On Friday night, the 9th, as many people as want to will get into their cars and cruise down to Overton Square and visit the local shops, bars, and eating establishments. We will stay as long as the membership would like to. If anyone wishes, we can continue on to Beale Street afterwards.

On the 10th of August will be the Show and it will be a good one! Usually August in Memphis the weather is beautiful and there is nothing but heat to contend with. If the weather should turn foul, there have been provisions made to hold the show indoors.

There will also be a swap meet if anyone is interested. If anyone is interested, we will also show you where the junk yards are in Memphis that have good body parts in them. As you know, the body lasts a lot longer here than they do up north. And we know where the good parts are.

The Awards Banquet will be held on the night of the 10th. As of now it will be held at Victoria Station, right next door to the Show site. This, we think, will make for easy access. Also, if you need a ride, the motel will provide it.

After the awards diner we will be glad to go with you any place in Memphis that you would like to go.

On the morning of the 11th, we will for anyone who is interested have a farewell breakfast in the motel. The motel also has two night spots in it so there will be something to do even if you just want to stay in the motel.

Also, on the day before the Show, there will be a tent set up for serving bar-b-que and chicken for the membership. This will help after the long trip!

I really think that you will enjoy the Show and hope to see you all there! Following is the flyer about the Show and the registration forms. Please fill them out and send them to the COUGAR OWNERS ASSOCIATION so we can count you in on the fun! Also, there is a map of the location of the Show site and the motel on the back of your flyer.

We look forward to seeing you ALL in Memphis. LET'S SHOW THE PEOPLE OF MEMPHIS THE PRIDE WE HAVE IN OUR CATS!

--MIKE GRISANTI
President, COUGAR OWNERS ASSOCIATION OF MEMPHIS
Memphis, TN





19

Cougar Nationals

85

SPONSORED BY
COUGAR OWNERS ASSOCIATION OF MEMPHIS
&
FOXGATE LINCOLN-MERCURY

"IF YOU CAN DRIVE IT--SHOW IT"=

August 8-11

REGISTRATION: August 8, 6:00 PM THROUGH August 10, 12:00 NOON SHOW HEADQUARTERS: RAMADA INN on Mt. Moriah, Memphis, TN.

SCHEDULE OF EVENTS:

Thursday, August 8, 6:00 PM--REGISTRATION BEGINS, RAMADA INN
Friday, August 9--PICNIC FOR ALL CCOA MEMBERS
--CRUISING TO OVERTON SQUARE AND OTHER POINTS OF
INTEREST IN MEMPHIS

Saturday, August 10--SWAP MEET, Beginning at 8:00 AM
--AUTO SHOW & JUDGING
--SHOW DIVISIONS - ORIGINAL
- MODIFIED
- SPECIAL PRODUCTION
--AWARDS DINNER at VICTORIA STATION

Adults: \$14.00 per person Children: \$6.00 (under 11)

If you would like more information as to the sights to see in Memphis, just send a SASE and one of the city brochures will be sent to you.

RAMADA INN has offered to let CCOA members leave their "CATS" on the car lot and a ride to and from the Show site will be provided, upon request. The motel will begin taking pre-registration as of this date and you are urged to pre-register. We will have a block of 50 rooms + a Hospitality room reserved, and pre-registration will guarantee your room will be held for you. The rooms will be \$50.00 per night, double occupancy. Send all pre-registration information to COUGAR OWNERS ASSOCIATION and they will make the reservations

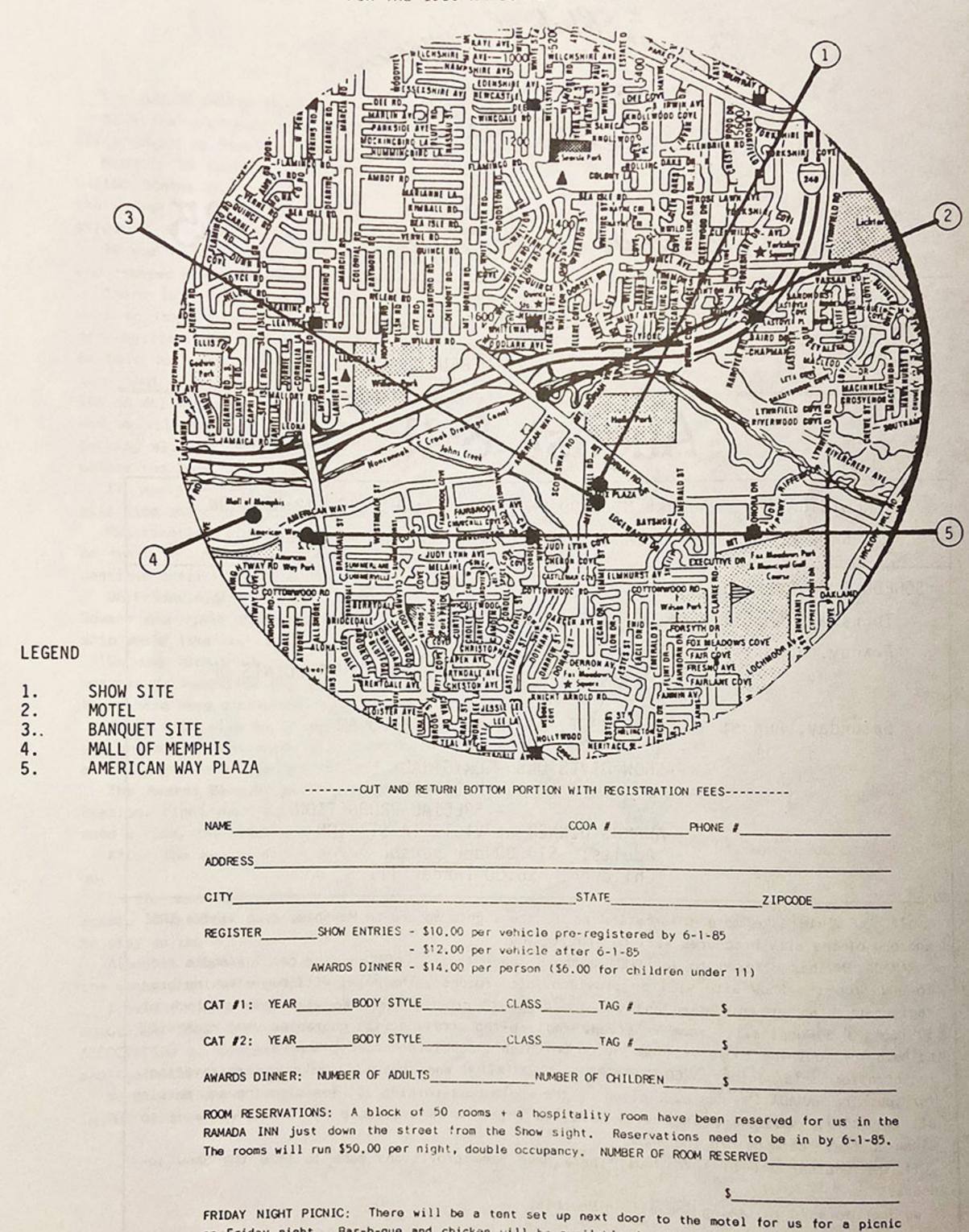
registration information to COUGAR OWNERS ASSOCIATION and they will make the reservations for you. The RAMADA INN has also given us the whole back parking lot for cleaning and parking all our "CATS" together. They will have two water hoses available for those who want to clean up their cars before the Show.

If the weather should turn foul, there have been provisions made to hold the Show indoors.

We look forward to seeing you all in Memphis.

LET'S SHOW EVERYBODY THE PRIDE WE HAVE IN OUR "CATS"!

FOR THE 1985 NATIONAL COUGAR CAR SHOW



RETURN FORMS TO: COUGAR OWNERS ASSOCIATION
3366 Vineyard Haven Place

PLEASE MAKE CHECKS PAYABLE TO: COUGAR CLUB OF AMERICA

Memphis, TN 38128

-12-

TOTAL AMOUNT ENCLOSED \$

on Friday night. Bar-b-que and chicken will be available for the membership. Please indicate

if you will be attending the picnic so we can get an approximate count.

Cougar Club of America

JUDGING STANDARDS

The purpose of the JUDGING STANDARDS is to establish the standards for judging COUGAR automobiles entered in competition at CCOA events. The judging form shall be as follows:

CLASSES ARE TO BE:

1	1.	167-1	68	ORIGINAL	VEHICLE	(This	includes	etroot	drivon
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II. '67-'68 MODIFIED VEHICLE

III. '67-'68 SPECIAL PRODUCTION

IV. '69-'70 ORIGINAL VEHICLE (This includes street driven).

V. '69-'70 MODIFIED VEHICLE

VI. '69-'70 ORIGINAL VEHICLE-CONVERTIBLE (This includes street driven).

VII. '69-'70 MODIFIED VEHICLE-CONVERTIBLE

VIII. '69-'70 SPECIAL PRODUCTION

IX. '71-'73 ORIGINAL VEHICLE (This includes street driven).

X. '71-'73 MODIFIED VEHICLE

XI. '71-'73 ORIGINAL VEHICLE-CONVERTIBLE (This includes street driven).

XII. '71-'73 MODIFIED VEHICLE-CONVERTIBLE

XIII. '71-'-- SPECIAL PRODUCTION

-----CUT AND RETURN BOTTOM PORTION WITH REGISTRATION FORMS-----

This DATA PLATE is located on the DRIVER'S DOOR or the DOOR PILLAR. If no plate is in either of these locations, then there is a Plate located BEHIND THE RIGHT HEADLIGHT. This This is the DEALER DATA PLATE and just make a pencil copy of the plate and it can be decoded.

If you cannot locate this plate, then just the VEHICLE IDENTIFICATION number will do.

On vehicles prior to 1969, the VEHICLE IDENTIFICATION number is located on the LEFT FENDER APRON.

VEHICLE IDENTIFICATION NUMBER (ELEVEN DIGITS)

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PENCIL IN DEALER DATA PLATE HERE:

This '69 COUGAR caught my eye as I passed the Toyota dealer's used car lot. I didn't pay too much attention to Mercurys until she turned by head.

You could tell she had work done to her, but there was only 67,000 miles used. Dad and I brought her home for \$700.00. This was the fall of '81.

I drove her that winter which I now regret because the work that was previously done started to show through the paint. A buddy and I did some minor body work and had her painted her original color, light ivy green. Drove her only 500 miles the rest of '82. I made the same mistake by not protecting her that winter.

In the spring of '83, I had to make a decision. Should I try one more time and fix her up, or should I sell her? One day I approached her in the parking lot where I work and her headlight covers were open half way. She looked tired and sad and it made me want to keep her. It took something wrong with the headlight cover vacuum to make me give her all I got.

I garaged her and started tearing her down. This time my friends and I were going to do the job right. We were/are on a limited budget. We cut out the rust and welded in sheet metal. The job however, was only adequate. Fenders and quarters are hard to come by. That was all we could do. Our jobs and the fall college semester was keeping us busy. In the garage she sat.

I met her competition in August of 1983. I fell in love with Patty on first sight. She wasn't too impressed with the COUGAR. She had always been a Chrysler fan.

In the spring of '84, Patty urged me to get started on her again. We cleaned her up, and bought her some new cheap tires so she could roll in a straight line. Three of her four tires were flat and cracked from the record winter we had. We cleaned her ivy interior and gave her a great big tune-up. She started right up as the first puff of exhaust was black from sitting all winter. Pat and I decided to drive her while we worked on fixing her up.

She still had the problem with the headlight covers going up whenever they felt like it, and one day Patty (now my wife and mother of my new son) saw her staring at us. Pat said she reminded her of the beautiful witch on Dark Shadows because the car seemed to put a spell on her. My wife named her Angeleke after that witch. That was the first time Pat said she liked my COUGAR.

Angie won her over.

We worked on her on and off all summer. Those front fenders looked bleak. We could never get the fenders and doors blended very well. We did have some success on the rear quarters. Then we spotted him! Patty named him Barnabas. The front fenders and doors were terrific and the delux black interior with console were just what the doctor ordered. Barney was terminal in all the areas we didn't need. He was a hit and run victim some time back and the owners just let him rust beyone repair. Only \$275.00 brought him home. We got 4 COUGAR hub caps, working sequential turn signals, and the original AM/FM stereo.

We're going to drive Barney this winter. We've already transplanted his good parts for her sick ones. He'll get us through the winter then become Angie's organ bank.

Yesterday we parked Angeleke for the winter.

No more winters for our enchanted cat. She's got
a new cover to keep her warm and safe in this cruel
Chicagoland environment.

For the spring of '85, we'll start with the new license plates approved and paid for. "COUGAR2". She should get the paint, tires, and a cure for those headlamp covers this spring provided Uncle Sam is good to us in April.

Hope you can all meet Angie in '85. We'll try to make it to the Annual CCOA meet.

(Angie's nothing really special as COUGARS go but even when we fix the headlight cover problem, she may just wink at you!).

Cougar Club of America

MERCURY

COUGARS

1967-1973

Dear COUGAR Owner/lover,

The COUGAR CLUB OF AMERICA was formed in March, 1980 by Thomas D. Jacobellis and Mark Strand. The reason for forming the Club was to fill the void that had existed for all COUGAR owners throughout the world. Parts are still hard to find, but we have been instrumental in generating interest in the reproduction of parts for the COUGARS.

Club dues include quarterly issues of the newsletter "AT THE SIGN OF THE CAT", (January, April, July, October), membership card, and window decals. T-shirts are available at \$8.00 each, postage paid. We finished 1984 with a membership of 740, world-wide. We are a fast-growing club and welcome men and women of all ages.

If you wish to be a part of this Club, fill out the form on the reverse side and send it with your dues to:

MEMBERSHIP DIRECTOR

Jim Rakowsky

18660 River Cliff Dr.

Fairview Park, Ohio 44126

CLUB DUES ARE: \$15.00 a year U.S. Residents; \$20.00 a year Canada/ Foreign (U.S. FUNDS ONLY).

All dues run from January to December. Everyone MUST renew their dues each January. If you join the Club in June, you do not lose anything as you are sent all the back issues of the Newsletter for the entire year.

We urge you to participate in the Club by sending in articles, drawings, car and people photos (black & white or color) to the Editor of the Newsletter. Our Club gets stronger and better by the involvement of its members.

MERCURY COUGARS ARE BECOMING COLLECTIBLE CARS AND MORE VALUABLE WITH THE PASSING OF EACH DAY!

We welcome you to our COUGAR CLUB OF AMERICA and urge you to join.

Sincerely,

Thomas D. Jacobellis--Founder COUGAR CLUB OF AMERICA 1526 Ericson Place Bronx, New York 10461

CLASSIFIED ADS: One issue insertion-FREE for members (30 word limit).

Non-member Rate: 30¢ per word.

Business Card Ads: \$20.00 per year.

At the Sign of the Cat"

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Cars For Sale:

'67 COUGAR: 289, automatic, air conditioning, all original, recent overhaul, no rust, mint condition. White with black vinyl top. 69,000 miles. Must see! CONTACT: Craig Fogel, 1300 Coates Rd., Sioux Falls, SD (605) 338-4570. Send for free picture if interested.

'67 COUGAR: 302, V-8, 4 BBL, automatic, PS, PB. Excellent body & mechanical. Powder Blue, turquoise interior. New tires, 46,000 miles. Asking \$4,800.00. CONTACT: Paul Conese, Box 63-A, Hampton, NY 12837 (518) 282-9819

'67 COUGAR: 2-door H.T. 289-V8; AUTO; PS; Factory A/C; wire wheel covers. Mint in/out. CONTACT: Scott Plowman, (612) 587-4748 or 587-4750.

'67 COUGAR XR-7: Fawn with black vinyl top; black leather interior; 289-V8; AUTO; PS; wire wheel covers. Second place for CCOA National Meet. Great show car! Scott Plowman, (612) 587-4748 or 587-4750.

1968 COUGAR: 302 Automatic; no rust; high mileage; fully equipped; original owner; very good condition. CONTACT: Penelope Campbell, 912 W. Ponce de Leon, Decatur, GA 30030, (404) 373-7505.

'68½ COUGAR XR-7: Factory 428-CJ Ram-Air Vin 8F93R591080. Car is 1 of 264 built and 80% restored including original pollution equipment and Ram-Air assembly. \$5250.00/Offers Carla Brockman, 2606 South 152nd Circle, Omaha, NE 68144. (402) 330-0506.

'70 COUGAR ELIMINATOR: Fresh paint. Clean original black interior. 4-speed w/Hurst shifter, 302-V-8. Plain Jane tires and wheels. \$2500.00. E.J. Benson, 2803 Talbot, Las Vegas, NV 89109, (702) 737-1210.

'70 COUGAR XR-7 CONVERTIBLE: Black leather interior. 4-speed Hurst. Runs but needs some minor work. I would like to ghet another already completely restored and work out a trade or just sell. CONTACT: John P. Cariere, PO Box 44131, Shreveport, LA 71104.

'70 COUGAR ELIMINATOR: 351 Cleveland; automatic; PS; new disc brakes; posi-track. Stored winters. 72,000 actual miles. Original COUGAR floor mats. One owner, lady. \$4,800.00 or best offer. Call (616)-843-9523. Ludington, MI.



Cars Wanted:

WANTED: '68 XR-7, XR7-G, or XR-7 GT. Must be rust free and in good overall condition. Would prefer big block. CONTACT: Ken Slowinski, 8660 S. 86th Ave., Apt. 212, Justice, IL 60458. (312) 496-8066.

WANTED: '68 XR7-G. California type or West of Mississippi preferred. Good shape only. CONTACT: Chris Jones, Rt. 2, Box 22-N, Skiatook, OK 74070 (918) 396-3618.

WANTED '69 or '70 ELIMINATOR with Boss 302 or 428 CJ. Have restored '69 Mustang Boss 302 for trade. CONTACT: Randy Marble, 808 Sunny Slope, Allen, TX 75002. (214) 727-8647.



Parts For Sale:

COUGAR CONSOLES: (Completely restored). '67-a/T-black, blue, red, tan-\$190.00; '68 A/T-black-\$110.00; '67-'68 XR-7-black w/clock-A/T-\$125.00; standard-\$140.00; '70 XR-7-A/T-lt. brown-\$90.00; '67-'68 XR-7 Overhead Consoles-\$30.00. Others available upon request. Send want list to: Charles Caruso, 14361 Lake Crescent Pl. Miami Lakes, FL 33014.

GOOD USED PARTS: '67-'68 Styled Steel Wheels (no caps or trim rings) two for disc, two for drum-\$75.00 each; '69-'70 ELIMINATOR dash trim (camera case) 3 pieces-rare-\$60.00; '69-'70 XR-7 R/H dash trim w/clock-\$40.00; '69-'70 clock (not XR-7)-works-\$35.00; '67 deluxe steering wheel-woodgrain & black-\$50.00; '67door pull handles w/end caps-tan-\$20.00/pr; '70 XR-7 instrument cluster-\$45.00; '70 XR-7 front wiring harness-\$35.00; '69-'70 XR-7 rocker switch panel-\$20.00; '69-'73 R/H matching bullet style rear view mirror-\$25.00; '67 parking brake warning

PARTS FOR SALE CONT'

light assy.-\$15.00; '69-'70 rear defogger w/wiring and switch-\$50.00; '67-'68 XR-7 toggle switchesspecify which-\$10.00 ea.; '68 XR-7 instrument cluster-\$40.00; '68-'69 deluxe seat belts-black-w/shoulder harness-\$45.00, w/o harness-\$38.00; '69-'70 back-up light assys. (not pitted) R/H or L/H-\$20.00. Other parts available upon request. Send want list to: Charles Caruso, 14361 Lake Crescent Pl., Miami Lakes, FL 33014.

PARTING OUT 25 '67-'70 COUGARS. Many good used interior & exterior parts too numerous to mention. Send list of your needs to: JOHN'S COUGAR CENTRAL, 0-4211 N. 120th Ave., Holland, MI 49423.

PARTING OUT '67 XR-7: Dark red interior, seats, door panels, dash, instruments, bumpers, AM radio, sequential motor, trunk lid, more. Reasonable. CONTACT: Dick Paske, 5466 Londonderry Dr., Kentwood, MI 49508. (616) 455-0349.

ORIGINAL INVOICE COPIES of Musteng & COUGARS (Dearborn made only) 1969's-\$10.00 each, except Boss 429 & ELIMINATOR-\$15.00 each. 1970-'73-\$15.00 each, except Boss 429 & ELIMINATOR-\$20.00 each. Send copy of registration showing VIN & check or M.O. to: L. Eminger, Box 220, Dearborn, MI 48121-0220.

'68 COUGAR Styled Steel wheel (1), excellent cond.-\$50.00; 1 set 15 X 6 chrome Magnum 500 wheels, excellent condition (fit all '67 COUGARS, '68 and up w/o disc brakes)-\$200.00; 1 set Pantera Campagnola wheels w/Arriva tires, good condition-\$500.00. CONTACT: Ron Roehm, (215)635-5229.

'69-'70 COUGAR ELIMINATOR Stripe kits. These are NOS and cost \$95.00 for the '69 (black or white) and \$135.00 for the '70 ELIMINATOR. Kevin CONTACT: Kevin Marti, 3507 W. Krall St., Phoenix, AZ 85019. (602) 841-2272.

Console for regular COUGAR with standard trans. Includes rare safety convenience package warning lights. CONTACT: Kevin Marti, 3507 W. Krall St., Phoenix, AZ 85019. (602) 841-2272.



Parts Wanted:

WANTED: '69 XR-7 hardtop door panels and interior quarter panel trim. Must be black and in excellent condition. CONTACT: Charles Caruso, 14361 Lake Crescent Pl., Miami Lakes, FL 33014.

WANTED: for a '67 COUGAR GT: Motor mounts for a 390 4-speed. Also left and right quarter panel COUGAR nameplates. CONTACT: Dorothy & Randy Minniear, 902 Eastwick Dr., Lafayette, IN 47905. (317) 448-6375.

WANTED: Two NOS '68 XR7-G Style Steel Wheel center caps. CONTACT: Lee Harrison, Box 670, Bryans Road, MD 20616. (301) 753-6259.

WANTED: For '69 XR-7-Saddle leather color door straps in very good to excellent condition. Also needed are the two saddle color cardboard pieces that fit around rear courtesy lights in excellent condition. Gas tank cover with uncracked plastic also needed. CONTACT: Anthony Barrancotta, 7161 Lincoln Ave., Lockport, NY 14094. (716) 434-2375.

WANTED: For '73 XR-7-I need just about everything for the interior of this car! White buckets and rear seat, white door panels, and white rear plastic peices. Also, black dash. CONTACT: Anthony Barrancotta, 7161 Lincoln Ave., Lockport, NY 14094. (716) 434-2375.

Import Report

A Ford analyst writes: "If an import causes a U.S. car not to be built, taxes of \$1,600 paid by companies and employees are lost. It also causes American jobs to be lost, which costs American taxpayers about \$850 a car more in unemployment compensation and welfare costs." He adds that support jobs also are lost causing loss of another \$300 in indirect taxes. Total: \$2,750.

COMING EVENTS:

JULY 14: 4th Annual Summer Spectacular Car Show & Swap Meet sponsored by the Southern Lake Michigan Region Performance Ford Club of America at Triapelli-Emich Ford, 2000 W. Jefferson, Joliet, IL. CONTACT: Ed, (312) 963-2844 for more information.

JULY 20: Mid-Michigan Mustang Club Car Show & Swap Meet at Twin Fords, Plainwell, MI. CONTACT: Mid-Michigan Mustangs, 55 Brown Dr., Battle Creek, MI. 49017 (616) 963-0360 evenings.

JULY 21: Summer Round-up Mustang Show-Swap-Chicken Bar-b-que. Sponsored by the Mustang Car Club of New England. The meet will be held on Rt. 2 in Harvard, MA. CONTACT: Dave, (617) 779-2798.

JULY 21: 4th Annual Mustang Car Show-Long Island Mustang Owner's Club. Safety City Field, Eisenhower Par, E. Meadow, NY. Trophies, raffles, & a day of fun! There will be a SPECIAL INTEREST Class and all '67-'73 COUGARS are invited to attend. CONTACT: Janet Lowry (516) 921-7158. (Rain date July 28).

JULY 21: 2nd Annual Ephrata-Akron Area Car Show & Swap Meet. 9 AM-5 PM. Loyd Roland Park (Akron Park), Akron, Lancaster Co., PA. Sponsored by People Against Narcotics & Drug Abuse (P.A.N.D.A.). Admission \$1.00 general. 30 Classes. Full Range of cars. CONTACT: Ken Keenen, 940 Fairview Ave., Ephrata, PA 17501 (717) 733-0407. NOTE: Classes will include 1-ALL COUGAR CLASS, 1st, 2nd, 3rd Place sponsored by P.C. Bear, Builder on behalf of the Cougar Club of AMerica, Region 1.

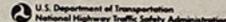
1-Best Ford Powered Vehicle, 1-big Trophy sponsored by P.C. Bear, Builder on behalf of the Performance Ford Club of America, Tri-City Chapter. AUGUST 8-11: COUGAR CLUB OF AMERICA NATIONALS held in Memphis, TN hosted by the Cougar Owners Association of Memphis & Foxgate Lincoln-Mercury of Memphis. See complete details elsewhere in this issue.

AUGUST 30--SEPTEMBER 1: PERFORMANCE FORD CLUB OF AMERICA "Expo Ford '85" sponsored by the National Board of Directors of the PFCA. All Ford-Mercury Car Show-Swap Meet-Drag Race-Truck Pull & much more! Located at Ricart Ford, Columbus, OH. CONTACT: Charles (614) 983-4777 or 983-2273.

OCTOBER 6: Fall Round-up Mustang Car Show & Swap Meet sponsored by the Mustang Car Club of New England. Held at the Cumberland Library, Diamond Hill Rd., Cumberland, RI. Rt. 114 just off I-295. CONTACT: John Franca (401) 737-2861.

OCTOBER 12-13: National's East sponsored by Division #1 P.F.C.A. Show-Swap-Drags-and much more! CONTACT: Tom (301)477-8149.





PRICING AN ELIMINATOR

--By Alex Gabbard

CAR COLLECTOR & CAR CLASSICS, May, 1985

Finding a good investment-quality ELIMINATOR may be tough because they are so rare--about half as many as '69 & '70 Boss 302 Mustangs built. Since several types of engines were offered in ELIMINATORS, each one is a member of an even rarer group as divided by engine type. Their numbers haven't yet been determined.

The COUGAR aftermarket industry isn't nearly as extensive as for Mustangs, so COUGAR parts are much more difficult to find and are more expensive once you have found them. ELIMINATORS are worse still, because of their special equipment.

In terms of desirability, the two Boss 429 ELIMINATORS head the list and must surely exceed the value of any factory built Boss 429 car. Owners of properly restored Boss 429 Mustangs talk in the range of \$25,000.00 for their cars, which should set the range of the ultra-rare Boss 429 ELIMINATORS.

A recent ad for an incomplete SCJ project car, the next in desirability, was listed for \$6,000.00. Another ad listed an unrestored, original ELIMINATOR at \$7,800.00.

MUSCLECARS magazine's 1983 annual gave the following:

LOW	MEDIUM	HIGH		
3,000	\$4,000	\$5,000		

Add 50% for 428-4V, "COBRA JET" (335 horsepower). Add 50% for 302-4V, "BOSS" (290 horsepower).

These figures are about two years old now, and many knowledgeable collectors predict that ELIMINATOR values will rise steadily.

Unlike most other musclecars, ELIMINATORS are quite unknown at the present time and, therefore, are probably at their lowest valuation--perhaps their lowest ever. This is the point where intelligent collectors make their purchase.

ELIMINATOR

Competition Orange

Typical	window	sticker	for	٥	'70	model	BOSS	302
ELIMINATOR	showing	options	and	cos	ts:			

COUGAR 2-dr. hardtop

\$3,114.00

Includes at not extra cost: 351-2V V8 Engine Hi-Back Bucket Seats

Concealed Dual Headlamps

Sequential Turn Signals 2-Spoke Color-Keyed Steering Wheel

2-Spoke Color-Keyed Steering Whee: Flow-Through Ventilation System

Boss 302-4V	\$388.60
Eliminator	\$129.60
4-speed Manual HURST Shifter	\$204.70
Traction-Lok Differential-H.D.	\$63.50
Higher Ratio Rear Axle	\$6.50
Courtesy Light Group	\$19.50
F70X14 BLTD Traction Tires	\$76.50
Sports Console	\$57.10
Power Front Disc Brakes	\$64.80
Comb Am Rad/Ster Son Tape Sys	\$195.60
Decor Group	\$70.00
Tinted Glass-Complete	\$32.40
TOTAL OPTIONS	\$1,308.80
Destination Charges	\$103.50
3-3	

--Alex Gabbard FABULOUS MUSTANGS Mar. '85

\$4,526.30



John's Cougar Central

NEW ITEMS:

'69 ELIMINATOR Stripe Kits-Black or White-\$98.00

'69 Hood Stripes-Black or White-\$49.50

'67-'68 STEEL Repair Quarters-SPECIAL INTRODUCTORY PRICE-\$119.00 each

'67-'68 License Plate Door Rubber Bumpers-\$3.00 pr.

'69-'70 COUGAR (NOT Mustang!) Rear Spoiler-\$189.00

'67 "MOTOR TREND CAR OF THE YEAR" Decals-\$3.50 ea. or \$6.00 pr.

'67 "DAN GURNEY SPECIAL" & "MOTOR TREND CAR OF THE YEASR" Decals-COMING SOON!

'68 "CAR & DRIVER'S CAR OF THE YEAR" Decal-COMING SOON1

'68 "DAN GURNEY SPECIAL" Decals-COMING SOON!

'67 Decor Standard ARMRESTS-ALL Colors-\$19.95 ea.

'69-'70 COUGAR Reproduction Parking Light Lens Gaskets-\$3.50 ea. or \$6.00 pr.

'69-'70 COUGAR Reproduction Back-up Light Lens Gaskets-COMING SOON!

'67-'73 Trunk Mats-\$22.50 ea.

'67-'68 Cardboard Taillight Protectors-\$25.00 set.

'69-'70 Cardboard Taillight Protectors-\$25.00 set

NEW BOOKS:

MERCURY MUSCLE CARS: '66-'71 by R.M. Clarke. \$11.95' MERCURY COUGAR '67-'73 PHOTOFACTS by Chris Halla. \$9.95

MUSCLE MERCURYS! by Thomas E. Bonsall. \$8.95 COUGAR GOODIES:

T-SHIRTS! All 50/50 poly/cotton. ADULT SIZES-S-M-L-\$7.95 ea.; XL-XXL-\$10.95 ea. Available in your choice of RED or LIGHT BLUE and your choice of design. DESIGNS AVAILABLE: 3 COUGARS-(features '67 Coupe; '69 CJ-428; '73 Coupe); or ELIMINATOR-"SPOILERS HOLD IT DOWN. NOTHING HOLDS IT BACK!" (PLEASE BE SURE TO STATE SIZE AND COLOR WHEN ORDERING).

ALSO AVAILABLE: Key Rings, Caps, Jacket Patches, License Plates; Lapel Pins; and MUCH, MUCH MORE!

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PLEASE ADD 10% SHIPPING TO ALL ORDERS. MICHIGAN RESIDENTS ADD 4% SALES TAX.

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We will be set up with our parts at the CCOA NATIONALS in Memphis. If you would like for us to bring some parts down for you, we have to have your order before July 31. See you in MEMPHIS!

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CLOSED SUNDAYS

WANTED: DEAD, WRECKED OR RUNNING—MUSTANGS, COUGARS, TORINOS, FAIRLANES, ETC. OLD FORD MERCURY RACE CARS, OTHER MAKES ALSO BOUGHT * ALSO INTERESTED IN HARLEY-DAVIDSON AND INDIAN MOTOR-CYCLES—BEFORE YOU JUNK IT CALL US.

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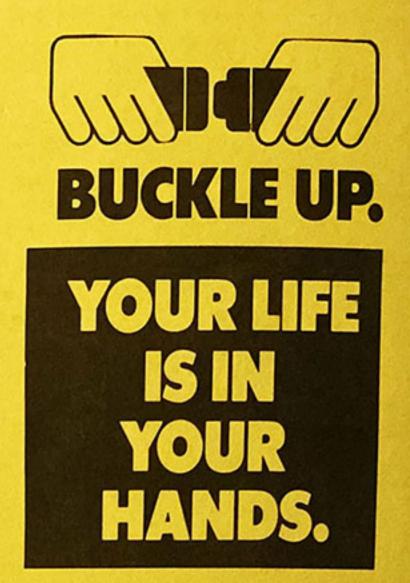
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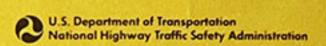
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