AT THE SIGN OF THE CAT

April, May, June, 1986

Volume 7, No. 2

DEDICATED TO THE PRESERVATION OF THE

67-73 Cougar

Published Quarterly By

Cougar Club of America

Newsletter Editor

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

"AT THE SIGN OF THE CAT"

PUBLISHED QUARTERLY BY THE COUGAR CLUB OF AMERICA
0-4211 N. 120th Ave., Holland, MIchigan 49423

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MEMBERSHIP DUES:

$18.00 U.S. Residents; $22.00 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, post-paid.

Cougar Club of America

PRESIDENT
JOHN W. BAUMANN
0-4211 N. 120th Ave.
Holland, MI 49423

COUGAR ELIMINATOR--A RARE KIND OF CAT AMONG A HERD OF HORSES!!

This issue is dedicated to the COUGAR ELIMINATOR. We have received many letters and calls about what to look for in a true ELIMINATOR. We have a lot of facts, figures, & general information to help you determine a true ELIMINATOR.

The '69 is the harder car to find information on. As far as we now know, no dealer brochures were ever offered on the '69 ELIMINATOR. This was really considered a '69½ model year car.

The first ELIMINATORS were built in March of 1969. The cars were intended to compete with the '69 and '70 Mustang Mach I markets.

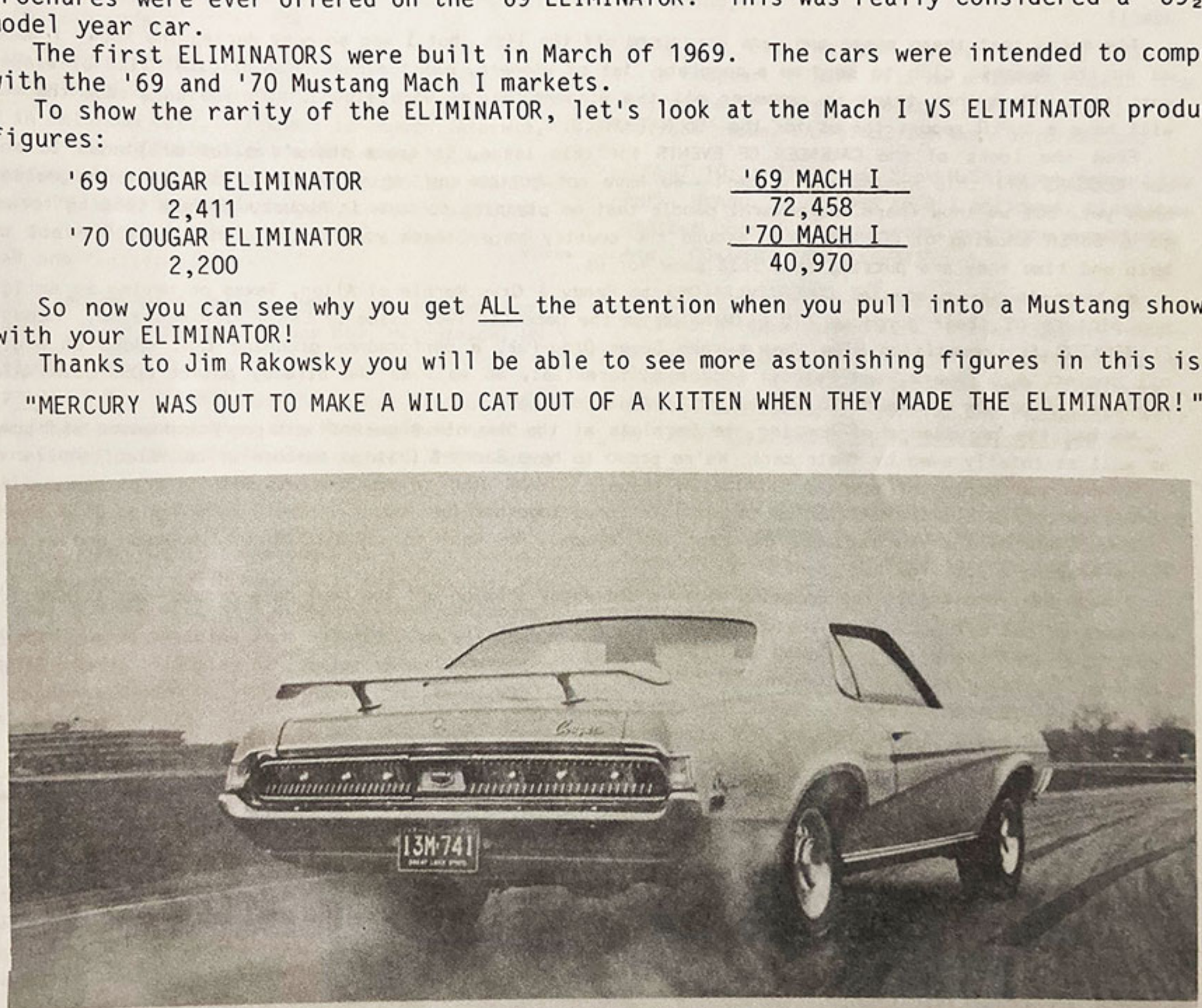
To show the rarity of the ELIMINATOR, let's look at the Mach I VS ELIMINATOR production figures:

'69 COUGAR ELIMINATOR	'69 MACH I
2,411	72,458
'70 COUGAR ELIMINATOR	**'70 MACH I**
2,200	40,970

So now you can see why you get ALL the attention when you pull into a Mustang show with your ELIMINATOR!

Thanks to Jim Rakowsky you will be able to see more astonishing figures in this issue.

"MERCURY WAS OUT TO MAKE A WILD CAT OUT OF A KITTEN WHEN THEY MADE THE ELIMINATOR!"



Cougar bowed to the age of the cosmetic supercar with the introduction of the tire-smoking Eliminator. Spoiler to the rear and air dam to the front were supposedly functional, but few such items on any of the muscle cars *really* worked. Graphics consisted of a mid-body tape stripe ending in the word Eliminator. (Lincoln-Mercury)

"At the Sign of the Cat"

Cougar Club of America

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

Well, here it is supposedly coming up on Spring, but we are STILL having snow! I sure wish this white stuff would go away so we could get "Beauty" out of the garage and back on the road! Even the kids are ready to ride around in "style" again.

I have heard from a couple of people who were at the Nationals in Memphis and were left out as winners when I ran the listing from the Memphis club. In the '69-'70 Original category, Brett Irick's '69 White Coupe took third place. CONGRATULATIONS, Brett!!! Brett drove his car to Memphis from Fremont OH.

Jim Severson drove his '68 XR-7 from Stoughton, WI. He took second place with his Cat. CONGRATULATIONS, Jim!!!

I'm sorry that these names and cars were left off the list, but I was so busy during the Show, I depended on the Memphis club to send me a complete list of winners, and somehow their original list of winners got lost. When they tried to remember all the winners, a few were missed. We are sure that the NCCC will have a SUPER report for us for the '86 NATIONALS.

From the looks of the CALENDER OF EVENTS for this issue, it seems there's a lot of places to show our COUGARS off this spring and summer! We have not gotten any registration forms in for the Holland Show yet, but we know there are several people that ae planning to come in August. We are looking forward to a SUPER showing of COUGARS from around the country as a "thank you" to our local club for all the help and time they are putting into this show for us.

We want to say a special CONGRATULATIONS to Randy & Crys Marble of Allen, Texas on having an article and picture of their gorgeous '70 ELIMINATOR in the December 1985 issue of CAR REVIEW magazine. Randy's ELIMINATOR is Competition Blue, has a rare Super Drag-Pak, a performance grouping that added an engine oil cooler, 4.30 gears, and Detroit Locker differential, as well as the already potent BOSS ELIMINATOR package. (See the entire article later on in this issue.)

We had the priviledge of meeting the Marble's at the Memphis show and were very impressed with them as well as totally awed by their car! We're proud to have Randy & Crys as emebers of our Club!

I hope you enjoy our special ELIMINATOR issue. "THANK YOU" to everyone who sent in articles and information on the ELIMINATORS for us to put this issue together for you.

We do now have a new regional director for Canada. We want to say WELCOME to Jim Dyson and we hope to be hearing a lot from him soon!

I hope everyone enjoys the upcoming seasons and enjoy showing off the best cars around--our COUGARS!

See you soon!

Dee

NEXT NEWSLETTER DEADLINE: May 15

MARCH 22-23: 7th Annual PFCA SUPER SWAP & CAR SHOW OF CHAMPIONS. Ohio State Fairgrounds, I-71 & 17th, Columbus, OH. Five acres of the world's largest indoor swap meet for FORD & MERCURY cars and parts. For information call PFCA, 614-983-2273.

APRIL 13: 4th Annual Saunders Co. Auto Assn. Swap Meet at Saunders Co. Fairgrounds. Indoor & outdoor spaces. Gates open 7 AM rain or shine! For more info. call 402-443-4725.

MAY 10: ATTENTION ALL COUGAR OWNERS! There will be a CLASSIC Mustang & T-Bird Car Show at DUB RICHARDSON FORD in Oklahoma City. If there is enough interest, they will add a COUGAR class to the show for us.

Pre-registration MUST be in to Ken Wells, 405-278-8111 or 722-6795 BEFORE April 20. (For the COUGAR class to be added, there must be a minimum of 6 COUGAR pre-registrations.)

MAY 18: Mixed Meet, Wilmar, MN. For information contact: Scott Plowman, PO Box 669, Hutchinson, MN 55350.

MAY 23-25: The Fifth Annual Southwest Invitational Mustang Meet sponsored by the Mustang Owner's Club International. CONTACT: Paul McLaughlin, 2829 Caugua NE, Albuquerque, NM 87110 (505) 881-2715.

There will be a COUGAR Class.

JUNE 14: West Michigan Mustang Club's 5th Annual Show & Swap Meet. North Kent Mall, Grand Rapids, MI. This year's show will be a combined event including all FORD powered vehicles from '32-'86. We will have a COUGAR class. Judging by popular vote. CONTACT: John Baumann, 0-4211 N. 120th Ave., Holland, MI. 49423 (616) 399-9723.

JUNE 14-15: COUGAR CLUB OF AMERICA 1986 NATIONALS. Hosted by the Northern California Cougar Club. See details elsewhere in this issue.

JUNE 28: The OKLAHOMA MUSTANG CLUB will be holding an open Mustang Show on June 28. There will be a COUGAR class. All COUGAR owners are invited.

For more information contact: Ken Wells, 405-278-8111 or 722-6795.

JULY 5 & 6: All FORD & MERCURY Swap Meet and Car Show. Blair, NE. There will be regular COUGAR classes. CONTACT: Rod LaBahn, 610 Third Ave. SE, LeMars, IA 51031.

JULY 12-13: Join other COUGARS at the Midwest's largest car show, IOLA '86 in Iola, WI. For info. contact: Jim Severson, 959 Gilrust, Stoughton, WI 53589.

AUGUST 3: Elizabethtown, PA Sponsored by PFCA Tri-City Chapter. There will be a COUGAR class. You may contact: Randy Goodling, 2046 Mill Rd., Elizabethtown, PA 17022 for more information.

AUGUST 10: 6th Annual Show-N-Shine at Wahoo City Park, Wahoo, NE. Open to all antiques, classics, vintage cars & trucks, rods, machines, customs, etc. CONTACT: 402-443-3155.

AUGUST 15-16: 13th Annual VINTAGE CAR CLUB OF HOLLAND Antique Auto Fair. Ottawa County Fairgrounds, Holland, MI. Special attraction this year: COUGAR CLUB OF AMERICA Regional Meet. For more information contact: John or Dee Baumann, 0-4211 N. 120th Ave., Holland, MI 49423, 616-399-9723.

OCTOBER 19: 6th Annual Mel Alexander Swap Meet at Westfair Fairgrounds, Council Bluffs, IA. I-80 & Hwy. 6. Sponsored by Eastern Nebraska--Western Iowa Car Council. For more information call 402-322-1915.

JULY 18-20: Great Bend, KS. The Shelby American Club will be hosting a National Show with the COUGAR CLUB invited as special guests. There will be special COUGAR classes. CONTACT: Randy Schwartz, R.R. #4, Box 179-A, Great Bend, KS 67530 316-792-6138.

1-800-543-4959 USA *
1-800-582-1559 OHIO *
* PART NUMBER ONLY

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CURRENT & OBSOLETE FORD & MOTORCRAFT PARTS
SELL OR SWAP — BUY OR BARTER
8:30 - 5:00 MON.-FRI.

TIM YEOMANS

Cougar Club of America

ROD LaBAHN
610 Third Ave. SE
LeMars, IA 51031

NATIONAL DIRECTOR

Fellow Members,

After much thought and discussion with fellow Club members, I think we have come up with a very workable plan for the Club. We have split the United States into 4 districts, each district has a representative in the North and South. Each one of these "reps" now has in their possession a list of all the members in the states ONLY in their district. All the "reps" will have the same complete list of shows and swaps all around the U.S. that will occur in '86. The reason for just 4 districts is to cut down on mail and work, remember, none of these people receive funding from the Club, so when you request information and literature or listings of members in your states, it might not hurt to enclose money to cover copies and postage.

Listed below are the people you should contact if you want a membership listing or information on meets and swaps:

1) Laurence Juhnke, 11604 SW Lancaster, Portland, OR 97219
   Kevin Marti, 3507 W. Kroll St., Phoenix, AZ 85019
2) Scott Plowman, 736 Franklin S., Hutchinson, MN 55350
   Tres Wright, 10170 Beekman Place, Houston, TX 77043
3) Randy Goodling, 2046 Mill Rd., Elizabethtow, PA 17022
   Steve Shore, R.R. 6, Box 699, Tallahasse, FL 32304
4) Jim Dresbach, 10348 Judy Ave., Cupertino, CA 95014
5) Barrie Dixon, 11 Dean Close, Partington, Manchester, England M31 4DJ (OVERSEAS)
6) Jim Dyson, 1350 Rebecca, 57 Oakville, Ontario, Canada L6L 1Z4 (CANADA)

Once again Spring is here and that means SHOW TIME. To everyone who can possibly make it, the National event in California will be the place to be this summer. If you are like me and just can't get out to CA, then by all means, go to Michigan. Let's show our support of the Club by attending one of these Club sponsored meets.

Already people have contacted me about a cruise to the Michigan event. Below is a list of those who want to cruise, contact them for more details.

**Scott & Judy Plowman, 736 Franklin S., Hutchinson, MN 55350
**Jim Severson, 959 Gilrust, Stoughton, WI 53589
**Jim Rakowsky, 18660 River Cliff Dr., Fairview Park, OH 44126
**Rod & Sandy LaBahn, 610 Third Ave. SE., LeMars, IA 51031

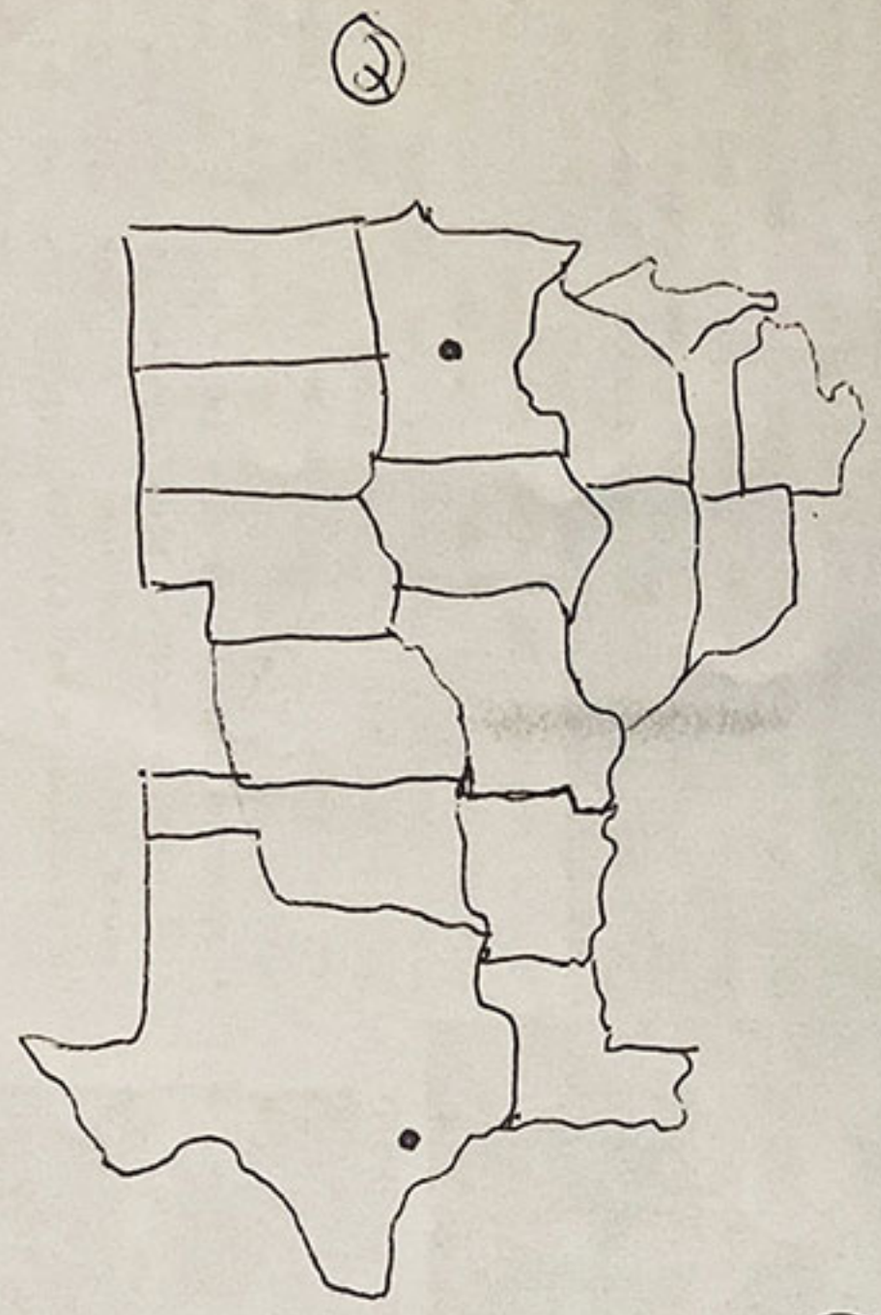
Everyone have a good '86 and I hope to see you at a meet somewhere this summer!!!

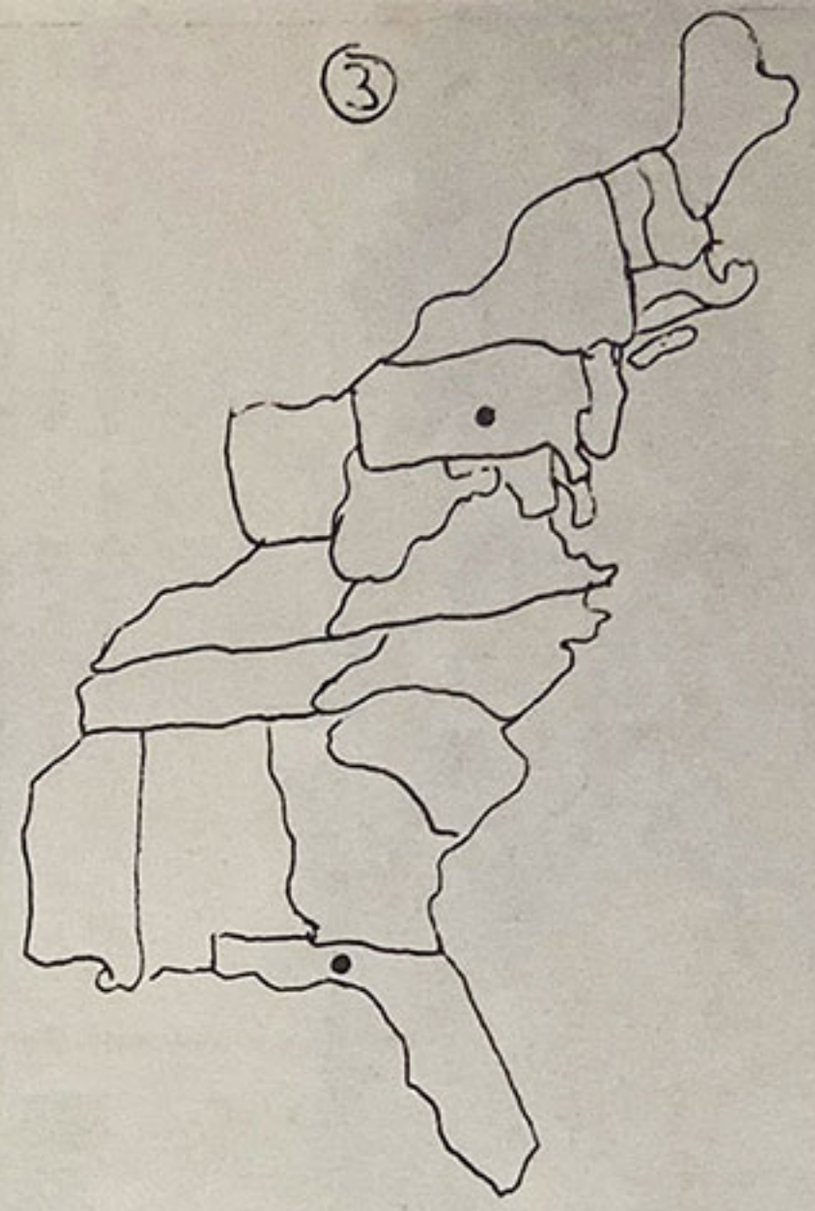
Rod LaBahn, National Director

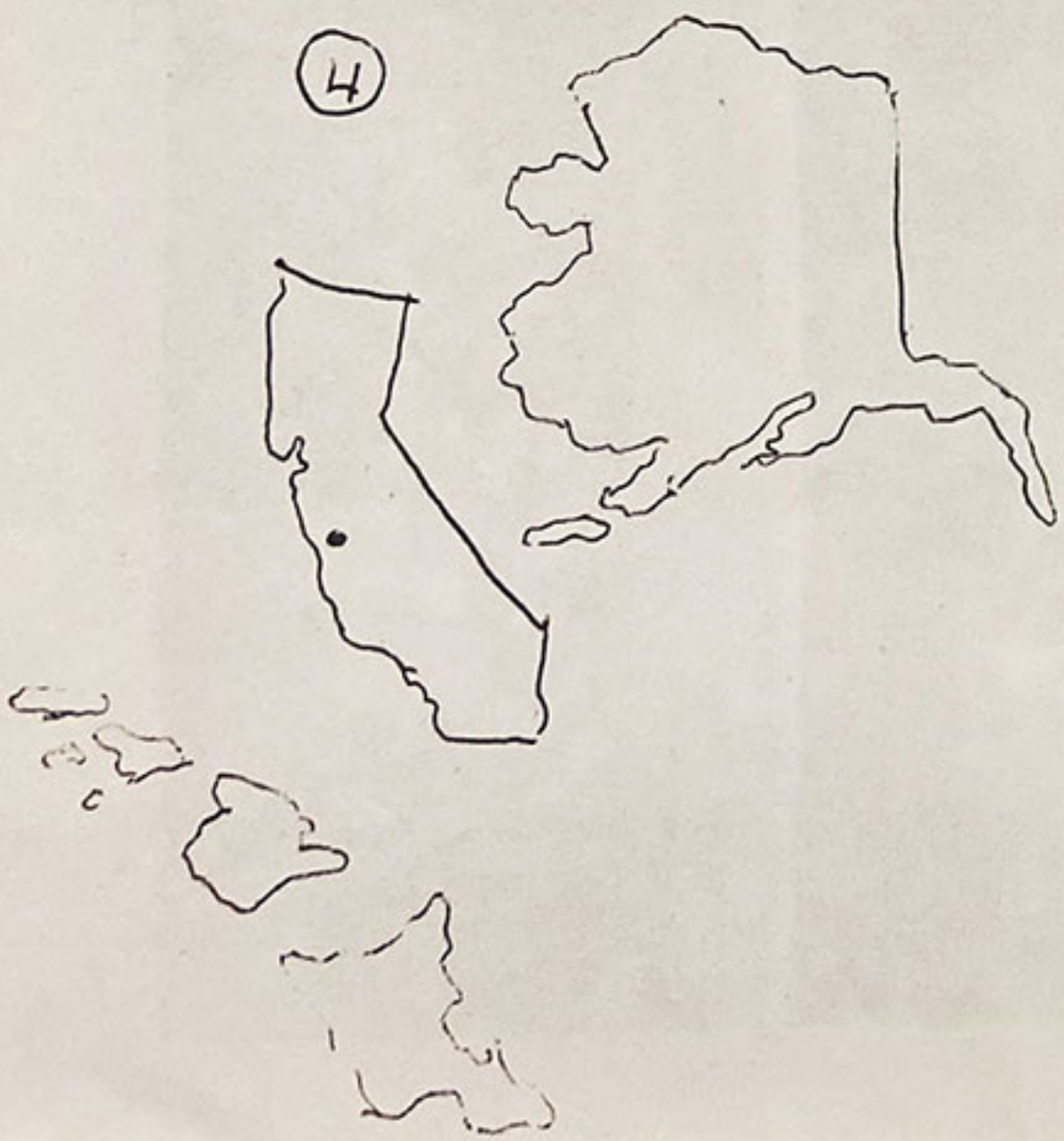
NEW COUGAR CLUB OF AMERICA CHAPTERS:

A) Toronto Canada--President: Ray Nadeau %Special Interest Cars, 451 Woody Road, Oakville, Ontario, Canada L6K 2Y2.
B) Cougar Club of Canada, 931-96 Quailridge Road, Winnipeg, fManitoba, Canada R2Y 2E9.
C) our new Canadian Director: Jim Dyson, 1350 Rebecca St., Oakville, Ontario, Canada L6L 1Z4.

"At the Sign of the Cat"







DISTRICTS:

COUGAR CLUB of AMERICA

REGION 3 SOUTH--

The "Red Top Roundup" was held in the Atlanta, GA area on June 23, 1985. This was a well publicised COUGAR car get-together at Red Top Mountain State Park near Atlanta. Ellen Lewis proved for the second year in a row that COUGAR people will participate in events such as this if proper contact is made. She telephoned over 50 people and sent out letters to them to get their interest. In 1984, we had approximately 18 COUGARS at this event and this year we had 31! We think that was the second largest gathering of COUGARS (next to the '84 Nationals). Have any other groups done better?

Two of our COUGAR owners were celebrating their 48th wedding anniversary at this event. We had several participants that have been only names on our list, but with the proper persusion, they participated in this event. Some of the members have collected COUGAR items over the years and some items were on display. COUGAR toys, models, and framed advertisements were on display. We had numerous "car" magazines that had COUGAR road tests or other articles.

We held a brief "session" where I made some announcements concerning the COUGAR CLUB OF AMERICA which we encourage everyone to join, pushed the National meet, and in general tried to show how the COUGAR Club can benefit its supporters. I told the participants about the growth of COUGAR activity.

The breakdown of the cars at this get together included: 3-'67's; 7-'68's; 4-'69's; 3-'70's; 3-'71's; 2-'72's; 3-'73's. These include 6-'71-'73's and 1-'69 convertible.

--John Stepp

REGION 1--SOUTH:

October of 1985 saw several COUGARS present for the annual SAAC held at Bell Ford in Phoenix.

There were 3 nice '67 XR-7's; 2-'68 XR-7's; a '69; and a '73 XR-7 convertible*.

Several members of the CCOA passed out sample newsletters to heighten awareness of our Club and there was talk of forming a local chapter.

We have accumulated a list of over 20 people interested in launching a chapter and have plans for a local rally followed by a picnic.

--Kevin Marti

*owned by Art Phillips, which received first place in our class.

<u>A HELPFUL HINT!!!</u> If the lens in your instrument panel are foggy and/or scratched, a very effective method toclean them up and remove the scratches is to used a dab of CREST toothpaste on a WHITE HANDKERCHIEF dipped in water and polish the lens in a CIRCULAR motion. As the paste dries, keep adding enough water to keep it moist. When you feel you have polished enough, use another WHITE HANDKERCHIEF to remove the haze, again using a CIRCULAR motion.

If you think the CREST makes you smile, wait till you see how nice your lenses look!!!

<u>IT'S CAST YOUR VOTE TIME</u>!!!!!!

We have recieved many letter and calls from people wanting to join the COUGAR CLUB OF AMERICA that own newer COUGARS. These people are proud of their COUGARS also and want to be able to show them off. They have suggested to add the '74-'76 COUGARS to the Club because these cars have turned 10 years old.

We would like to hear from you, our CCOA members as to your feelings on this. Please fill out the ballot below and return it to: CCOA, 0-4211 N. 120th Ave., Holland, MI 49423. We will see how the majority of the membership feels about the proposal and let you know theresults in the next issue of "AT THE SIGN OF THE CAT".

--Dee Ann Baumann, Editor

PLEASE RETURN BALLOT TO ABOVE ADDRESS BEFORE MAY 15, 1986

_______ YES, I AGREE, WE SHOULD OPEN UP THE CCOA TO THE '74-'76 COUGARS.

_______ NO, I FEEL WE SHOULD LEAVE OUR CLUB AS IT IS AT THE PRESENT TIME WITH THE '67-'73 COUGARS.

**PLEASE NOTE: If you sent in a ballot during Feburary or March, please DO NOT vote again. Your vote has already been counted! THANK YOU!!

This will be the last time the ballot will be printed. We will have the results in the next issue of the newsletter. Right now, we are running about even with YES's and NO's, so don't blame anyone else but yourself if you don't agree with the decision and you did not cast a vote!

Northern California Cougar Club

THE NORTHERN CALIFORNIA COUGAR CLUB, THE COUGARS NORTHWEST, AND

THE COUGAR CLUB OF AMERICA PRESENT THE

COUGAR TRI CLUB CAR SHOW AND BARBEQUE

Saturday and Sunday, June 14 & 15, 1986 at the

Humboldt Redwoods State Park, Williams Grove, Weott, California

****

Registration information:

Cougar Club of America Members- send registration and inquires to:

Steve Liebenow, 765 Orkney Ave., Santa Clara, CA 95054 (408) 727-8678

Cougars Northwest Members- send registration and inquires to:

Jim Dresbach, 10348 Judy Ave., Cupertino, CA 95014 (408) 446--2872

Northern California Cougar Club- send registration and inquires to:

Dave Farren, 1780 Rosswood Dr., San Jose, CA 95124 (408) 267-5265

Closest airport-Eureka, CA
Lodging in: Benbow, Garberville and Meyers Flat, CA
Camping available: Humbolt Redwood State Park, Richardson's State Park
For details on lodging, call Diane Dresbach (408) 446-2872

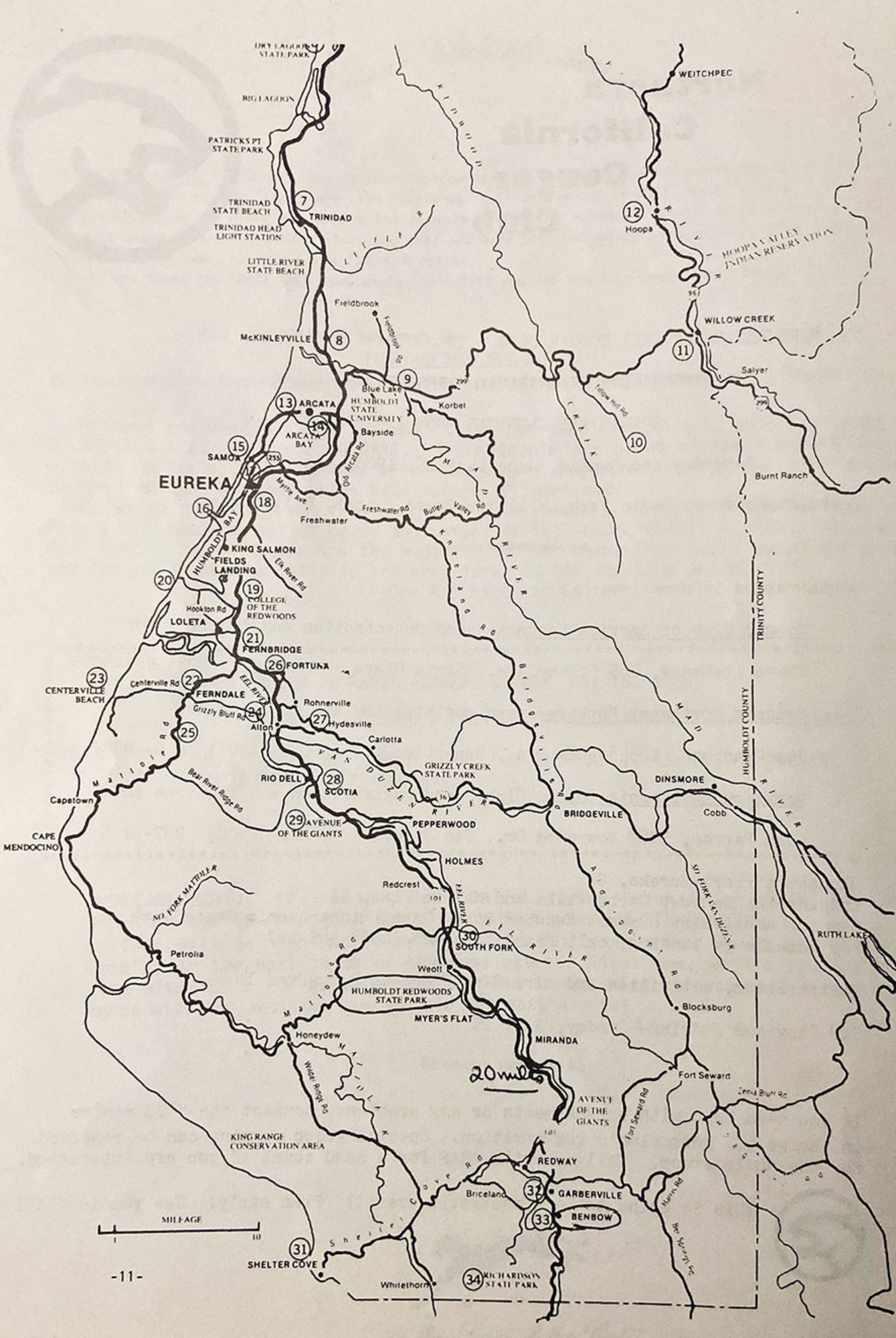
Registration, activities and Tri Club BBQ-Saturday, June 14

Car Show and Judging- Sunday, June 15

****

If you need help with arrangements or any problems, contact the NCCC member in charge of your club's registration. Special group camping can be reserved for the whole group. Call or write ASAP for a head count if you are interested.

This is going to be a fantastic event!! Plan early! See you in JUNE!


WEITCHPEC
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Hoopa
HOOPA VALLEY INDIAN RESERVATION
WILLOW CREEK
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Salyer
Burnt Ranch
Yellow Hill Rd
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TRINIDAD
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TRINIDAD STATE BEACH
TRINIDAD HEAD LIGHT STATION
LITTLE RIVER STATE BEACH
DRY LAGOON STATE PARK
BIG LAGOON
PATRICKS PT STATE PARK
Fieldbrook
Fieldbrook Rd
McKINLEYVILLE
8
9
Blue Lake
HUMBOLDT STATE UNIVERSITY
Korbel
13 ARCATA
14
ARCATA BAY
Bayside
Old Arcata Rd
15
SAMOA
EUREKA
Myrtle Ave
16
18
Freshwater
Freshwater Rd
Butler Valley Rd
HUMBOLDT BAY
KING SALMON
FIELDS LANDING
Elk River Rd
20
19
COLLEGE OF THE REDWOODS
Hookton Rd
LOLETA
21
FERNBRIDGE
26 FORTUNA
23
CENTERVILLE BEACH
Centerville Rd
22
FERNDALE
EEL RIVER
Grizzly Bluff Rd
24
Rohnerville
27 Hydesville
Alton
25
Carlotta
MATTOLE RD
Bear River Ridge Rd
RIO DELL
28 SCOTIA
GRIZZLY CREEK STATE PARK
VAN DUZEN RIVER
Capetown
29 AVENUE OF THE GIANTS
PEPPERWOOD
CAPE MENDOCINO
HOLMES
Redcrest
101
EEL RIVER
30 SOUTH FORK
EEL RIVER
NO FORK MATTOLE R
Petrolia
Weott
MATTOLE RD
HUMBOLDT REDWOODS STATE PARK
MYER'S FLAT
MIRANDA
Honeydew
Wilder Ridge Rd
20 miles
KING RANGE CONSERVATION AREA
AVENUE OF THE GIANTS
Fort Seward
Fort Seward Rd
Eeka Bluff Rd
REDWAY
Briceland
32 GARBERVILLE
33 BENBOW
Harris Rd
Shelter Cove Rd
MILEAGE
1
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SHELTER COVE
Whitethorn
34 RICHARDSON STATE PARK
HUMBOLDT COUNTY
TRINITY COUNTY
MAD RIVER
BRIDGEVILLE-DOUGLAS RD
BRIDGEVILLE
DINSMORE
Cobb
SOUTH FORK EEL RIVER
RUTH LAKE
Blocksburg
ALDER-DOBIE RD
KANEELAND RD
RIVER

Cougar Club of America

BARRIE S. DIXON
11 Dean Close
Partington, Manchester
England M31 4DJ

FROM ACROSS THE ATLANTIC

--by Barrie S. Dixon

The Summer of 1985 might well have been the Rainy Season here in the UK. Few of us remember it being so wet, so cold, for so long! Just about every auto meet of the season was a rain-out. Stories abound of mud splattered paint jobs and deep rutted show grounds.

One of the better meets, weather wise, was that of the American Auto Club here in the North West. The week preceeding had been dull and around 65 degrees, but the Sunday of the meet dawned hot and bright. Temperatures hit high 70's after lunch. Held in the small, but adequate, car park of the Black Swan pub, Hollins Green, Manchester, only one non-American car was allowed in the car park. That was a Lancia belonging to the Country Band hired to play to the gathering throng.

No one mark dominates this particular club and although Mustangs, Camaros, and Firebirds were in abundance, Cougars were well represented. Of the 80 cars present, from mid 50's to date, we had 3 Cougars to show. Our '67, the '73 convertible of Tony Chorley, and a non-member, Stuart Campbell's very early '67, serial number 500153. Anyone got an older one? It's unfortunate that jacked up muscle cars still attract more attention than stock, or near stock, originals. The crowded car park didn't help the viewing public in accessing what's good or bad. Oh well!

I understand that at a Birmingham auto rally in which all cars were asked to join in a street parade. It was dry when the parade started and Tony Chorley had his top down. It started to rain! Tony got wet! When asked later why he hadn't put the top up, Tony said he hadn't wanted to slow the parade down while the top went up! Nice one Tony! If you've got it, flaunt it!

What of 1986. All the usual American auto meets are again planned for the season. All we need now is a Summer to enjoy them with. Weather permitting, Jeanette and I hope to make the more central meets and the local meet, again at the Black Swan. SEE YOU THERE!!!

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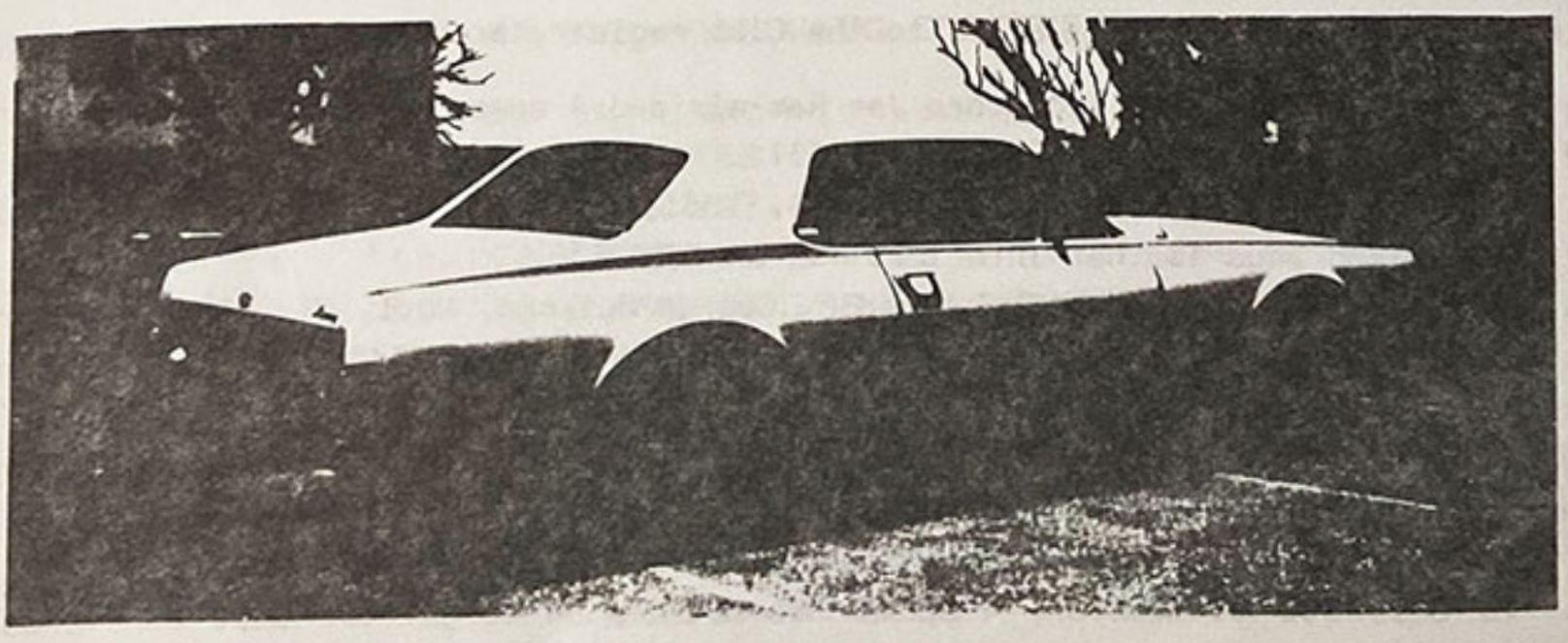
COUGARS FROM AROUND THE WORLD



This issue we are featuring the '67 COUGAR that belongs to Roger Stoddart of Edwardstown, Australia.

Cougar Club of America

JIM RAKOWSKY
18660 River Cliff Dr.
Fairview Park, OH 44126
MEMBERSHIP DIRECTOR-HISTORIAN

1986 FIRST QUARTER FINANCIAL REPORT

INCOME

January 8th Starting Balance	$4,022.49
New Memberships and Renewals through February 24, 1986	$3,063.00
Interest	$34.52
TOTAL INCOME	$7,120.01

EXPENSES

Refund for Newsletter	$2.00
Canadian Check Adjustment	$5.48
Stamps and envelopes--New Members	$72.00
Advertising	$117.36
First Quarter Newsletter and Postage	$1,618.00
Expenses for 1986 NATIONALS in California	$300.00
Bad Check Fee	$15.00
TOTAL EXPENSES	$2,129.84
FEBRUARY 24 ACCOUNT BALANCE	$4,990.17

Renewals for 1986 are well ahead of the last couple of years. Of 719 members in December, 398 have renewed for 1986. An additional 87 new members have joined since December.

****

The red 1969 XR-7 convertible driven by Diana Rigg in the James Bond film IN HER MAJESTY'S SECRET SERVICE has been found and is currently owned by new member Simon Nelson of Essex, England. Serial number of the car is 9F94R549292. The Ram-Air 428 Cobra Jet convertible has only 56,287 miles and according to Mr. Nelson could use a fresh paint job. A letter to Mr. Nelson from Paramount Studios verified the authenticity of the car.

Some other unusual cars recently added to the Club registry are the following:

1) A '69 XR-7 hardtop with 428 Cobra Jet Ram-air and 4 speed transmission owned by Russell Williams, Shreveport, LA. SN 9F93R515331
2) A '68 GTE 427 XR-7 owned by John Ewell, Indianapolis, IN. The car is aqua with a white vinyl top and aqua leather interior. SN 8F93W537858.
3) A '68 GTE 428 CJ Ram-air XR-7 owned by George Huisman, Novi, MI. The car is maroon with a black vinyl top and red leather interior. SN 8F93R583546. The car has only 42,859 miles.
4) A '69 Eliminator, orange with white interior, 351-4V Windsor is owned by Bradley Dale, Memphis, TN SN 9F91M559888.
5) A '69 Eliminator owned by Erv Zimprich, Bismark, ND. SN 9F91M577892.
6) A '70 Boss 302 Eliminator, 4-speed owned by John Bergstrom, East Wenatchee, WA. SN 0F91G528054.
7) A '68 427 GTE XR-7 original owner Earl Born, Girard, PA. The car is black with a gold leather interior. SN 8F93W537865.
8) A '70 Eliminator owned by Richard Kepler, Palm Beach Garden, FL. SN 0F91M553205.
9) A '69 Eliminator, 351-4V automatic, white with black interior, owned by Diane Lawson, Elyria, OH. SN 9F91M563010.

Cougar Club of America

Cougar Club of America Region 2--North

Regional Car Show

IN CONJUNCTION WITH

THE VINTAGE CAR CLUB OF HOLLAND

THIRTEENTH ANNUAL ANTIQUE AUTO FAIR

AUGUST 15 & 16, 1986

OTTAWA COUNTY FAIRGROUNDS
Holland, Michigan
(FOLLOW STATE PARK SIGNS)

SHOW HOURS: Friday, August 15: 12:00 NOON--DUSK
SATURDAY, AUGUST 16: 8:00 AM--4:00 PM

A special area will be designated for all COUGAR CLUB OF AMERICA members' cars to be parked together and judged by our own judges. Trophies will be awarded at our Awards Dinner Saturday night at 7:00 PM at the Beechwood Inn.

REGISTRATION: THURSDAY, AUGUST 14, 4:00 PM--9:00 PM: THE HOLLAND INN, Room 117
FRIDAY, AUGUST 15, NOON--6:00 PM: OTTAWA COUNTY FAIRGROUNDS
SATURDAY, AUGUST 16, 8:00 AM--12:00 NOON: OTTAWA COUNTY FAIRGROUNDS

****

TROPHIES WILL BE AWARDED IN THE FOLLOWING CLASSES:

1. '67-'68 ORIGINAL (Includes Street Driven)
2. '67-'68 MODIFIED
3. '67-'68 GTE, XR7-G, GT
4. '69-'70 ORIGINAL COUPES (Includes Street Driven)
5. '69-'70 CONVERTIBLES (Includes Street Driven
6. '69-'70 MODIFIED COUPES & CONVERTIBLES
7. '69-'70 ELIMINATORS
8. '71-'73 ORIGINAL COUPES (Includes Street Driven)
9. '71-'73 ORIGINAL CONVERTIBLES (Includes Street Driven)
10. '71-'73 MODIFIED COUPES & CONVERTIBLES
11. '74-'76 SPECIAL INTEREST
12. BEST OF SHOW--PEOPLE'S CHOICE
13. LONGEST DISTANCE COUGAR DRIVEN TO HOLLAND

****

For more information about the show, or if you would like information on the Holland area, please send a SASE to John Baumann, 0-4211 N. 120th Ave., Holland, MI 49423

ROOM NBR.		DEPART/DATE	RATE	Adult	Child

CONF. NBR.	ARRIVAL DATE	

LAST NAME FIRST INITIAL

ADDRESS

CITY STATE ZIP

FIRM NAME COUGAR CLUB OF AMERICA

MAKE OF CAR	LICENSE	STATE

GUARANTEE

SERVICE REQUEST

INFORMATION

X
SIGNATURE

The management is not responsible for any valuables not secured in safety deposit boxes provided at the front office. I agree that my liability for the charges is not waived and agree to be held personally liable in the event that the indicated person, company or association fails to pay for any part or the full amount of such charges

THE HOLLAND INN, US 31 at 32nd Street
Holland, MI 49423 616-396-1424

ROOM RATES

1 per QUEEN:	$40.00
2 per QUEEN:	45.00
1 per MEDS:	42.00
2 per MEDS:	47.00
3 per MEDS:	52.00
4 per MEDS:	57.00
1 per KING:	44.00
2 per KING:	49.00

A block of 50 rooms have been reserved on a first-come--first-served basis. The registration form must be filled in and sent to THE HOLLAND INN BEFORE August 1, 1986. However, it is advisable to get your reservations in just as soon as you know your schedule.

The Motel has graciously given us Room #117 as a Hospitality Room and it is also very important that you fill in the make of car and license plate number on the registration form that you send in because they are going to provide security guards to watch the cars for your entire stay!

Make SURE that you are checked in to the motel BY 4:00 on the day you plan to arrive. If you have to come in later than 4:00, call in with a major credit card number to confirm your reservation. If you do not call in by 4:00, the motel has the right to sell your room to someone else for that night!

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

NAME _____ CCOA# _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIPCODE _____

REGISTER _____ SHOW ENTRIES - $10.00 per vehicle pre-registered by 6-1-86
$12.00 per vehicle registered after 6-1-86
AWARDS DINNER-- $9.00 per person (Children under 11 $6.50)

CAT #1: YEAR _____ BODY STYLE _____ $_____

CAT # 2: YEAR _____ BODY STYLE _____ $_____

CAT # 3: YEAR _____ BODY STYLE _____ $_____

AWARDS DINNER: NUMBER OF ADULTS: _____ NUMBER OF CHILDREN UNDER 11: _____ $_____

ROOM RESERVATIONS: Reservations must be made directly to the HOLLAND INN, US 31 at 32nd Street, Holland MI 49423. 616-396-1424. Please be sure to fill in the above motel registration form completely and return it to the HOLLAND INN before August 1, 1986.

AWARDS DINNER: The AWARDS DINNER will be held at the BEECHWOOD INN on Ottawa Beach Road Saturday night at 7:00.

TOTAL AMOUNT ENCLOSED: $_____

PLEASE MAKE CHECKS PAYABLE TO: COUGAR CLUB OF AMERICA

RETURN FORMS TO: John W. Baumann
0-4211 N. 120th Ave.
Holland, MI 49423

FACTS ABOUT ELIMINATORS

--by Jim Rakowsky

1969:

2411 Made

		CODE	NUMBER IN CLUB BY ENGINE
ENGINE OPTIONS:	351 4-V Windsor	M	38
	390 GT	S	8
	428 CJ	Q	1
	428 CJ Ram Air	R	12
	Boss 302	G	13
	427		1
		TOTAL:	73

EXTERIOR COLORS AVAILABLE

White--Code M
Blue--Code 6
Orange--Code 3
Yellow--Code 9

INTERIOR COLORS AVAILABLE

Black--Code 5A
White--Code EA
Blue--Code 5B

1970:

2200 Made

ENGINE OPTIONS:	351 4-V Cleveland	M	42
	428 CJ & Ram Air	Q	15
	Boss 302	G	25
		TOTAL:	82

** There were 450 made with Boss 302 motors in 1970. 307 of them had close ratio 4-speed CODE 6, the remaining 143 had wide ratio CODE 5. All Boss 302's had 8000 RPM tach and Rev Limiter.

EXTERIOR COLORS AVAILABLE

COMPETITION Green--Code Z
COMPETITION BLUE--Code J
COMPETITION ORANGE--Code 1
COMPETITION GOLD--Code U
COMPETITION YELLOW--Code D

INTERIOR COLORS AVAILABLE

7 colors including Houndstooth.

THE UNIQUE ITEMS ON '69 ELIMINATORS FROM OTHER '69's:

1. Grille blacked out.
2. Black Camera Case finish dash.
3. Rear Spoiler--painted color of car.
4. Hood Scoop--painted color of car.
5. Front Spoiler.
6. ELIMINATOR Stripes in white or black.
7. Interior Codes 5A, 5B or EA (high back bucket seats).
8. Boss 302 had 8000 RPM tach, Boss 302 ONLY with 4-speed.
9. NO Vinyl Tops.

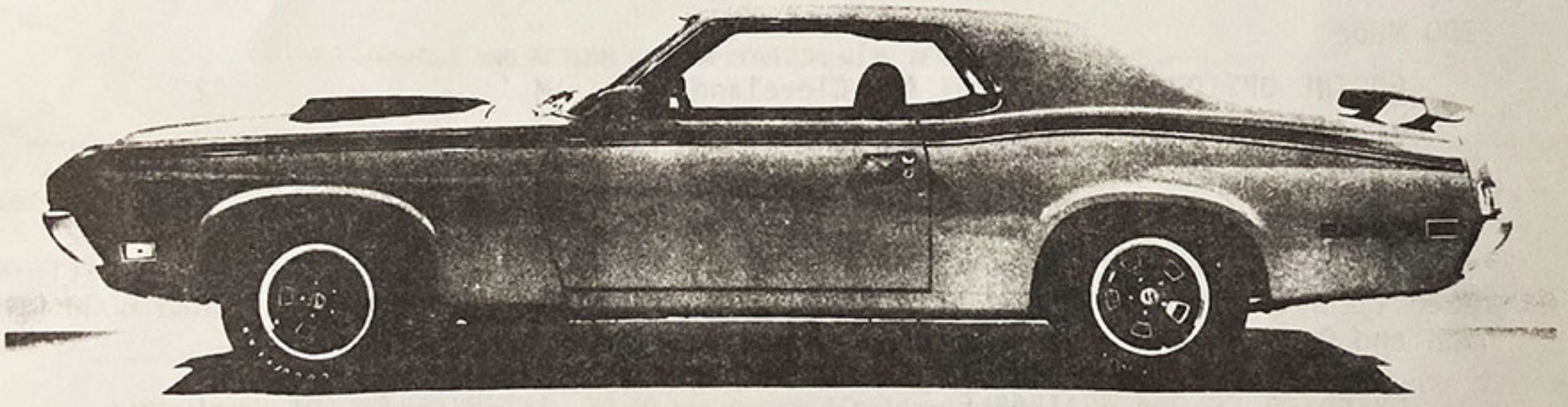
UNIQUE ITEMS ON '70 ELIMINATORS FROM OTHER '70's:

1. Black Camera Case Dash.
2. Black Hood Scoop.
3. Rear Spoiler (color of car).
4. ELIMINATOR Stripes (No "Cougar" Script on rear quarters).
5. Gas Door with "Cat" on it.
6. No Vinyl Tops.

DIFFERENCE BETWEEN '69-'70 ELIMINATORS:

1. '69's had rocker mouldings; '70's do not.
2. '69's in 4 colors; '70's in 6 colors.
3. '69's had 3 unique interior codes; '70's had 7 including Houndstooth, but were not unique to ELIMINATORS.
4. 4-speed in '69 was FORD linkage; 4-speed in '70 was HURST linkage.

**NOTE: Some '69's & '70's were equipped with SUNROOFS and no vinyl tops. The '70 option list shows sunroofs "NOT AVAILABLE" (N/A) for '70's.



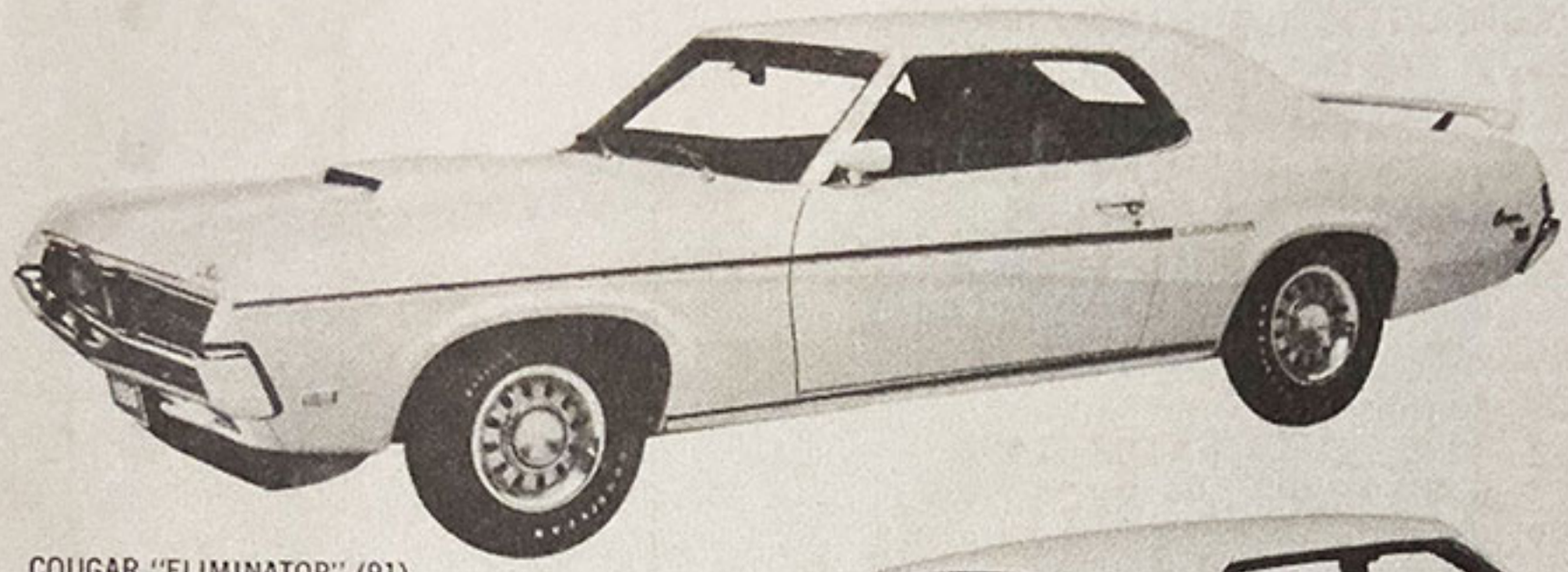
CHALLENGER AND FIREBIRD JUST CAN'T MATCH COUGAR ELIMINATOR!

This year you've got an added "exclusive"—the sporty, performance-styled Cougar Eliminator. This entry permits you to go after sales in the booming youthful, sports-oriented market.

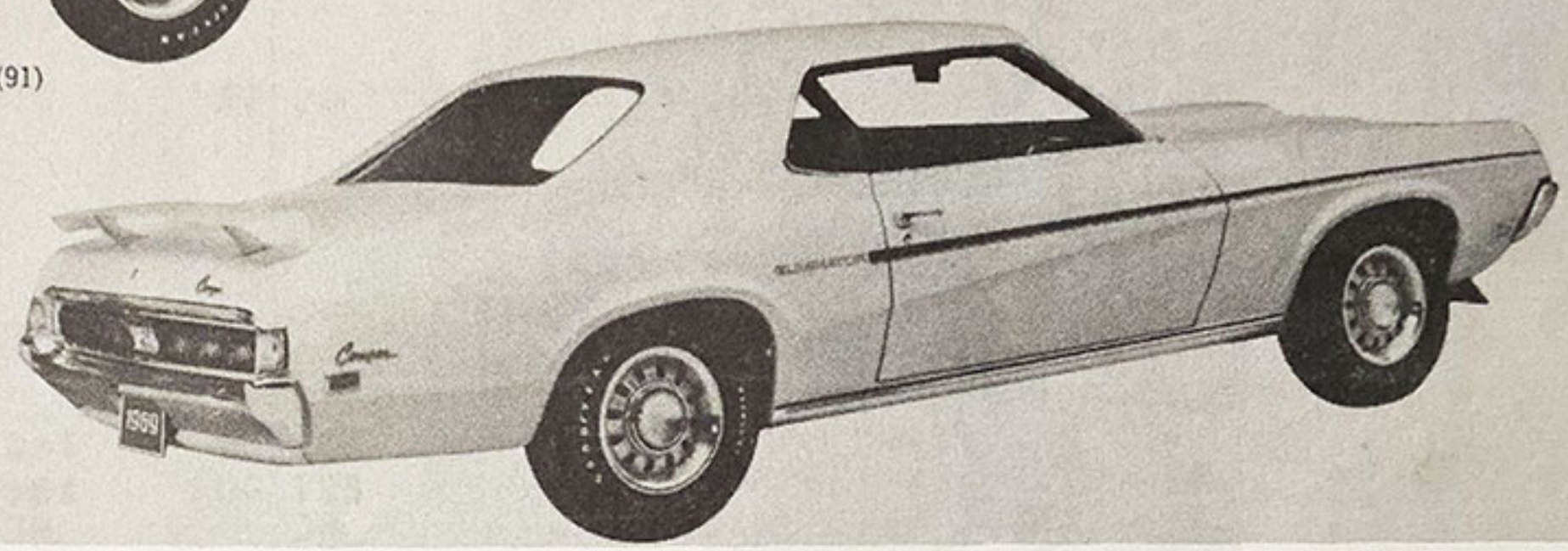
When you present the Cougar Eliminator to the youthful buyer, stress the businesslike appearance of its front-end, with its husky die-cast grille and headlight covers finished in black . . . its functional spoilers, front and rear . . . and sharp-looking hood tape and black scoop! In addition to its lean and unique competition-car appearance, the Eliminator is a complete and thoroughly developed competition-car package with many performance-oriented features that a Muscle Car prospect wants.

1969 Cougar "Eliminator"

Street and Strip Youth-Performance Car



COUGAR "ELIMINATOR" (91)
2-DOOR HARDTOP



Cougar "Eliminator" Highlights

The Cougar "Eliminator" has these items in addition to Cougar 2-door hardtop standard equipment:

- 351-4V engine with dual exhausts (required extra cost equipment)
- F70 x 14 belted BSW traction tires and Performance Handling Package including front and rear heavy-duty springs and shock absorbers, larger stabilizer bar and wide rim 6" wheels (required extra cost equipment)
- Decor Group (required extra cost equipment) including:
  Bright curb molding, rim-blow steering wheel, custom-grade seat, door and quarter panel trim, door-mounted courtesy lights, rear seat armrest and windshield pillar and roof rail pads
- Black-out grille
- 3.25:1 performance axle
- Argent styled steel wheels
- Left-hand remote-control racing mirror
- High-back bucket seats with integrated head restraints
- Comfortweave vinyl upholstery
- Hood scoop (functional when optional CJ 428 ram air is specified)
- Special black vinyl-covered Eliminator instrument panel
- Instrument cluster—with tachometer, rallye clock, trip odometer, visual check warning lights, ammeter, oil pressure and temperature gauges
- Body paint stripe
- "Eliminator" body side identification
- Anti-lift front spoiler*
- Rear deck air-foil spoiler*
- Wheel opening moldings deleted

*Dealer Installed

Other Standard Features

EXTERIOR:

- 111.0" wheelbase . . . 193.8" overall length
- Wide-stance wheel tread—58.5" front and rear
- Triple-coat baked acrylic super enamel finish
- Unit-built body with platform chassis. Galvanized steel for vital underbody structure, including rocker panels and sills
- Galvanized steel for upper cowl air intake panel
- Die-cast front grille
- Concealed dual headlamps; vacuum powered doors
- Bright drip rail molding
- Bright windshield and rear window molding
- Illuminated side markers, front and rear
- Sequential turn signals with solid-state switching device

INTERIOR:

- Color-keyed 100% nylon carpet
- Color-keyed perforated vinyl headlining
- Lockable glove compartment with light
- Cigarette lighter
- Foam-padded energy-absorbing armrests with integral squeeze type door release
- Screen-texture fiberboard package tray
- Color-keyed molded plastic cowl side panels
- Front and rear seat belts for all passengers
- Front shoulder belts for driver and front passenger

FUNCTIONAL:

- Fully synchronized 3-speed manual transmission with floor shift
- Curved-glass ventless side windows
- Windshield mounted day-night rearview mirror
- 14" wide rim wheels
- 20-gallon fuel tank
- Stainless steel and aluminized steel muffler
- Self-adjusting brakes, dual brake hydraulic system
- Energy absorbing steering column and wheel
- 2-speed electric windshield wipers
- Electric-powered windshield washer with high-speed motor pump unit
- Suspended pedals, bright trimmed
- Foot-operated parking brake
- Lighted ignition and heater controls
- High-efficiency air blending heater defroster
- Rubber-cushioned 3" diameter drive shaft
- Printed electric circuits
- Hypoid rear axle with 9" ring gear
- Factory-installed undercoating sound deadener
- 42-ampere alternator
- 45-ampere-hour battery

PLUS: The full complement of Ford Motor Company Lifeguard Design Safety Features.

LINCOLN-MERCURY DIVISION *Ford Motor Company*

DEALER NO 218 030 | VEHICLE IDENTIFICATION NO 9F91R 567025

	SUGGESTED RETAIL PRICE	AMOUNT
COUGAR 2DR HARDTOP	3016 00	2455 00
BRIGHT YELLOW		
ELIMINATOR EQUIPMENT PKG INCL	129 60	102 46
HI-BACK BUCKET SEATS W/COMFORTWEAVE VINYL		
UNIQUE INSTRMNT PANEL W/TACH, RALLYE CLOCK & TRIP ODOMETER		
VISUAL CHECK WARNING LIGHTS		
ANTI-LIFT FRONT SPOILER		
REAR DECK AIR FOIL SPOILER		
STYLED STEEL WHEELS		
BLACK-OUT FRONT GRILLE		
HOOD SCOOP		
BODY SIDE ELIMINATOR TAPE		
RACING MIRROR L/H R/C		
PERFORMANCE AXLE		
ELIMINATOR DECOR GROUP INCL	69 90	55 32
CURB MOLDING		
RIM BLOW STEERING WHEEL		
CUSTOM DOOR TRIM		
REAR SEAT ARM RESTS		
DOOR MOUNTED COURTESY LIGHTS		
PADDED INTERIOR MOLDINGS		
~~C.J. 428-4V~~ ENGINE		
W/COMPETITION HANDLING PKG	336 80	266 40
~~SELECT-SHIFT TRANSMISSION~~	227 00	188 30
~~F70X14 F/G BLTD TRACTN TRS~~	NC	NC
~~RAM AIR~~ INDUCTION	138 60	109 63
HOOD LOCK PINS	7 80	6 15
AM RADIO	60 90	48 16
TOTAL OPTIONS	970 60	776 42 *
D: SCHEDULE A (MEMO)= 216.40	SCHEDULE B= 89 50	89 50
TOTAL FOR VEHICLE	4076 10	3320 92
4 GALS GAS		1 33
DLR ADV FUND		25 00

2

* = SUB TOTAL	BASE HOLDBACK	BASE MODEL LESS A	TOTAL A & B
	57 00	2288 00	305 90

TOTAL HOLDBACK	OPTION HOLDBACK	OPTIONS LESS A	TOTAL MISC.
75 42	18 42	727 02	00

TOTAL FOR VEHICLE AND DEALER CHARGES 3347 25

ALL ARTICLES INCLUDED IN THIS INVOICE ARE ACCEPTED FOR TRANSPORTATION BY THE CAR RIER AND ARE IMMEDIATELY SUBJECT TO THE TERMS OF THE BILL OF LADING, CUSTOMARILY USED BY THE PARTIES FOR SIMILAR SHIPMENTS

CHECKER'S INITIALS

I (OR WE) HAVE INSPECTED, CHECKED AND RECEIVED THE UNIT (OR UNITS) COVERED BY THIS INVOICE AND FIND SAME TO BE OK WITH RESPECT TO GAS, OIL, WATER, TOOLS, COMPLETE EQUIPMENT, ACCESSORIES, ADDITIONAL EQUIPMENT, ETC., AS LISTED ABOVE

DEALER'S (OR CONVOY COMPANY) NAME

BY

DATE SHIPPED

SOLD TO

J F KING INC
2001 NOBLE ST
ANNISTON AL 36201

218030

T.O	L.C.	FORM 76
1		

DATE INV PREPARED	ITEM NUMBER	TRIM	TRAN TIME
04 25 69	21[illegible]0329	5A	06

RC33

SHIP TO (IF OTHER THAN ABOVE)

SHIP THROUGH

-19-

INVOICE & UNIT IDENTIFICATION NO.	PLANT	FINANCE COMPANY AND/OR BANK
9F91R567025	DEARBORN	FORD MTR CRED C 000001

FINANCE AAD419MER (REV 12-68) (PRINTED IN U.S.A.)

13M-741

LINCOLN-MERCURY DIVISION *Ford Motor Company* | 51A 269 | 9F91R | 584609

	SUGGESTED RETAIL PRICE	AMOUNT
COUGAR 2DR HARDTOP	3016 00	2455 00
COMPETITION ORANGE		
ELIMINATOR EQUIPMENT PKG INCL	129 60	102 46
HI-BACK BUCKET SEATS		
W/COMFORTWEAVE VINYL		
UNIQUE INSTRMNT PANEL W/TACH.		
RALLYE CLOCK & TRIP ODOMETER		
VISUAL CHECK WARNING LIGHTS		
ANTI-LIFT FRONT SPOILER		
REAR DECK AIR FOIL SPOILER		
STYLED STEEL WHEELS		
BLACK-OUT FRONT GRILLE		
HOOD SCOOP		
BODY SIDE ELIMINATOR TAPE		
RACING MIRROR L/H R/C		
PERFORMANCE AXLE		
ELIMINATOR DECOR GROUP INCL	69 90	55 32
CURB MOLDING		
RIM BLOW STEERING WHEEL		
CUSTOM DOOR TRIM		
REAR SEAT ARM RESTS		
DOOR MOUNTED COURTESY LIGHTS		
PADDED INTERIOR MOLDINGS		
CJ 428-4V ENGINE		
W/COMPETITION HANDLING PKG	336 80	266 40
4-SPEED MANUAL TRANSMISSION	204 70	161 89
DRAG-PAK	155 50	122 95
F70X14 F/G BLTD TRACTN TRS	NC	NC
RAM AIR INDUCTION	138 60	109 63
POWER STEERING	99 80	78 90
AM RADIO	60 90	48 16
TOTAL OPTIONS	1195 80	945 71 *
D & D: SCHEDULE A (MEMO)= 227.10	SCHEDULE B= 128 00	128 00
TOTAL FOR VEHICLE	4339 80	3528 71
4 GALS GAS		1 33
DLR ADV FUND		25 00

2

* = SUB TOTAL	BASE HOLDBACK	BASE MODEL LESS A	TOTAL A & B
	57 00	2288 00	355 10

TOTAL HOLDBACK	OPTION HOLDBACK	OPTIONS LESS A	TOTAL MISC.
79 71	22 71	885 61	00

TOTAL FOR VEHICLE AND DEALER CHARGES 3555 04

ALL ARTICLES INCLUDED IN THIS INVOICE ARE ACCEPTED FOR TRANSPORTATION BY THE CAR RIER AND ARE IMMEDIATELY SUBJECT TO THE TERMS OF THE BILL OF LADING CUSTOMARILY USED BY THE PARTIES FOR SIMILAR SHIPMENTS

CHECKER'S INITIALS

I (OR WE) HAVE INSPECTED, CHECKED, AND RECEIVED THE UNIT (OR UNITS) COVERED BY THIS INVOICE AND FIND SAME TO BE OK WITH RESPECT TO GAS, OIL, WATER, TOOLS, COMPLETE EQUIPMENT, ACCESSORIES, ADDITIONAL EQUIPMENT, ETC., AS LISTED ABOVE

DEALER'S (OR CONVOY COMPANY) NAME
BY

DATE SHIPPED

SOLD TO
VALLEY L-M INC
1100 N MAIN
LAS CRUCES

51A269
NM 88001

T.O	L.C	FORM 76
2		6

RC11

DATE INV. PREPARED	ITEM NUMBER	TRIM	TRAN TIME
06 18 69	51F9667	EA	08

SHIP TO (IF OTHER THAN ABOVE)

SHIP THROUGH

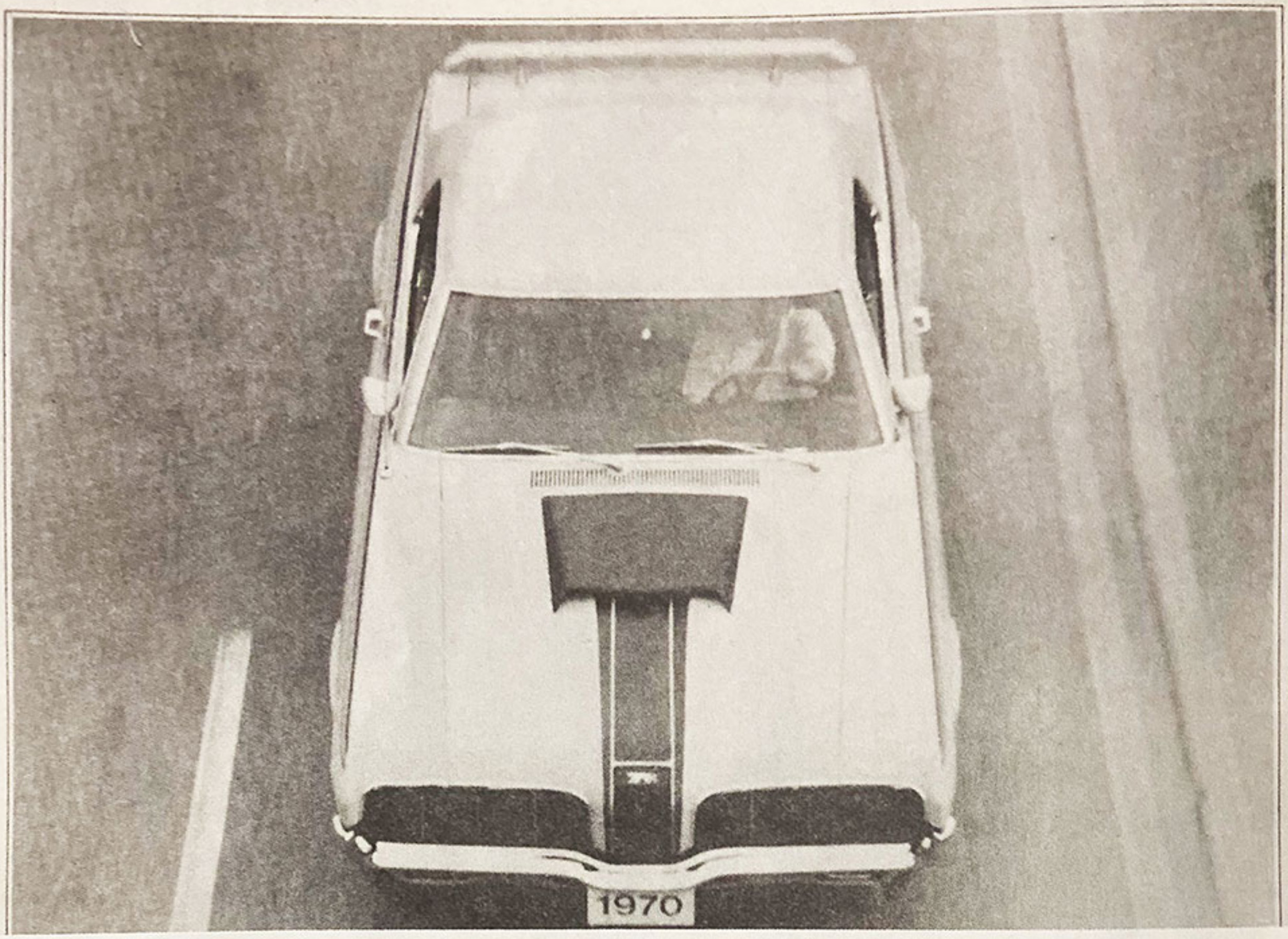
INVOICE & UNIT IDENTIFICATION NO.	PLANT	FINANCE COMPANY AND/OR BANK
9F91R584609	DEARBORN	FIRST NATL 950026

THIS INVOICE TO BE USED FOR THE BILLING & SHIPPING OF VEHICLES ONLY

GATE RELEASE & ACCOUNTING

FINANCE AAD419MER (REV 3 69) (PRINTED IN U.S.A.)

13M·741



1970 COUGAR... STILL TOP CAT

Still The Best Equipped Personal Car In The Sports Specialty Market

For 1970 Cougar has a deeper growl and takes a bigger competitive bite. Longer, with a sportier flair and a bolder style, it's ready to bound past all competition. It has a new, more striking front end appearance with distinctively different grilles in all series; vertical treatment gives a bold, handsome head-on-look. The differential between Cougar and Cougar XR-7 has been increased by a uniquely painted grille that gives it a distinction all its own.

Cougar, in 1970, will be where *all* the action is . . . because the line includes the Cougar Eliminator, a model with superior youth-performance group appeal.

Powerful, maneuverable, luxurious, and now offering three hardtops and two convertibles, Cougars remain the best equipped personal cars in the sports specialty field.

Although Eliminators out-sold Boss 302 Mustangs in 1969, for 1970 the tally compares at 2,200 Eliminators to 7,013 Boss 302s. That makes the Eliminators far rarer and therefore very likely of comparable worth or more, especially with the Boss engine for those cars must be rarer still. Because of the engine variety, Eliminators offer guaranteed low production figures by engine type and are sure to be unusual muscle cars today, the sort not normally seen and therefore exclusive. That was just what Lincoln-Mercury showrooms offered some 15 years ago with their exclusive Eliminators and the tradition established then goes on today. The remaining number of Eliminators is not known, but as they emerge from obscurity into the present climate of muscle car fever, their value should escalate. Recent advertisements for unrestored cars have run in the $8,000 range for base 351 models.

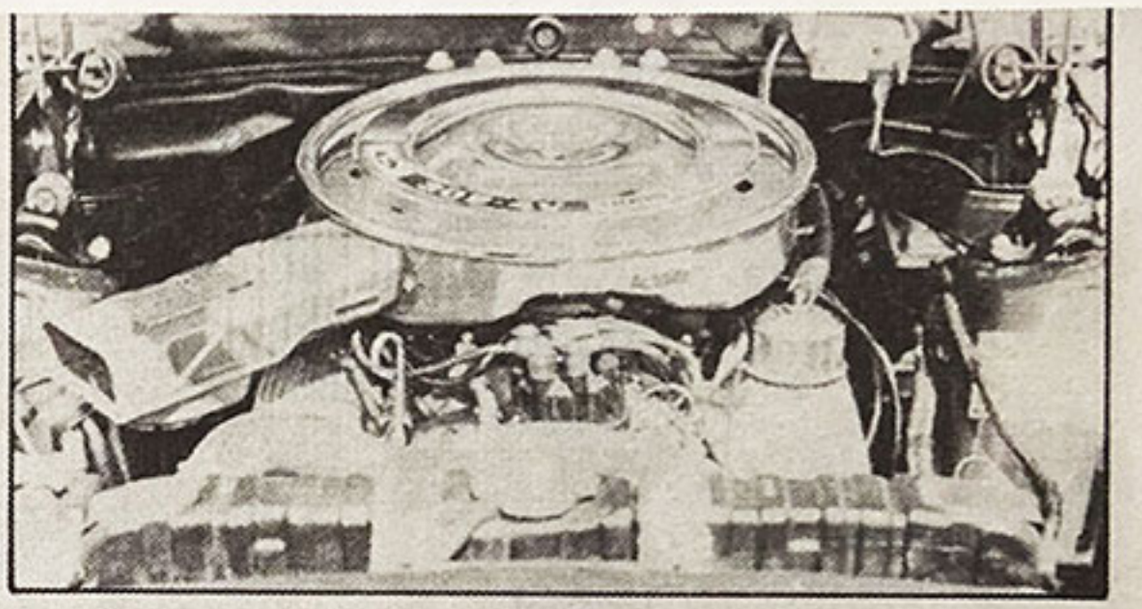
In 1969, such models with the 290-hp 351W engine, 3-speed and 3.25 gears were sticker priced at $3,499.50. That was a bargain for what you got, and in stock form such a car turned in ¼-mile stats for 15 seconds at 90 mph. Boss 302 versions meant primarily as quick handling road runners shot the traps at 14.92 seconds and 98 flat. HMMM! Some moving for a car of the Eliminator's weight. Magazine test reports of the time lauded the 428 Ram-Air as only slightly less nimble than the small engine brothers, and turned quarters with a 14.24 and 98 mph from a dead idle start! With some additional honing, the Super Cobra Jet turned in a best of 13.91 seconds at 103.92!

What they ended with (Super Stock; August '68) was, "No matter which one of the many power teams you choose, the Cougar Eliminator is a new and very special breed of cat." So it was. --

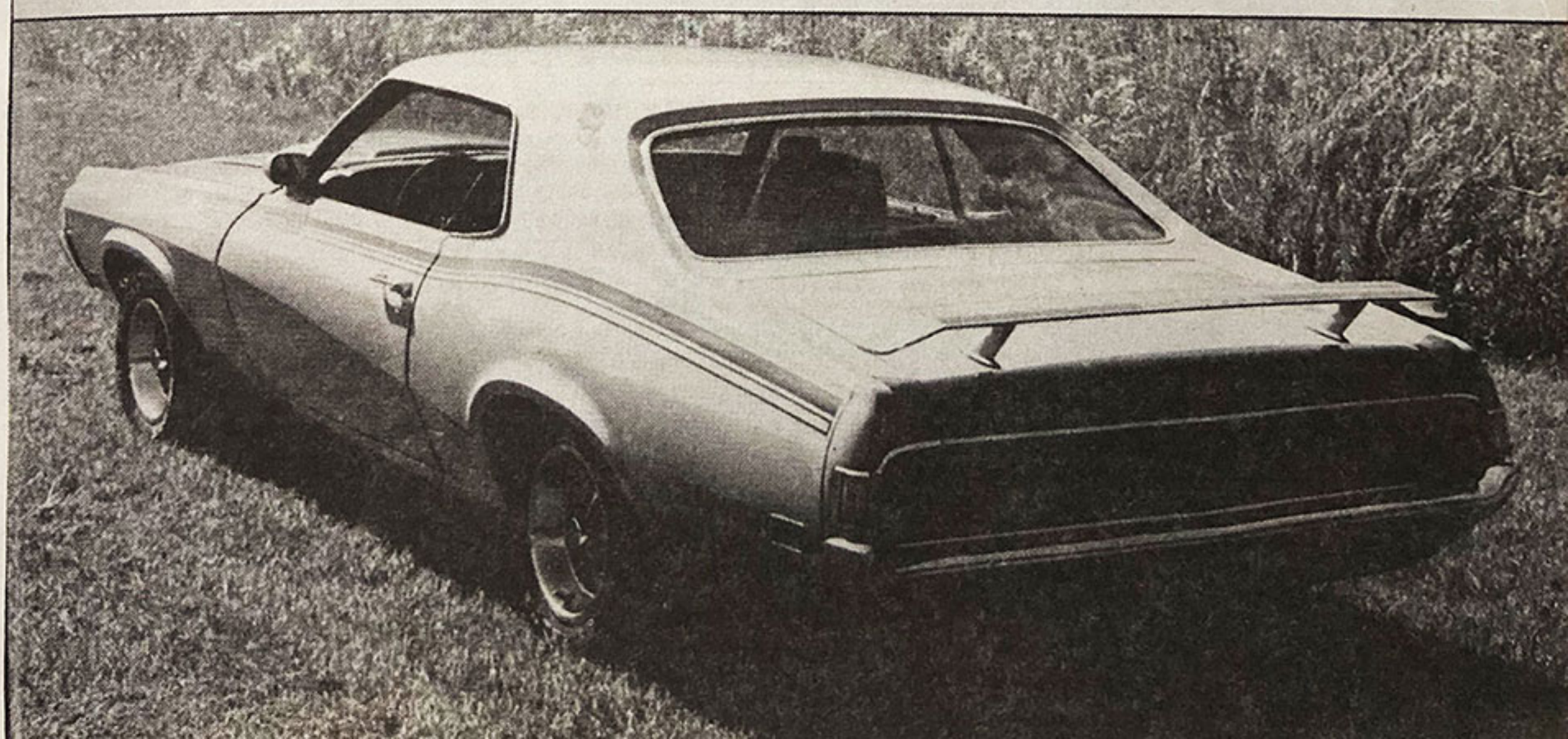
ELIMINATOR

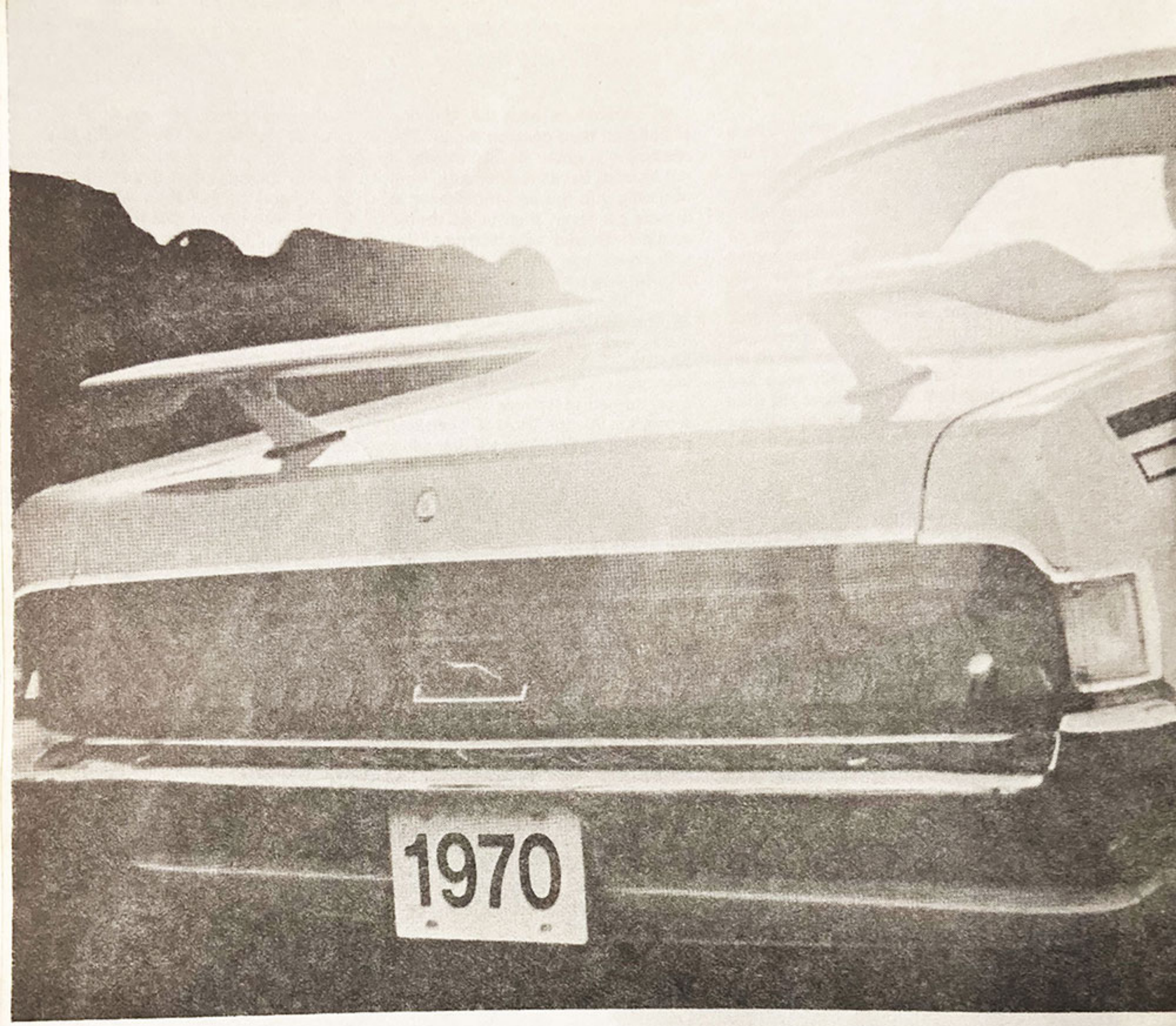
Typical window sticker for a 1970 model Boss 302 Eliminator showing options and costs:

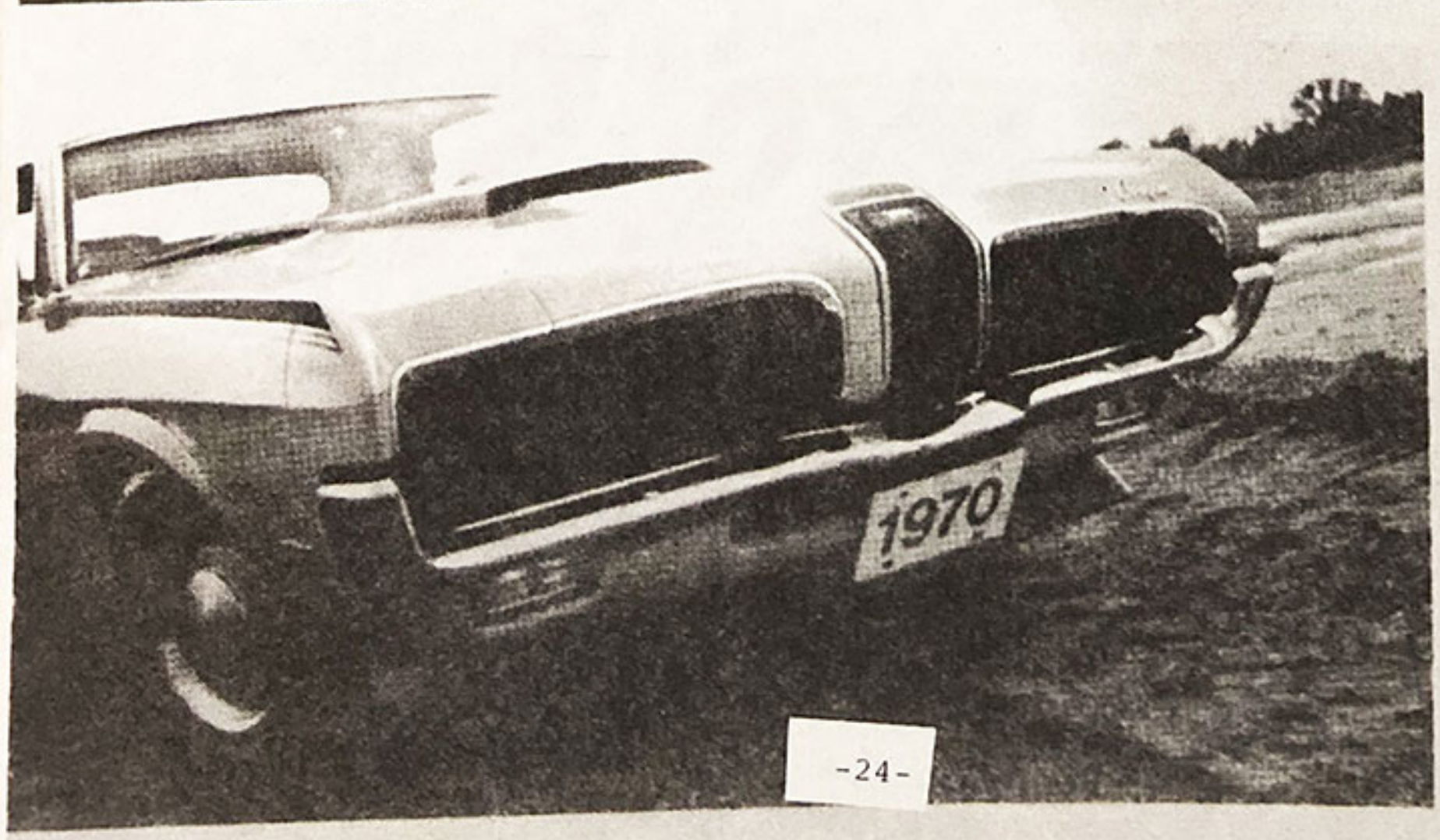
Cougar 2-dr hardtop	$3114.00
Includes at no extra cost:	
351-2V V8 Engine	
Hi-Back Bucket Seats	
Concealed Dual Headlamps	
Sequential Turn Signals	
2-Spoke Color-Keyed Steering Wheel	
Flow-Through Ventilation System	
Competition Orange	
Boss 302-4V	388.60
Eliminator	129.60
4-Speed Manual Hurst Shifter	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	1308.80
Destination Charges	103.50
	$4526.30

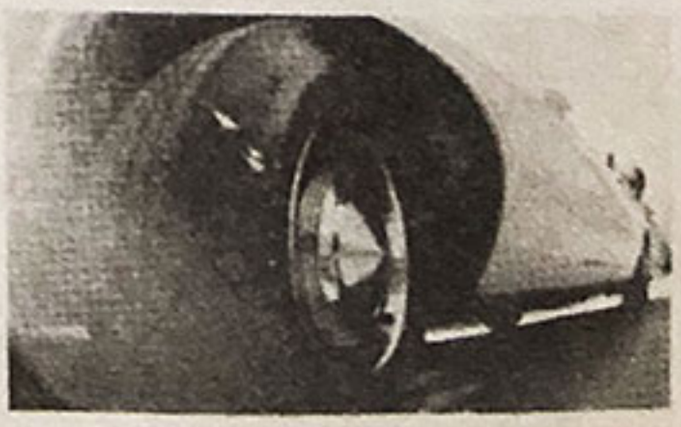


Boss 302 powerplant installed by the factory makes the Eliminator a real collector's item—only 4611 were produced.




1970


1970



Cougar Eliminator

CALL IT THE ROAD ANIMAL. Cat joins the three Cyclones in producing all-out driving action. Spoilers front and rear, hood scoop and bold tape stripes promise excitement. A 300-horsepower canted-valve 351-4V V-8 delivers it. And if you want more of a road animal, Eliminator has options up to 375-horsepower.

Standard equipment includes: 300-horsepower, canted-valve 351-4V V-8 • 3-speed manual trans • 3.25:1 axle • Competition handling package • F70 x 14 traction belted tires • Hood scoop • F anti-lift spoiler • Rear deck air-foil spoiler • Tachometer • Hi-back bucket seats • Racing mirrors • Special competition colors.

Optional equipment includes: 335-horsepower CJ 428-4V V-8 • 290-horsepower Boss 302 • 375-horsepower Boss 429 • Ram Air induction • 4-speed transmission with Hurst Shifter® • Select-Shift transmission • Traction-Lok differential • Drag Pak • Super Drag Pak • 3.50:1 axle • 3.91:1 axle • 4.30:1 axle • Autolite heavy-duty battery.

1970 COUGAR OPTIONS SUMMARY CHART

	Cougar 2-Dr. Hardtop	Cougar Convertible	Cougar XR-7 2-Dr. Hardtop	Cougar XR-7 Convertible	Cougar Eliminator
ENGINES & RELATED EQUIPMENT					
351-4V, 300 hp V-8 Engine	x	x	x	x	std
Boss 302-4V HO, 290 hp V-8 Engine	na	na	na	na	x
CJ 428-4V 335 hp V-8 Engine (a)	x	x	x	x	x
Boss 429 Engine (h)	x	x	x	x	x
Ram Air Induction (b)	x	x	x	x	x
4-Speed Manual Transmission w/Hurst Shifter® (c) (d)	x	x	x	x	x
Select-Shift Transmission (d)	x	x	x	x	x
Detroit "No-Spin" Locker (e)	x	x	x	x	x
Heavy Duty Battery (f)	x	x	x	x	x
Competition Handling Package (g)	x	x	x	x	std
High Performance Axle	x	x	x	x	std
Traction-Lok Differential	x	x	x	x	x
Drag Pak (i)	x	x	x	x	x
Power Brakes (j) (disc front, drum rear)	x	x	x	x	x
Power Steering	x	x	x	x	x
Power Windows	x	x	x	x	x
EXTERIOR APPEARANCE					
Appearance Protection Group (k)	x	x	x	x	x
Two-Tone Paint (l)	x	na	x	na	na
Vinyl Roof	x	na	x	na	na
Curb Molding	x	std	std	std	na
LH Remote-Control Racing Mirror	x	x	std	std	std
LH Remote-Control Mirror	x	x	na	na	na
Deluxe Wheel Covers (m)	x	std	na	na	na
Sporty Wheel Covers (Deep Dish)	x	x	x	x	x
Wire Wheel Covers	x	x	x	x	x
Styled Steel Wheels	x	x	x	x	x
INTERIOR APPEARANCE					
Decor Group (n)	x	std	na	na	x
Luxury (3-spoke rim-blow) steering wheel (v)	x	std	std	std	x
Console	x	x	x	x	x
Houndstooth check cloth-and-vinyl interior trim (m)	x	na	x	na	x
Deluxe seat and front shoulder belts	x	na	x	na	x
COMFORT & CONVENIENCE					
AM Radio (o)	x	x	x	x	x
AM/FM Stereo Radio (p)	x	x	x	x	x
AM Radio with Stereo Tape System (p)	x	x	x	x	x
Rear Seat Speaker (q)	x	na	x	na	x
Whisper-Aire Conditioner (r)	x	x	x	x	x
Electric Clock (s)	x	x	std	std	std
Tilt Steering Wheel	x	x	x	x	x
Courtesy Light Group (t)	x	x	std	std	x
Visual Check panel (u)	x	x	std	std	std
Rear Window Defogger	x	na	x	na	x
Tinted Glass (Complete)	x	x	x	x	x
Interval Windshield Wipers	x	x	x	x	x
Automatic Seat Back Release	x	x	x	x	x
Sun Roof	x	na	x	na	na
TIRES					
E78 x 14 Belted WSW tires	x	x	x	x	na
F70 x 14 Belted WSW tires	x	x	x	x	x
F70 x 14 Belted BSW traction tires with raised letters	x	x	x	x	std
7.75 x 14 BSW Space Saver Spare Tire	x	x	x	x	x

(a) Requires 4-speed manual or Select-Shift transmission. Includes engine plus dual exhausts, Competition Handling Package, black or silver power dome hood tape stripe (color-keyed) with CJ 428 logo and F70 x 14 WSW tires.

(b) Available only with CJ 428 engine. Includes functional body color hood scoop and F70 x 14 belted BSW traction tires with raised white letters. (except on Cougar Eliminator which already has F70 x 14 belted BSW traction tires.)

(c) Low gear with 351 CID engines is 2.78 wide ratio standard; with CJ 428 only 2.32 standard close ratio is available; with Boss 302 engine 2.78 wide ratio is standard, 2.32 close ratio is optional.

(d) Floor or console mounted.

(e) Available with 4.30:1 rear axle only.

(f) 70 ampere hour battery with all engines except CJ 428 which has 80 ampere hour battery standard.

(g) Optional with 351 engines, standard with all others. Includes higher rate front and rear springs, heavy duty front and rear shock absorbers, larger diameter front stabilizer bar and rear stabilizer bar.

(h) Limited production option.

(i) Mandatory and only available with CJ 428 engine when ordered with 3.91:1 or 4.30:1 axle ratios and Boss 302 engines when ordered with 4.30:1 axle ratio. Includes engine oil cooler, strengthened crankshaft, connecting rods, connecting rod bolts, piston pins and flywheel.

(j) Mandatory on convertibles equipped with CJ 428 engine.

(k) Includes front bumper guards, door edge guards and front and rear floor mats.

(l) Not available with vinyl roof.

(m) Requires Decor Group Option.

(n) Includes Comfortweave vinyl hi-back bucket seats, custom grade door and quarter trim, door-mounted courtesy lights, rear quarter armrests, luxury 3-spoke rim-blow steering wheel, deluxe wheel covers and bright curb moldings. (Last 2 items na for Eliminator).

(o) Includes one speaker in instrument panel.

(p) Includes two door-mounted speakers—no instrument panel speaker.

(q) Not available with AM/FM Stereo Radio or AM Radio with Stereo Tape System.

(r) Must have Select-Shift transmission when ordered with CJ 428 engine.

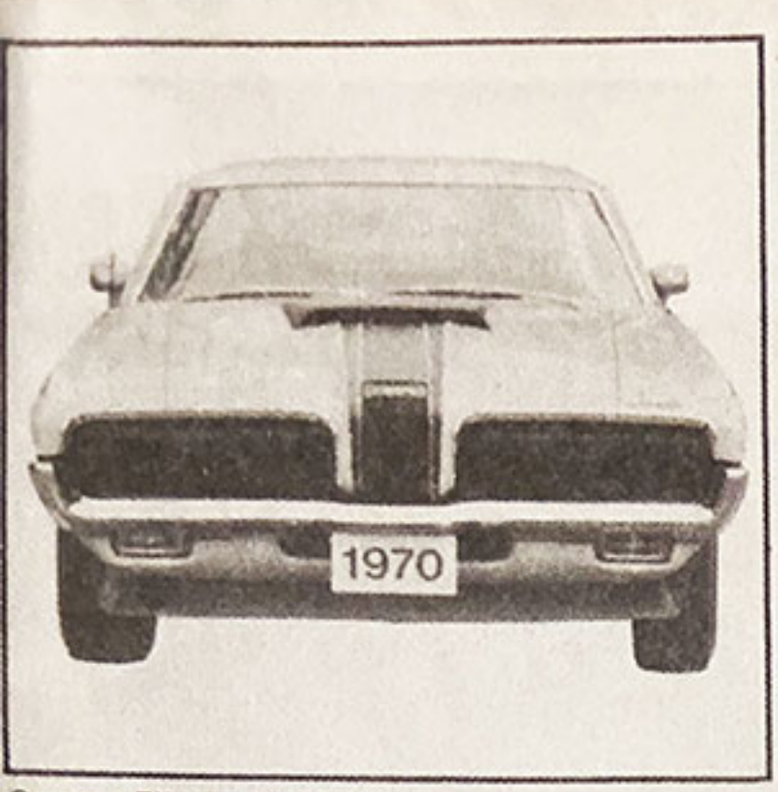
(s) Cougar XR-7 and Cougar Eliminator have elapsed time clock. A clock without elapsed time feature is option on Cougar.

(t) Includes rear roof pillar, trunk, underhood and map lights and headlamp-on warning buzzer with light.

(u) Includes door-ajar and low fuel warning lights.

(v) Included as part of Decor Group Option.

1970 COUGAR ELIMINATOR SELLING FEATURES



Cougar Eliminator Grille

Cougar Eliminator Taillamps

Grille. A more rakish, performance styled look . . . that's Cougar Eliminator. The vertical bar die cast grille is definitely Cougar though uniquely blacked out. The bold center section features a black hood tape that sweeps back into the black hood scoop. Left and right hand racing mirrors, a black front spoiler and stone shield further enhances Eliminator's performance style.

Taillamps. Right and left sequential turn signals which flash to point direction of turn are framed by a black back panel and divided by a bright Cougar cat emblem on the fuel filler door. A body side tape stripe adds to Eliminator's sporty flair.

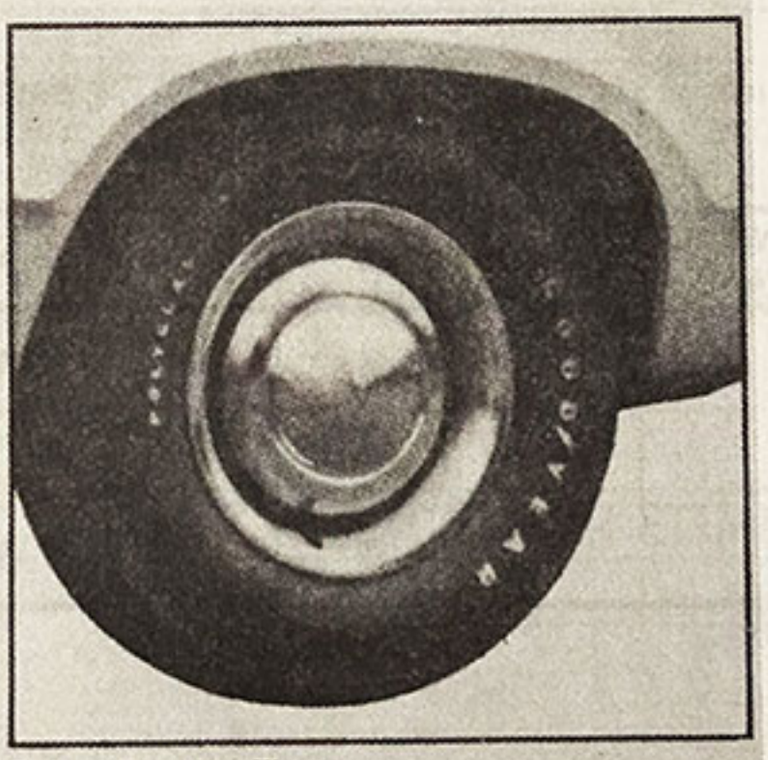
Cougar Eliminator Rear Spoiler

Cougar Eliminator Hi-Back Bucket Seats

Rear Spoiler. The graceful sweep of Eliminator's rear deck is highlighted by the rear spoiler (body color) topped by a narrow paint stripe bearing the Eliminator identification.

Hi-Back Bucket Seats. Deep seating comfort in the latest style is provided by Cougar Eliminators hi-back bucket seats. Illustrated is the standard seat.

Cougar Eliminator 351-4V V-8 Engine

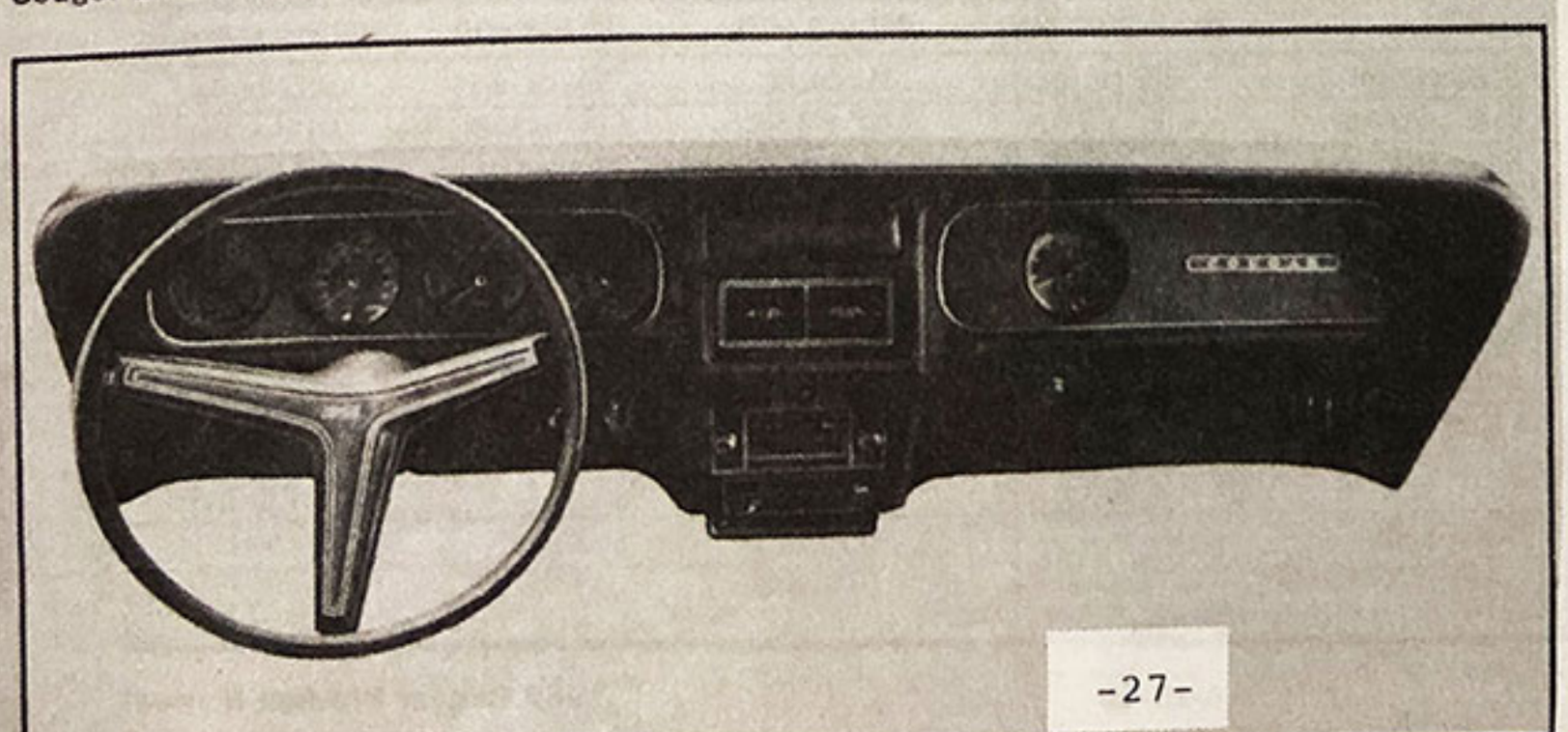


Belted Traction Tires

351-4V V-8 Standard engine for the Eliminator is an all new 351-4V, 300 hp V-8. New and tested engineering advancements include new heads, canted valves and modified block. Better breathing and better heating of the fuel-air mixture as well as better engine cooling with thermostatically controlled water by-pass in the cylinder block are engine highlights.

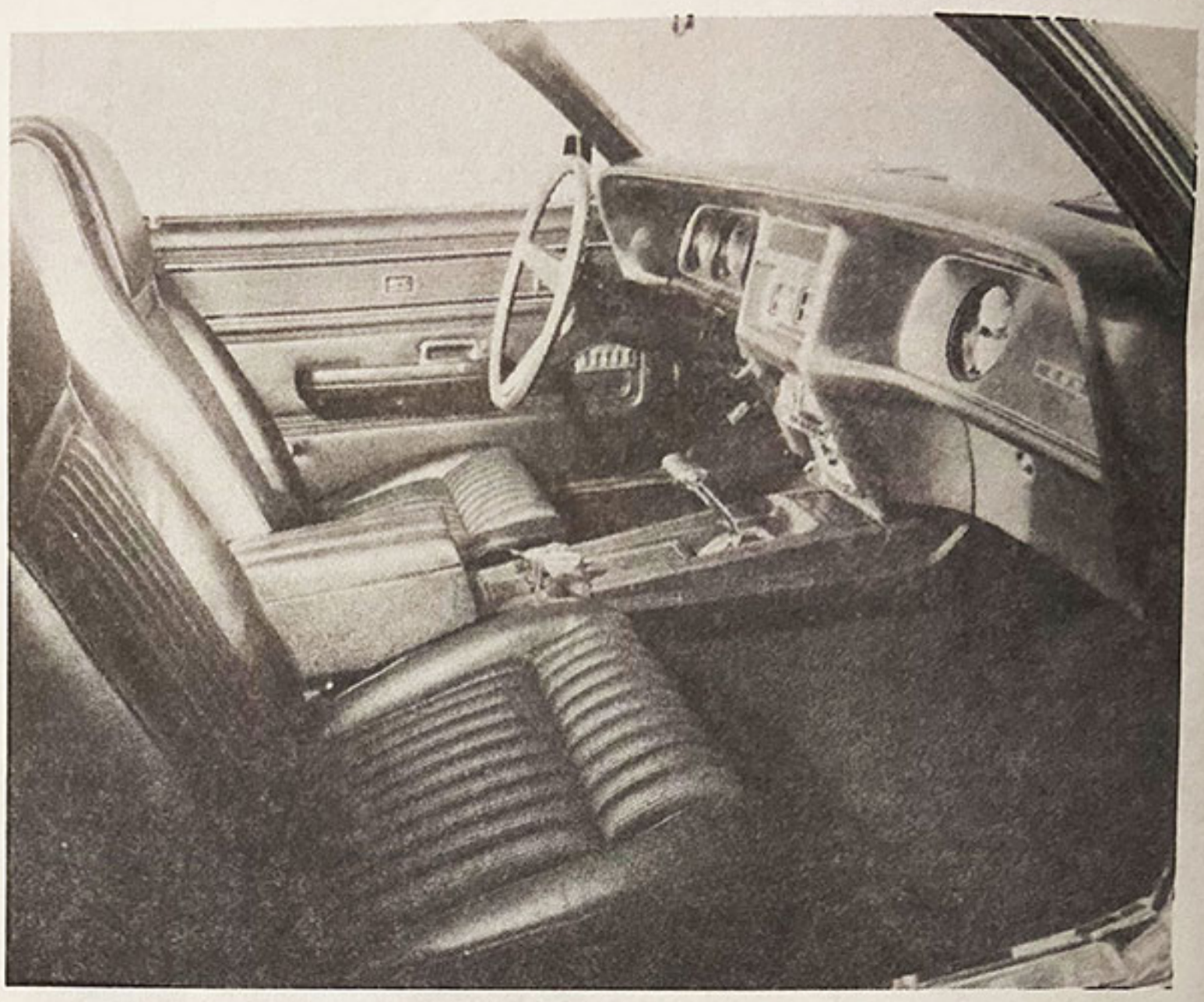
Belted Traction Tires. F70 x 14 black belted traction tires with raised white letters are standard. Black 14" x 6" wheels frame hub caps with bright trim rings.

Competition Handling Package. Includes stiffer front and rear springs, heavy-duty shock absorbers, larger front stabilizer bar and, new for '70, a rear, ½" diameter, stabilizer bar.



Cougar Eliminator Instrument Panel (Optional wheel illustrated)

Instrument Panel. The instrument panel complements the performance appeal of the Cougar Eliminator. It features full instrumentation, including alternator, temperature and oil pressure gauges as well as tachometer and trip odometer. The instrument cluster itself is black as is the right hand finish panel that contains an elapsed time clock.



Cougar "Eliminator" Vinyl High-Back Bucket Seats

Seats in the Cougar "Eliminator" are of newly styled, comfortable High-Back design with integrated head restraints. The upholstery is of Comfortweave Vinyl—that knitted, breathable vinyl that has luxurious feel, exceptional softness and pliancy.

1969 Cougar "Eliminator" Color and Trim Selections

EXTERIOR COLORS		WHITE	BRIGHT BLUE METALLIC	COMP-ETITION ORANGE	BRIGHT YELLOW
INTERIORS	COMFORTWEAVE VINYL	M	6	3	9
BLACK	5A	●	●	●	●
BLUE (a)	5B	●	●		
WHITE-BLACK COMPONENTS	EA	●	●	●	●

(a) Seats and door panels blue, remaining components black.

MAJOR SPECIFICATIONS	2-Door Hardtop
Wheelbase	111.0"
Wheel tread—ft./rear	58.5"/58.5"
Overall length	193.8"
Overall height (Design)	51.5"
Overall width	74.2"
Fuel capacity	20 gal.
Usable luggage capacity	10.2 cu. ft.
Tire size	F70 x 14

	Front	Rear
Headroom (eff.)	37.4"	35.8"
Legroom (eff.)	41.1"	30.6"
Hiproom	55.2"	52.4"
Shoulder room	55.9"	54.5"

COUGAR "ELIMINATOR" POWER TEAMS

(a) Axle ratio available with optional Traction-Lok only.

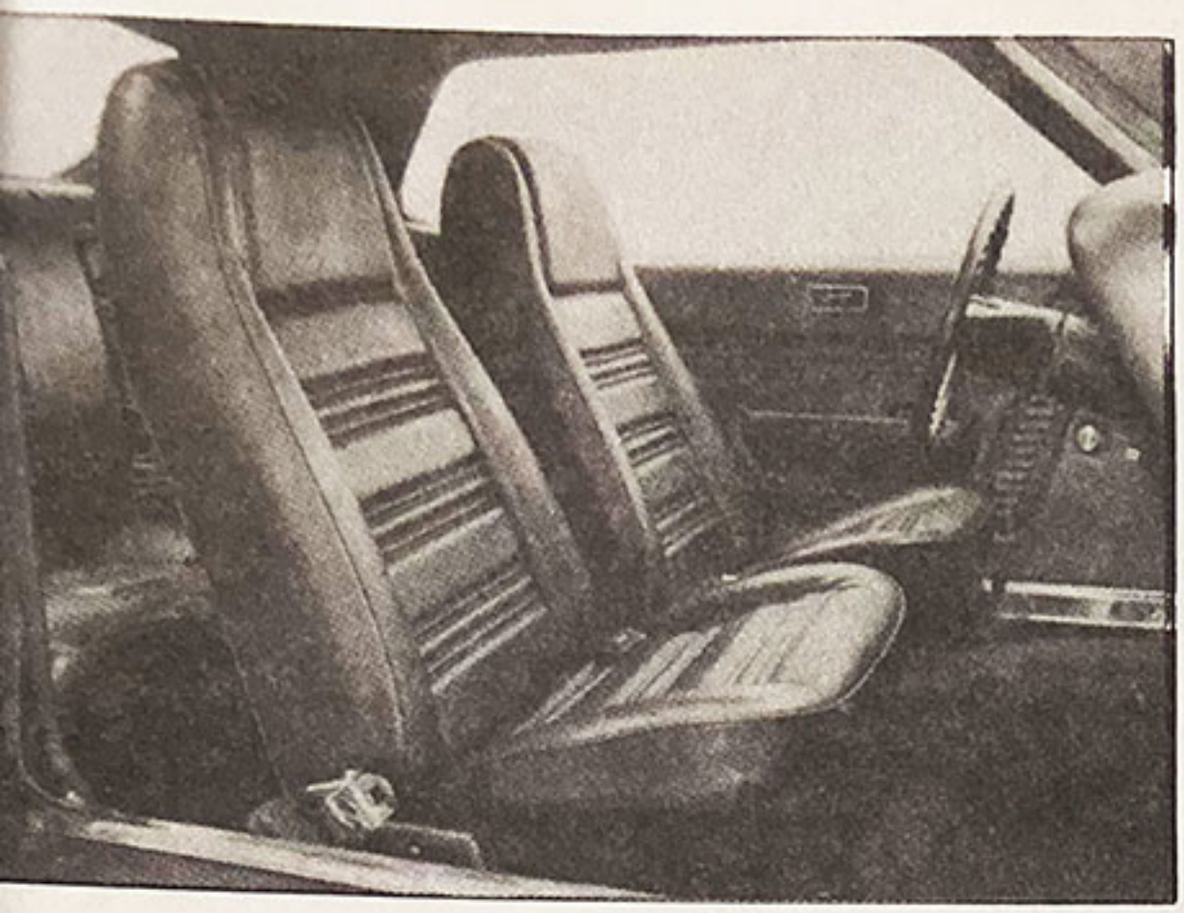
(b) Optional at extra cost.

(c) Heavy-duty 3-speed manual transmission optional at extra cost with 390 V-8 (4V) engine.

*3.00:1 ratio with Whisper-Aire Conditioner.

Note: First ratio shown standard. Others optional.

	302 HO V-8 (4V)	351 V-8 (4V)	390 V-8 (4V)	CJ 428 V-8 (4V)
Displacement	302 cu. in.	351 cu. in.	390 cu. in.	428 cu. in.
Bore x Stroke	4.00" x 3.00"	4.00" x 3.50"	4.05" x 3.78"	4.13" x 3.98"
Hp @ rpm	290 @ 6000	290 @ 4800	320 @ 4600	335 @ 5200
Carburetor	4-bbl.	4-bbl.	4-bbl.	4-bbl.
Compression ratio	10.5:1	10.7:1	10.5:1	10.6:1
Fuel	Premium	Premium	Premium	Premium
Exhaust	Dual	Dual	Dual	Dual
3-speed manual (c)	NA	3.25:1*	3.25:1*	NA
4-speed manual (b)	3.50:1 3.91:1(a) 4.30:1(a)	3.25:1* 3.50:1(a)	3.25:1* 3.50:1(a)	3.50:1* 3.91:1(a) 4.30:1(a)
Select-Shift Transmission (b)	NA	3.25:1*	3.25:1* 3.50:1(a)	3.50:1* 3.91:1(a) 4.30:1(a)



1970 COUGAR ELIMINATOR INTERIOR

The Eliminator cockpit features a black instrument panel, fully instrumented, with gauges replacing lights, and all-vinyl hi-back bucket seats as standard. Optional Comfortweave vinyl and black houndstooth check cloth-and-vinyl trim are also available.

INTERIOR HIGHLIGHTS

- Black finish instrument panel
- 6,000 rpm tachometer, 8,000 rpm with optional Boss 302 engine
- Elapsed time clock
- Visual check panel with "door-ajar" and "low fuel" warning lights
- Full instrumentation including alternator, temperature and oil pressure gauges that replace lights
- Simulated woodgrain gear shift knob with optional Select-Shift
- Oval (2-spoke, color-keyed) steering wheel

1970 COUGAR ELIMINATOR COLOR AND TRIM

INTERIOR COLORS AND CODES — HARDTOP				EXTERIOR COLORS AND CODES																	
	Hi-Back Bucket Seat	Decor Group (a)		Black	Dk. Ivy Green Met.	Competition Yellow	Med. Lime Met.	Competition Blue	Deep Gold Met.	White	Pastel Blue	Med. Blue Met.	Med. Gold Met.	Red	Competition Gold	Competition Green	Competition Orange	Lt. Ivy Yellow	Bright Blue Met.	
		Hi-Back Bucket Seat	Hi-Back Bucket Seat																	
	Vinyl	Comfortweave Vinyl	Houndstooth Check Cloth & Vinyl	A	C	D	G	J	K	M	N	Q	S	T	U	Z	1	2	8	
Black	1A	5A	3A			x		x			x				x	x	x			
Med. Blue	1B	5B									x								•	
White w/Black Components	AA	EA				x		x			x				x	x	x			

(a) Extra cost

MAJOR COUGAR ELIMINATOR DIMENSIONS

	2-Dr. Hardtop
Wheelbase	111.0"
Overall length	196.1"
Overall height	51.5"
Overall width	74.1"
Tread—front	58.5"
Tread—rear	58.5"
Front Compartment (a)	
Head room	37.6"
Shoulder room	55.9"
Hip room	55.2"
Leg room	40.1"
Rear Compartment (a)	
Head room	35.9"
Shoulder room	54.5"
Hip room	52.4"
Leg room	30.6"
Luggage capacity	10.1 cu. ft.
Fuel tank capacity*	22.0 gals.
Tire size	F70 x 14
Curb weight	3476 lbs.

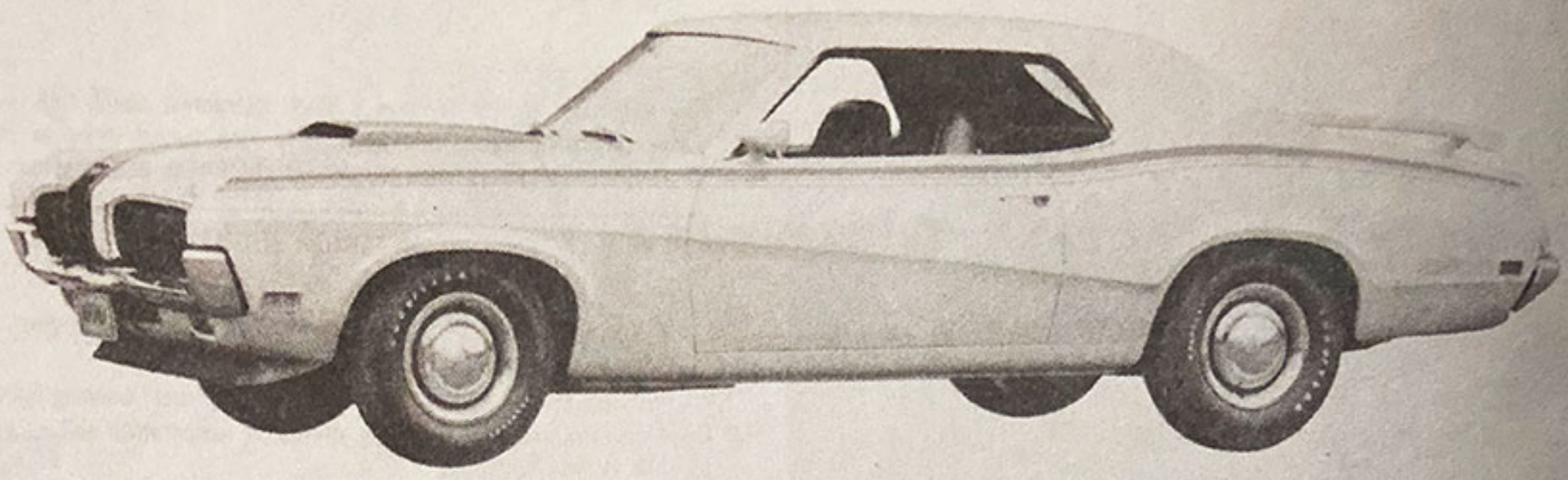
(a) Front seat in rearmost position.
* Two gallons less with Evaporative Emission System.

COUGAR ELIMINATOR POWER TEAMS

ENGINES:	351-4V V-8	CJ 428-4V V-8 (a)	Boss 302 4V-HO V-8	Boss 429 Engine*
Availability	std	opt	opt	opt
Displacement (cu. in.)	351	428	302	429
Bore x stroke	4.00" x 3.50"	4.13" x 3.98"	4.00" x 3.00"	4.36" x 3.59"
HP @ rpm	300 @ 5400	335 @ 5200	290 @ 5800	375 @ 5200
Torque @ rpm	380 @ 3400	440 @ 3400	290 @ 4300	450 @ 3400
Compression ratio	11.0:1	10.6:1	10.6:1	10.5:1
Carburetor	4 bbl.	4 bbl.	4 bbl.	4 bbl.
Carburetor cfm rate	600	735	780	780
Carburetor brand	Autolite	Holley	Holley	Holley
Fuel	Premium	Premium	Premium	Premium
Exhaust	Dual	Dual	Dual	Dual
Valve lifters (type)	Hydraulic	Hydraulic	Mechanical	Mechanical
TRANSMISSION:				
3-speed manual	std	na	na	na
4-speed manual with Hurst Shifter®	opt	opt	opt	std
Select-Shift	opt	opt	na	na

AXLE RATIOS: Detailed availability shown in Power Team section.

(a) Available with or without Ram Air induction.
* Limited production option.



Cougar Eliminator 2-Door Hardtop —Model 91
(Merchandised as a model. Ordered as an option on Model 91.)

1970 COUGAR ELIMINATOR

Series Differences— Cougar Eliminator over Cougar 2-Door Hardtop

Exterior

- Black-out die cast grille with vertical bar texture
- Black body side tape stripe
- Black hood scoop (functional with Ram Air)
- Black hood tape (covers power dome)
- Black front stone shield
- Front spoiler (black)
- Rear spoiler, color-keyed with black "Eliminator" tape stripe
- Left hand remote-control racing mirror (color-keyed)
- Right hand racing mirror (color-keyed)
- "Eliminator" tape on rear fender replaces Cougar script
- Wheel opening moldings deleted
- Black 14" x 6" wheels
- Hub caps with bright trim rings
- Vinyl roof not available
- Black back panel and taillamp bezels
- Bright cat medallion on fuel filler door replaces L-M crest
- Thin dual upper body paint stripes deleted

Interior

- Black finish instrument panel
- 6,000 rpm tachometer, 8,000 rpm with optional Boss 302 engine
- Elapsed time clock
- Visual check panel with "door-ajar" and "low fuel" warning lights
- Full instrumentation including alternator, temperature and oil pressure gauges that replace lights
- Simulated woodgrain gear shift knob with optional Select-Shift

Functional

- 351-4V, 300 horsepower V-8 engine (premium fuel)
- 3.25:1 rear axle
- Competition Handling Package
- F70 x 14 belted BSW traction tires with raised white letters
- Boss 302 engine available as option

Other Standard Features

Exterior

- 111 inch wheelbase . . . 196.1 inches overall length
- Triple coat acrylic super enamel finish
- Galvanized steel rocker panels, sills, and upper cowl intake panel
- Ventless and frameless side windows
- Concealed dual headlamps
- Sequential turn signals
- Front and rear side marker lights that flash on/off with turn signals
- Separate front parking and turn signal lamps
- Bright roof molding
- Bright side window belt molding
- Bright windshield and rear window moldings
- Cougar script on trunk and above grille
- Cougar cat emblem on center grille area
- Luggage compartment with 10.1 cu. ft. capacity

Interior

- Hi-back bucket seats with integrated head restraints
- All-vinyl interior with horizontal pleat sew style
- Dual courtesy lights under instrument panel
- Front door armrests, energy-absorbing, foam-padded
- Oval (2-spoke, color-keyed) steering wheel
- Cougar name on instrument panel
- Color-keyed 100% nylon loop carpeting
- Color-keyed perforated vinyl headlining
- Full door trim panels
- Squeeze type door handles
- Illuminated glove compartment with lock
- Bright trimmed suspended foot pedals
- Luggage compartment mat

Functional

- Column-mounted anti-theft ignition, steering a transmission lock
- 3-belt restraint system with locking retractor
- 3-speed manual transmission, fully synchronized, flo or console mounted
- Hypoid rear axle with 9" ring gear
- 59 inch rear springs, rubber cushioned Iso-Clamp and Hotchkiss Drive
- Rubber cushioned front suspension
- Unit-built body with platform chassis
- Dual hydraulic brake system, self-adjusting brakes
- Aluminized and stainless steel mufflers
- High efficiency air blending heater-defroster
- Energy absorbing steering column and wheel
- 45 ampere hour battery and 42 ampere alternator
- Reversible key and keyless locking system
- 2-speed electric windshield wipers
- Electric windshield washer with high speed pump un
- Foot operated parking brake
- Flow-Thru ventilation system
- Printed electrical circuits
- Factory installed undercoating sound deadener
- 22-gallon fuel tank
- Deep guard chrome finish bumper

PLUS . . . the full complement of Ford Motor Company Lifeguard Design Safety Features

LM - 9394 SALES OFC NOV 1966

LINCOLN - MERCURY DIVISION
1970 MODEL COUGAR
OPTION AND ACCESSORY INSTALLATIONS
MODEL YEAR TO DATE

MONTH AUGUST 1970
DATA RELEASES
DISTRICT 99-TOTAL PLANTS

	RATES								UNITS							TOTAL
	STDHT	XR7HT	STDCN	XR7CN				TOTAL	STDHT	XR7HT	STDCN	XR7CN				
UNUSED	.0	.0	.0	.0				.0								
UNUSED	.0	.0	.0	.0				.0								
UNUSED	.0	.0	.0	.0				.0								
302-HO 3 SPD STD	.0	.0	.0	.0				.0								
302-HO 4 SPD STD	1.0	.0	.0	.0				.7	450							450
TOTAL 302-HO	1.0	.0	.0	.0				.7	450							450
351-2V 3 SPD STD	5.4	1.3	5.3	2.2				4.3	2537	218	108	39				2902
351-2V 4 SPD STD	.6	.9	1.5	3.4				.8	275	157	31	60				523
351-2V AUTO	85.3	76.1	84.5	68.3				82.5	40285	13048	1727	1158				56218
TOTAL 351-2V	91.3	78.3	91.3	70.9				87.5	43097	13423	1866	1257				59643
351-4V 3 SPD STD	.4	.2	.5	.8				.4	199	33	11	15				258
351-4V 4 SPD STD	1.1	1.5	1.6	4.7				1.3	520	260	32	83				895
351-4V AUTO	5.3	18.8	6.4	20.4				9.1	2496	3223	131	362				6212
TOTAL 351-4V	6.8	20.5	8.3	26.0				10.8	3215	3516	174	460				7365
428-4V 4 SPD STD	.5	.2	.0	.8				.4	220	27	1	14				262
428-4V AUTO	.5	1.0	.1	2.3				.6	224	173	3	41				441
TOTAL 428-4V	.9	1.2	.2	3.1				1.0	444	200	4	55				703
302-HO 4SP CL RT	.7	.0	.0	.0				.5	307							307
351-2V 4SP CL RT	.2	.3	.4	1.1				.2	96	44	9	20				169
351-4V 4SP CL RT	.6	.6	.6	1.9				.6	266	105	13	33				417
428-4V 4SP CL RT	.5	.2	.0	.8				.4	220	27	1	14				262
428-4V RAM AIR	.0	.0	.0	.0				.0								
UNUSED	.0	.0	.0	.0				.0								
VIN ROOF WHITE	6.9	10.3	.0	.0				7.4	3276	1761						5037
VIN ROOF BLUE	7.7	8.1	.0	.0				7.4	3631	1382						5013
VIN ROOF BLACK	24.1	27.0	.0	.0				23.5	11391	4629						16020
VIN ROOF BROWN	3.9	14.5	.0	.0				6.4	1857	2484						4341
VIN ROOF IVY GRN	10.7	14.9	.0	.0				11.2	5060	2558						7618
VIN ROOF GINGER	5.3	8.6	.0	.0				5.9	2520	1480						4000
VIN ROOF BLK HT	2.1	2.8	.0	.0				2.2	982	488						1470
TOTAL VIN ROOF	60.8	86.2	.0	.0				63.8	28717	14782						43499
CONV TOP BLACK	.0	.0	52.3	52.1				2.9			1070	923				1993
CONV TOP WHITE	.0	.0	47.7	47.9				2.7			974	849				1823
TOTAL CONV TOP	.0	.0	100.0	100.0				5.6			2044	1772				3816
E78X14 BSW	3.6	2.5	4.9	3.2				3.4	1715	422	100	57				2294
E78X14 WSW	84.5	74.9	81.9	65.7				81.5	39900	12839	1675	1165				55579
F70X14 WSW	4.7	17.3	9.0	21.8				8.4	2219	2966	184	387				5756
F70X14 TRACTION	5.6	4.1	2.2	7.6				5.2	2656	706	45	135				3542
SPAC SAVE SP BSW	.4	1.2	.4	2.1				.7	202	204	8	37				451
STYLE STL WHEELS	1.9	6.4	2.6	12.4				3.3	889	1094	54	219				2256
WIRE WHEEL	2.0	8.0	9.8	15.0				4.1	949	1368	201	266				2784
FULL WHEEL COVER	49.4	.0	.0	.0				34.2	23322							23322
SPORTS WHEEL COV	4.5	6.1	6.5	7.3				5.0	2118	1054	132	130				3434
CAL EMISS CONTRL	13.2	22.5	9.3	17.5				15.6	6246	3864	191	310				10611
ELIMINATOR PKG	4.7	.0	.0	.0				3.2	2200							2200
DISC BRAKES	59.1	88.7	68.3	88.2				67.6	27911	15208	1397	1563				46079
POWER STEERING	94.4	98.7	96.1	97.5				95.6	44578	16920	1964	1728				65190
AIR CONDITIONING	56.8	78.6	37.4	58.4				61.8	26834	13465	765	1035				42099
CONSOLE	42.7	85.2	63.5	86.9				55.1	20145	14603	1297	1540				37585
DUAL ACT TLT COL	3.0	10.1	5.1	11.5				5.1	1411	1734	104	203				3452
DLX STRG WHEEL	.5	.0	.0	.0				.4	254							254
EXT COLLING PKG	.2	.3	.1	.3				.2	97	47	3	6				153
70 AMP BATTERY	4.3	7.2	4.8	8.3				5.2	2048	1242	99	147				3536
IMP HAND PKG	4.0	5.3	3.1	9.3				4.4	1873	916	63	164				3016
FAST STEER RATIO		.0	.0	.0				.0								

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LM - 9394

LINCOLN - MERCURY DIVISION
1970 MODEL COUGAR
OPTION AND ACCESSORY INSTALLATIONS
MODEL YEAR TO DATE

MONTH AUGUST 1970
DATA RELEASES
DISTRICT 95-TOTAL PLANTS

	RATES							UNITS.							
	STDHT	XR7HT	STDCN	XR7CN				TOTAL	STDHT	XR7HT	STDCN	XR7CN				TOTAL
AM RADIO ONLY	86.9	54.5	72.1	40.0				77.1	41008	9340	1473	708				52529
AM-FM RADIO	6.6	30.3	17.0	39.6				13.7	3122	5200	347	702				9371
AM WITH STEREO	3.8	14.1	9.8	19.7				7.0	1796	2422	200	349				4767
REAR SEAT SPKR	7.2	12.3	.0	.0				8.1	3394	2113						5507
REAR WIND DEFOGG	5.6	16.1	.0	.0				7.9	2632	2766						5398
DLX SEAT BELTS	9.6	23.5	.0	.1				12.5	4523	4020		1				8544
POWER WINDOWS	1.6	14.2	9.3	33.9				5.9	774	2435	190	600				3999
TINTED W/SHIELD	41.3	58.4	35.2	57.0				45.8	19504	10011	719	1010				31244
FULL TINT GLASS	56.7	85.0	49.6	74.0				64.0	26744	14566	1013	1312				43635
RACING MIRROR	16.5	.0	22.8	.0				12.1	7775	1	466					8242
REMOTE CONT MIRR	40.6	.0	42.0	.0				29.4	19157		859					20016
SAFETY CONV PKG	.0	.0	.0	.0				.0								
CRTSY LITE GRP	11.9	.0	17.2	.0				8.8	5630		352					5982
APPEAR PROT GRP	1.6	19.7	2.8	28.4				6.9	745	3370	58	504				4677
INTERMIT WIPERS	3.1	10.8	5.3	18.3				5.5	1453	1856	109	325				3743
ELECTRIC CLOCK	12.9	.0	27.4	.0				9.8	6089		560					6649
SUN ROOF	.7	2.0	.0	.0				1.0	319	344						663
TWO-TONE PAINT	2.3	.5	.0	.0				1.7	1080	84						1164
AUTO SEAT REL	1.7	8.5	5.1	14.3				3.8	791	1463	104	254				2612
TACHOMETER	.0	.0	.0	.0				.0								
DELETE HEATERS	.4	.0	.2	.0				.3	174	3	5					182
VINYL REAR WIND	.0	.0	1.2	.0				.0			25					25
TRACTION-LOK	3.9	7.3	4.3	15.9				5.1	1844	1247	88	282				3461
CURB-HOLDING.	.0	.0	.0	.0				.0	1							1
TOTAL CAR COUNT	69.3	25.1	3.0	2.6				100.0	47206	17139	2044	1772				68161

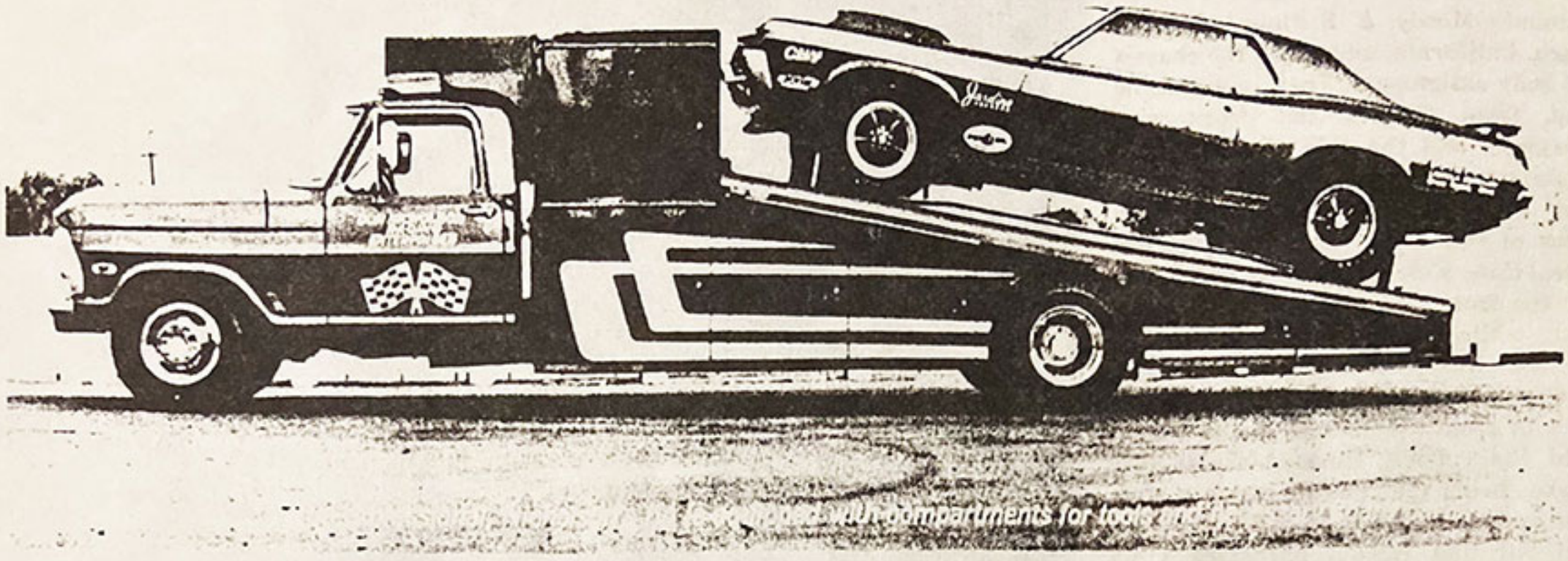
1970 COUGAR SERIES DIFFERENTIALS SUMMARY

	Cougar	Cougar XR-7	Cougar Eliminator
EXTERIOR			
Wheelbase (inches)	111	111	111
Grille: Bright	x		
Bright and Black		x	
Black-out with black stone shield			x
Moldings: Bright curb moldings	x*	x	
Wheel opening molding	x	x	
Bright belt door molding		x	
Body Trim: Dual upper body thin paint stripes	x	x	
Unique Eliminator upper body tape stripe			x
Black hood tape covering power dome			x
Narrow black tape stripe with Eliminator logo on rear spoiler			x
Black taillamp bezels and fuel filler door			x
Black back panel			x
Wheels: Bright hubcaps on hardtops	x		
Deluxe wheel covers on convertible	x		
Hub caps and bright trim rings			x
Unique wheel covers with XR-7 emblem		x	
Wheels painted in black			x
Hood Scoop, Black (functional with Ram Air)			x
Spoilers: Front (black)			x
Rear (body color)			x
Mirrors: Left hand remote-control racing mirror		x	x
Right hand (manual control) racing mirror			x
Ornamentation: On grille	Cat	XR-7	Cat
On rear fender	Cougar		Eliminator
Above grille, driver's side	Cougar	Cougar	Cougar
On trunk lid, passenger side	Cougar	XR-7	Cougar
On rear roof pillar		XR-7	
On wheel covers or hubcaps	Mercury	XR-7	
Center of fuel filler door	L-M crest	L-M crest	Cat
Luggage compartment capacity, cubic feet **	10.1	10.1	10.1
INTERIOR			
Interior Fabrics: All-vinyl standard	x***		x
Vinyl with leather accents		x	
Steering Wheel: hardtops (3-spoke is rim-blow)	2-spoke	3-spoke	2-spoke
convertibles (3-spoke is rim-blow)	3-spoke	3-spoke	
Armrests: Rear quarter armrest for hardtops		x	
Lighting: Door-mounted courtesy lights in hardtops		x	
Door-mounted courtesy lights in convertibles	x	x	
Rear roof pillar, trunk, engine compartment and map lights		x	
Headlamp-on warning light (with buzzer); seat belt warning light		x	
Visual check panel with door-ajar and low fuel warning lights		x	x
Rocker type switches for instrument panel, map and courtesy lights		x	
Instrumentation: Trip odometer		x	x
Tachometer		x	x
Alternator, temperature and oil pressure gauges		x	x
Elapsed time clock		x	x
Appliques: Rosewood appliques on instrument panel	x		
Rosewood appliques on steering wheel spokes of convertible	x		
Simulated burled walnut on instrument panel and steering wheel		x	
Black camera-case appliques on steering wheel			x
Vinyl-covered door pull handles		x	
Map pockets on back of front seats		x	
Coved rear seat (hardtop only)		x	
Colored-keyed 100% nylon loop carpeting	x	x	x
Deluxe seat belts standard on convertible	x	x	
Luxury level door and quarter panel trim		x	
Series identification script above glove box	Cougar	XR-7	Cougar
FUNCTIONAL			
Engine	351-2V	351-2V	351-4V
Rear axle ratio	2.75:1	2.75:1	3.25:1
Transmission	3-speed manual	3-speed manual	3-speed manual
	E78	E78	
Belted 14" black sidewall tires			F70
Belted 14" black traction tires with raised white letters	45	45	45
Battery—ampere hour			x
Competition Handling Package	22.0	22.0	22.0
Fuel tank capacity ****			

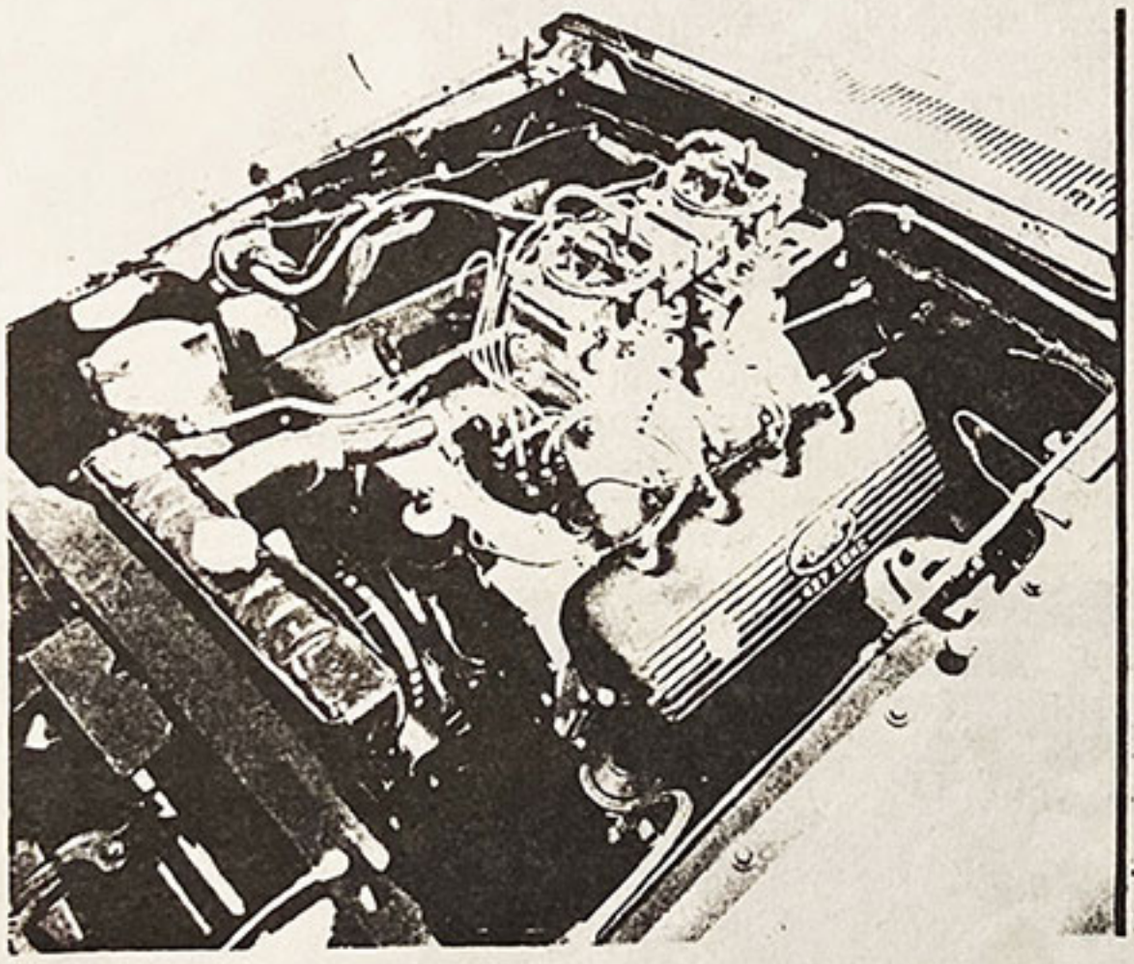
*Convertible only
**8.9 cubic feet for convertible
***Convertible has Comfortweave vinyl as standard
****Two gallons less with Evaporative Emission System

PLASTIC PUMA

ARTICLE COURTESY OF CAR CRAFT MAGAZINE, OCTOBER 1969



Don Nicholson's New SOHC Cougar Match Bash Cash Dasher



Reliable "cammer," prepared by Earl Wade, provides the motive force until the new Boss 429's get the early bugs worked out.

Spoiler sets off rear of Holman-Moody & Stroppe prepared body. With exception of hood, front fenders and doors, car is steel.

FUNNY CAR EVOLUTION has been characterized by the survival of the fastest. It started with stockers altering wheelbases and substituting fiberglass body parts, and is now at the point where any claim of similarity to a street-driven car is a joke. With the top Funnys running over 200 mph in the low 7's, the "oneupsmanship" of the early years has virtually come to an end; progress now being made mainly in refinement of detail and coming in bite-size proportions.

Don Nicholson is one of the pioneers of the Funny genre; he helped ensure the survival of the cars in his stable until he had a Frankenstein on his hands and found himself in a form of racing not to his liking. Don has always been connected with the racing of automobiles that were stock or close to stock, and that's the kind of racing he enjoys most. Unfortunately, most of the racers in the star strata which Nicholson enjoys had also allowed the Funny evolution to overcome them, and to race the top names Nicholson had to campaign a Funny Car.

Now, however, there has been a resurgence of the Match Race Super Stocker. No engine set backs, no blowers, no fuel . . . stock. Or close to it anyway. In the East, South and Midwest these 9-second, 140 mph cars are becoming very popular with the fans, and are attracting big names like Jenkins, Liberman, Landy and Sox & Martin.

Text by Fred Gregory
Photos by Don Green

Caught without a car, "Dyno Don" was forced to campaign a "stopgap" '66 SOHC Mustang, bought from Paul and Jerry Harvey, while his own Cougar was under construction. He did well with the car, registering some runs in

(continued on page 86)

PLASTIC PUMA

(continued from page 47)

the high nines, but the Cougar was to be his main offensive threat.

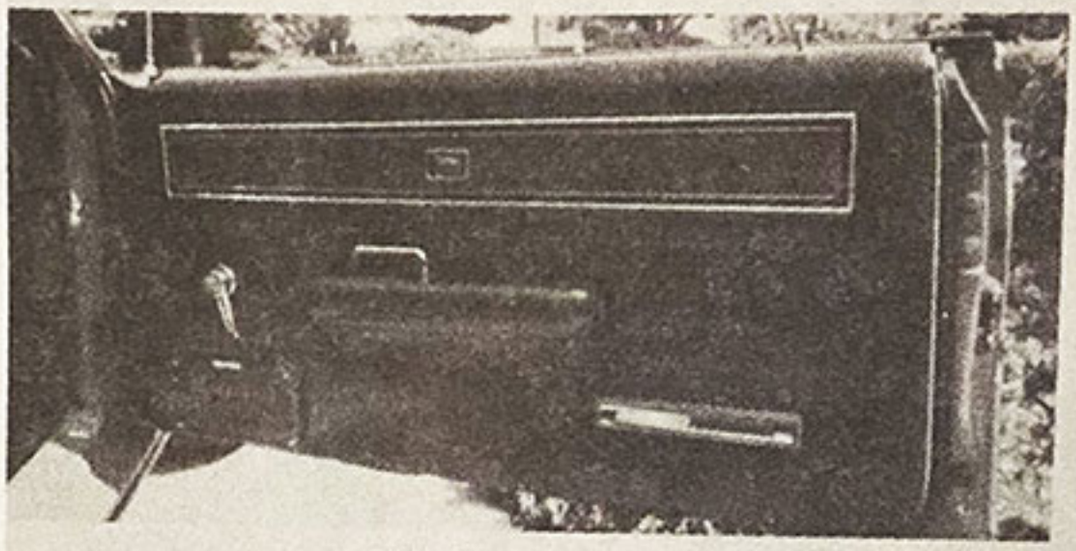
Holman-Moody & Stroppe of Long Beach, California, undertook the chassis and body assignment. They replaced the hood, front fenders and doors with fiberglass, and the side windows with plexiglass. Their own traction bars anchor a Detroit locker rear carrying ratios of 4.86 or 4.71 and 31 spline Ford axles. Cure Ride provided 10/90 shocks for the front and dual 50/50's for the rear, while Goodyear was responsible for the tires: 8.45 x 15's (front); and 11.00 x 15's (rear). M/T's wheels – 4-inch in front and 8-inch in the rear – hold the rubber. Hurst/Airheart disc brakes bring the 2950 lb. car to a stop. For added safety, H-M & S installed a roll bar and Impact harnesses (Don uses an Impact helmet also).

Earl Wade prepared the 427 inch SOHC Ford "Cammer" which powers the Cougar, selected because of its proven performance (the Boss 429 is not "worked out" yet). He used a Delta SS crank with M/T rods and pistons. The rods are stock length and ride on Federal-Mogul bearings. Mickey's pistons squeeze out a 12.5:1 compression ratio, and are fitted with Milodon buttons and TRW rings. Crane's "600" roller cams move the valves a distance of .605" using stock rockers and Crane springs. A Holman-Moody & Stroppe 7 qt. pan holds 50 weight Pennzoil which gets pushed through a Fram filter by a slightly modified pump. A pair of Holley 780 cfm carbs with double pumps get the gasoline in while Jardine headers suck out what's left after ignition by the stock distributor, which fires Autolite 901 plugs. The engine was completely balanced at H-M&S and all necessary machine work was performed by John Reed of Atlanta. To be safe, Wade used Maxi-Torq Supertanium bolts throughout.

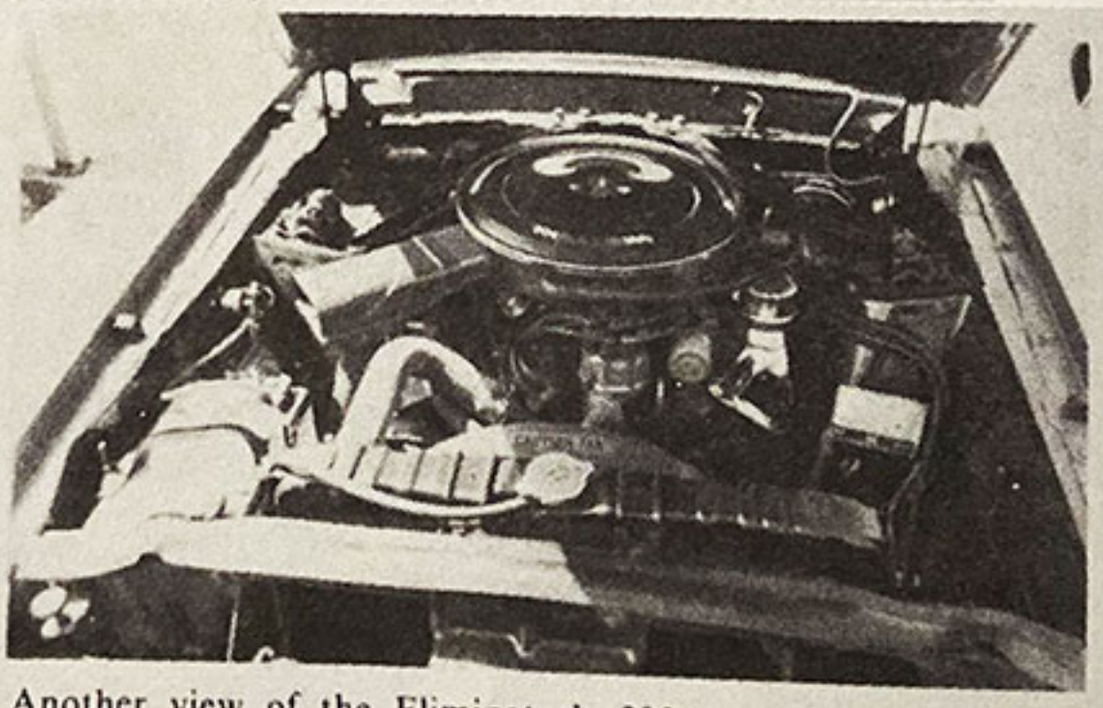
Power is transmitted through a Schiefer clutch, pressure plate and flywheel assembly which is retained by a Lakewood housing. Don and Earl transformed a Ford four speed (2.32 low gear) into a "crash box" by removing the teeth from the synchronizers. A Hurst shifter, with Line/Loc, is the medium through which Don's arm power is applied to the gears.

In the works for three months the Cougar received its finishing touch in the form of a Candy Red, scalloped paint job applied by the artisans at H-M & S. Upon completion, the car was tested in a surprise appearance at a Southern California strip. On its first run it registered an e.t. of 10.19 and a speed of 137.76; not bad for a maiden effort. Just wait 'til it gets back in "Stocker Country."

The 1969 Eliminator from dead on. Note Cougar headlight door emblem and vertical Mercury emblem at grille center. (Jack Karleskind)

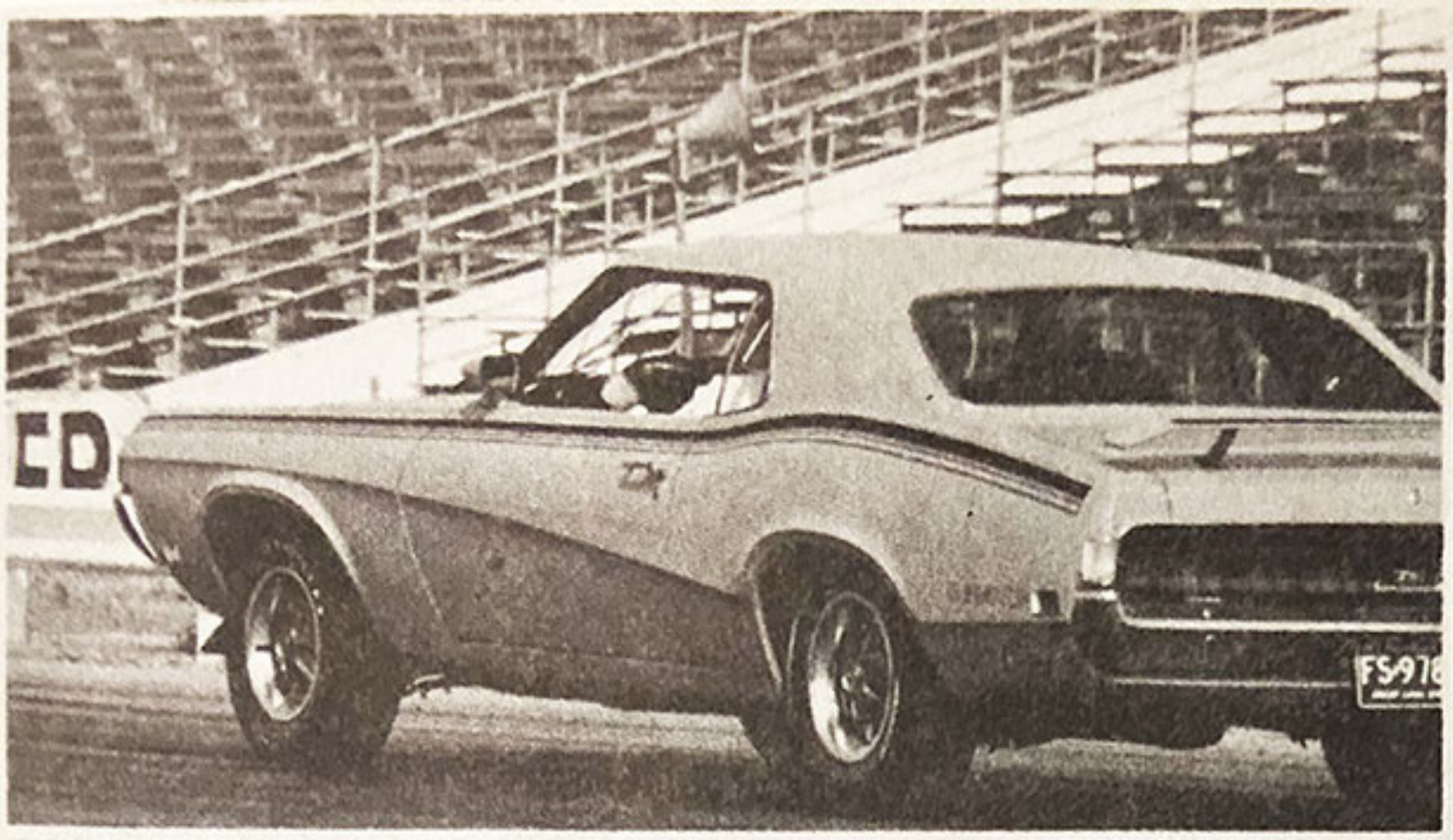


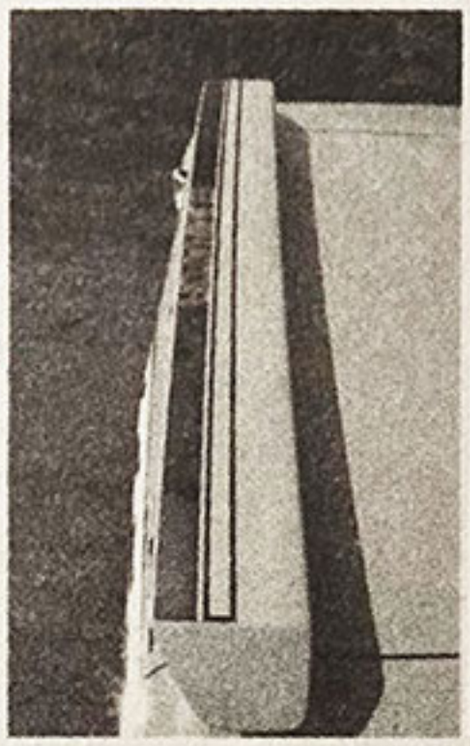
Eliminator door panel featuring wood-grain-look insert with small Cougar emblem, stereo speaker, courtesy light and unique Cougar door handle. (Jack Karleskind)



Another view of the Eliminator's 390 engine. (Jack Karleskind)

Left to right: 1969 390 Eliminator, 1970 Boss 302 Eliminator and 1970 351 Cleveland Eliminator. (Jack Karleskind)

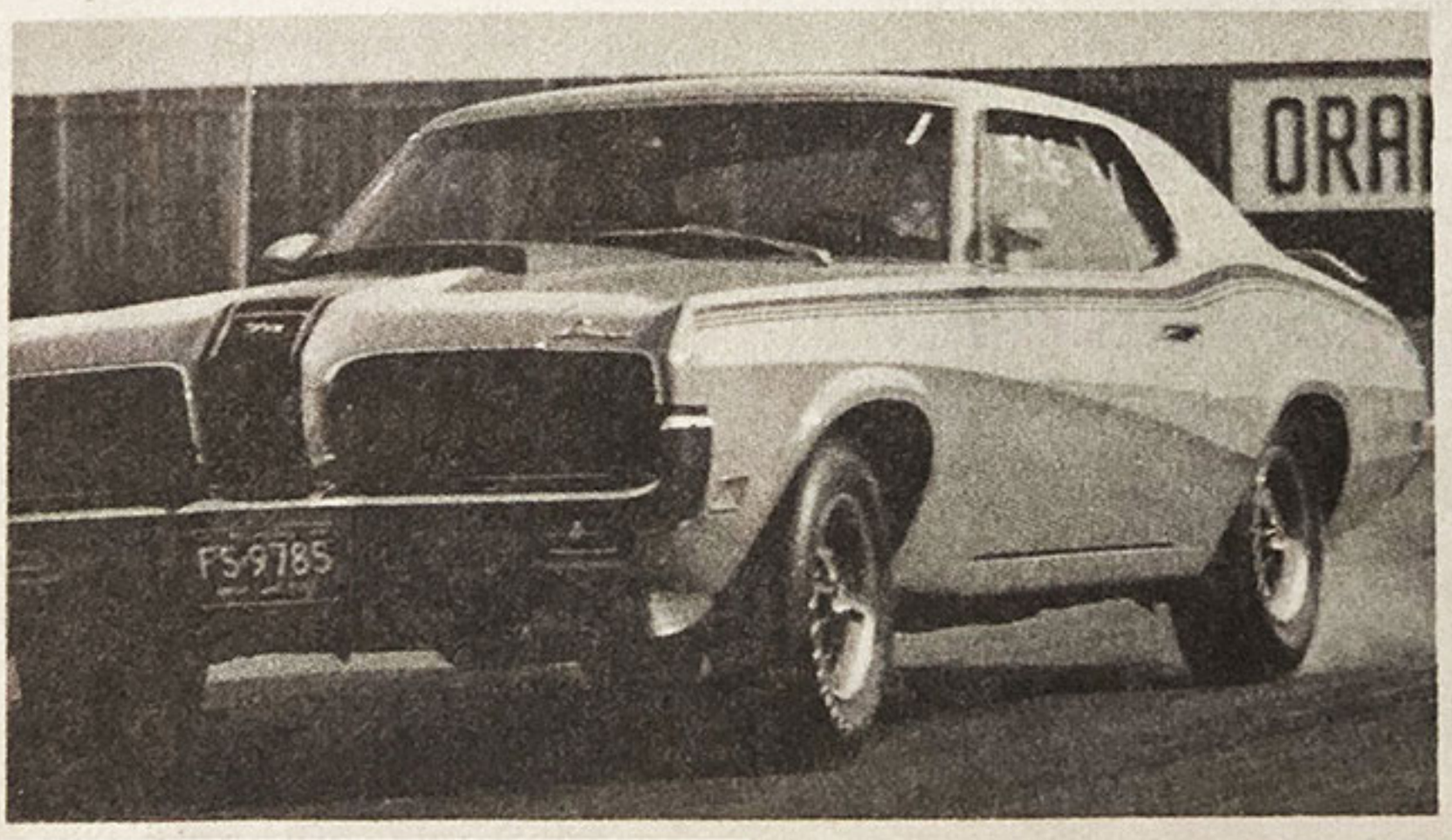


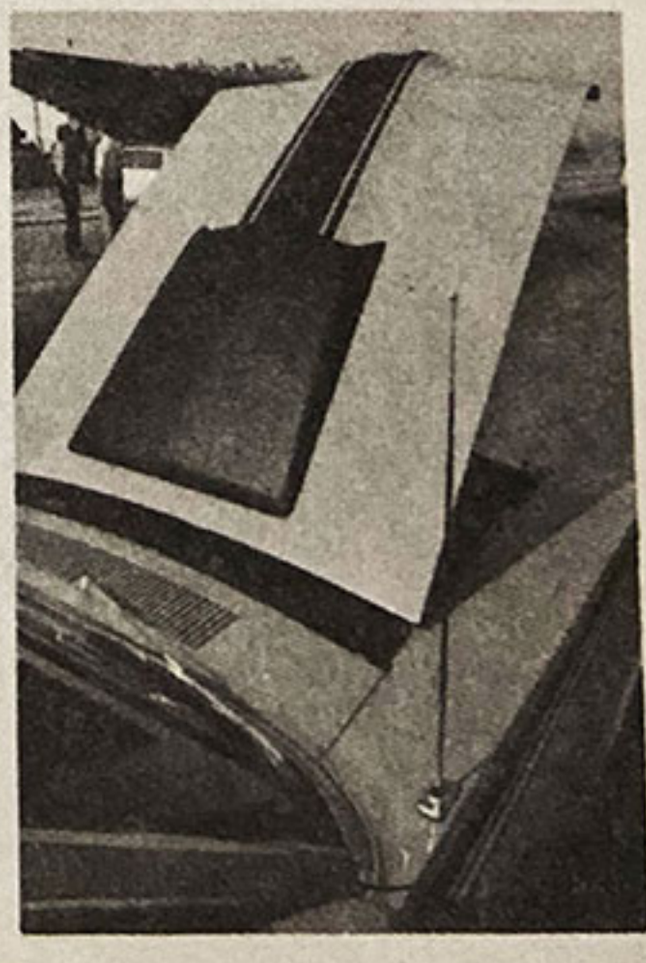


Dear Boss

Mercury bridges the ponycar/supercar gap with a groovy 'Boss' 302 Cougar that really makes sense

THE COUGAR has been called many things since it was first introduced, ranging from family man's Mustang to pseudo sports GT. And, many more less-than-complimentary phrases have been used to describe this sporty-type car which effectively fills a void between ponycar and supercar. However, after spending some time, both on the road and at the drag strip, with a new *Boss* 302 Cougar Eliminator, we think we've come up with some choice words of our own to describe this particular package. We think the *Boss* is one helluva groovy fun car that makes sense in the current performance car market and in the street scene in general. It's available in outrageous colors (bright yellow, green, orange, etc) and the 302 *Boss* engine makes sense because of



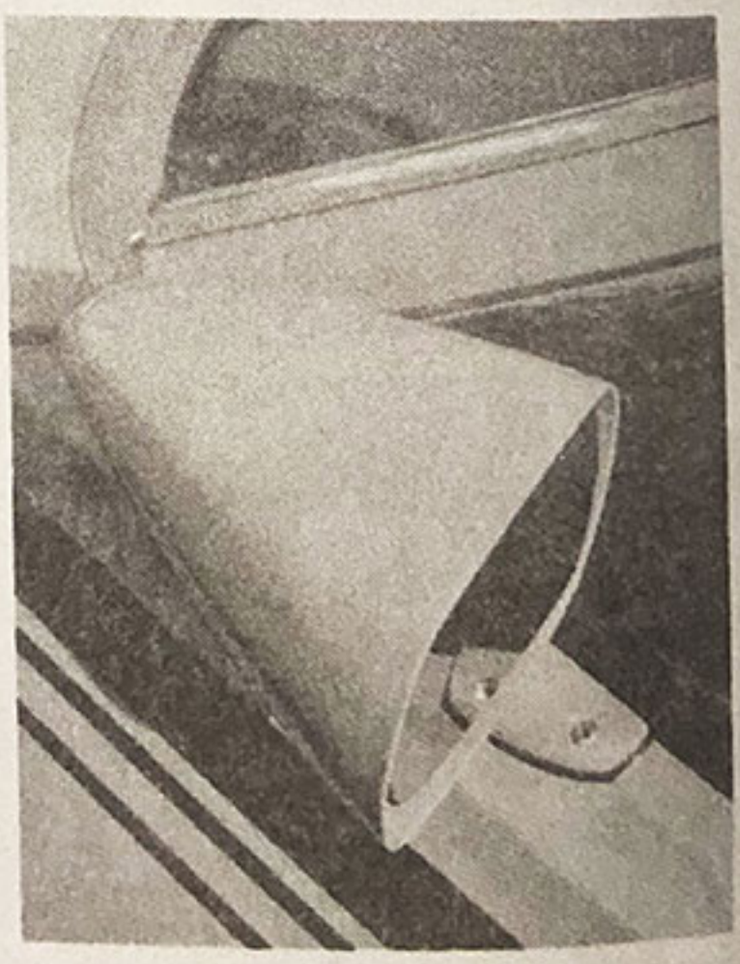


ARTICLE COURTESY OF CARS MAGAZINE

its favorable horsepower-to-weight ratio and its effect on the car's handling characteristics.

The *Boss* 302 Eliminator that turned us on was finished off in bright Competition Yellow with black accents, Goodyear Polyglas tires on styled-steel wheels, and was equipped with all the factory suspension goodies. It's the total performance combination of suspension, engine and styling that makes the *Boss* 302 Eliminator a desirable street machine. Another plus factor is the low horsepower rating of 290 and cubic-inch-displacement of 302 which means clear sailing for the under-25-year-old enthusiast who's trying to get full coverage insurance.

What we like about the *Boss* 302 Eliminator is that you can't buy the car without taking all the good stuff. It's all dialed-in for you so the typical dealership salesman can't blow it. The basic package includes fiberglass-belted tires on 6-inch wheels, competition suspension with front and rear stabilizer bars, stagger-mounted shocks, hood scoop, front and rear wing and spoiler treatment, black

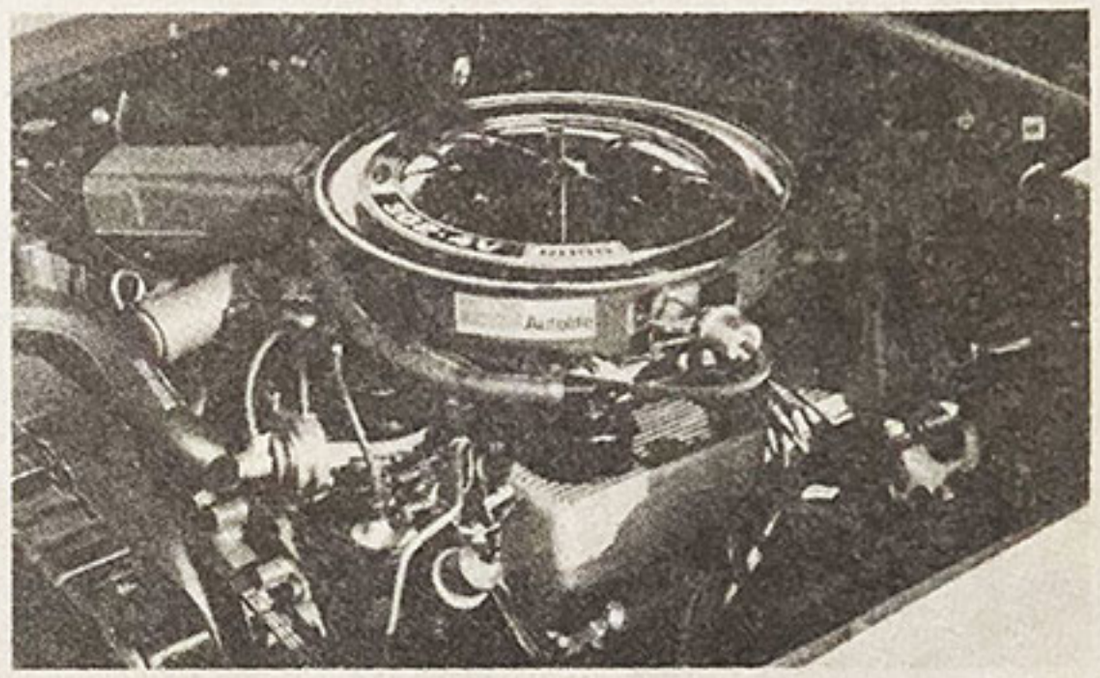


CARS ROAD TEST

BOSS COUGAR

BY THE CARS STAFF

Neat adjustable wing may not do much at normal speeds, but it really works in with the Cougar's lines. And, it attracts attention.



With fat tires, black grille and accents, the "Boss" 302 Eliminator is a guaranteed head-turner. Underrated 302 mill is the way to go.

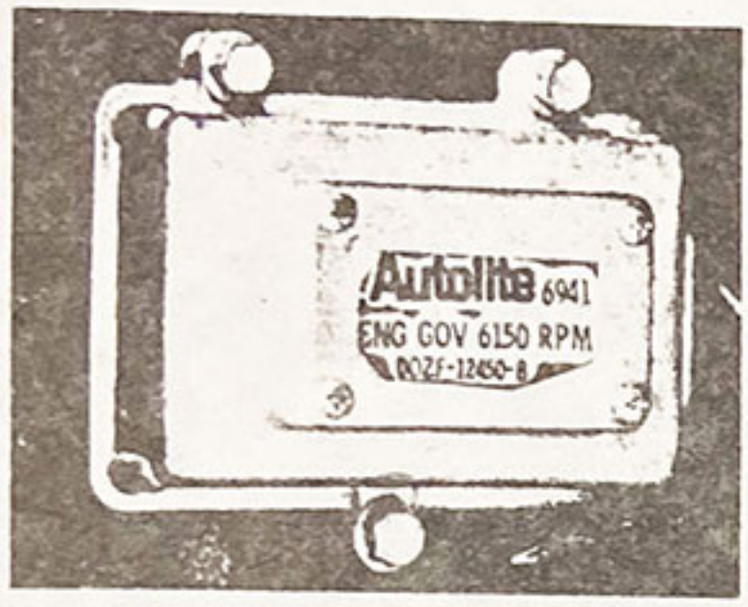
grille a special dash with big tach, and clock, stripes, emblems, racing mirrors, *ad infinitum*. Gear options to 4.30 are optional and if you do go the 4.30 route you must take the good Detroit Auto gear-type locking differential. It's a little noisy on the street and occasionally it sounds like you have just snapped an axle, but it's virtually indestructible and mandatory for heavy duty use. All rears from 3.50 up are fitted with HD components including 31 instead of 28-spline axles.

The Cougar Eliminator can be had with 351-cube standard power or optional *Boss* 302 and 428 CJ (two 428 options). Of all the engines available we feel the 302 makes the most sense. If the 351 were available in *Boss* form with good Holley high-riser carburetion and solid-camming, we would vote for the 351. But that's not available *yet*. Driving the *Boss* is a groove. Even without power steering the car is fun to drive. It's 3 inches longer in wheelbase and 9 inches longer in overall length than a Mustang and it has more trunk space. It's a more practical vehicle as it gives the family man the opportunity to let it all hang out without having to give up trunk and passenger space. The Cougar's rear seating is not that spacious, but it's a heck of a lot more liveable than that of a Mustang. The longer wheelbase and overall length tend to make the ride a bit smoother than a comparable *Boss* 302 Mustang. But the suspension is still stiff enough to satisfy the hard-core enthusiast.

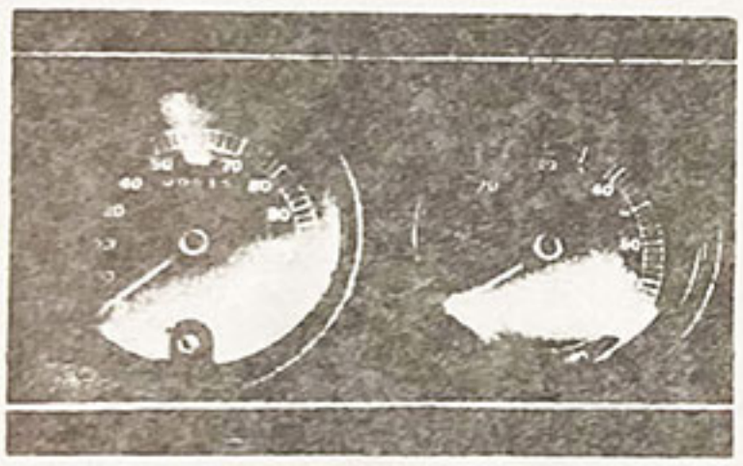
Our test car was tuned to accepted performance standards but was 100-percent factory stock. All that was done was a simple plug and point change and racalibration of the timing. It was not tuned to recommended emission control standards, but it also wasn't advanced to the point of causing detonation with normal high-test gas. The Polyglas tires were pumped to close to 40 pounds to encourage traction and to slightly reduce rolling restsistance. The *Boss* 302 mill was backed up by the now standard Hurst-controlled four speed and a 4.30 Detroit locker rear. We tried a wide variety of line-blasting techniques, but settled on coming out of the hole at approximately 3000 rpm. What amazed us most was the fact that you could powershift at 6000 rpm to your heart's content and never miss a shift. The Hurst four-speed performed flawlessly and the engine ran right to 6000 rpm without backfiring, popping, etc. that's normally associated with running a new stocker. And, that fender-mounted shutoff really works.

Once or twice we ventured a hair beyond the 6000 rpm mark on the big tach, and the Autolite gizmo started to break up the motor. It's set at 6150 rpm which isn't bad for

Finned cooler keeps running temperatures down.



Autolite gizmo keeps mill below 6150 rpm.



Big tach and speedo are centered in neat dash.

the street, but useless on the strip. The *Boss* 302 is a solid-lifter motor with a dynamite lower end and it thrives on high rpm. But the factory is more interested in warranty claims than drag strip performance. Our best times were in the 14.40's with speeds in the mid 90's. The HD suspension was good, but wheel hop and tire-burning prohibited us from coming off the line any harder. With a set of 7-inch cheater slicks, traction bars, a disconnected shutoff and colder-than-stock spark plugs, we could have put our test car into the 13's with trap speeds over the century mark.

The *Boss* 302 engine is basically a detuned "Baby Grand" or Trans-Am engine and has tremendous potential as a street/strip performer. The lower end of the mill sports a forged crank with cross-drilled mains, four-bolt mains, forged pop-

(Continued on Page 76)

1970 MERCURY BOSS 302 COUGAR SPECIFICATIONS

ENGINE

Type	OHV V-8
Displacement	302 cubic inches
Compression Ratio	10.50-to-1
Carburetion	780 CFM Holley
Camshaft	Solid lifter, .500-inch lift
Horsepower	290 @ 5800 rpm
Torque	290 foot/pounds @ 4300
Exhaust	Dual headers, dual pipes
Ignition	Dual point

TRANSMISSION

Type	Four-speed stick
Make	Hurst/Ford

REAR END

Type	Detroit locker
Ratio	4.30-to-1

BRAKES

Type	11-inch front discs, 10-inch rear drums, Power
Area	330 square inches

SUSPENSION

Front	HD independent high rate coil springs, HD shocks
Rear	HD high rate leaf springs, HD shocks
Steering	Quick manual
Overall Ratio	16-to-1

GENERAL

List Price	N/A
Price As Tested	$4300
Weight	3650 pounds
Wheelbase	111.1 inches
Overall Length	196.1 inches
Tire Size	Goodyear Polyglas

PERFORMANCE

0 to 30 mph	3.8 seconds
0 to 60 mph	6.0 seconds
Standing ¼ mile	98 mph
Elapsed Time	14.40 seconds
Top Speed	110 mph
Fuel Consumption	8 mpg (Sunoco 260)

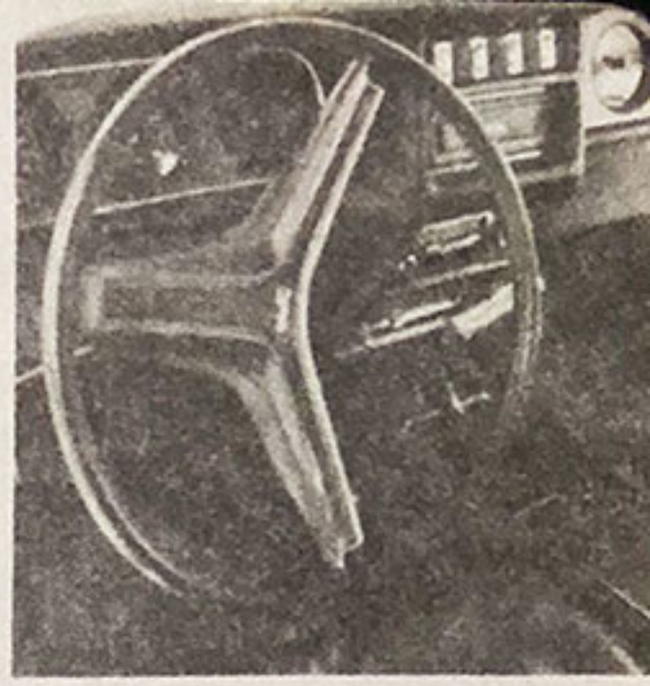
(continued from page 53)

up pistons, super rods with 3/8-inch cap bolts and a HD lube system. Other goodies consist of a set of 351-type "Cleveland" heads with canted 2.23-inch intakes and 1.71-inch exhausts and large round ports, a .500-inch lift solid cam, 780-cfm Holley on a high-rise manifold and a dual-point distributor. Because of its design, revability and solid cam, it's not compatible with an automatic and can be had only with four-speed. Our test car's four speed was the best factory shifter of all the '70's we have driven.

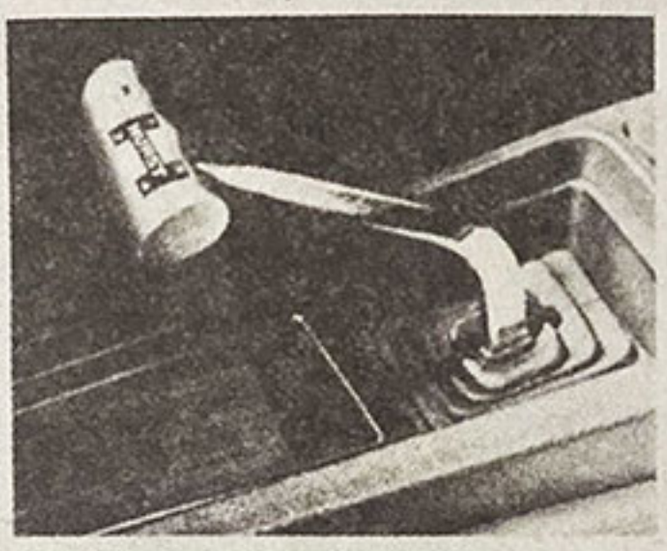
Another factor which surprised us was the tractability of the *Boss* 302 on the street with the 4.30 Detroit locker setup. We're used to the springy and metallic snapping noises which are associated with the locker, so they didn't bother us. And, the 4.30 gearing in general was not really that objectionable. Crusing over 50-60 mph does leave a little to be desired, but the small-cube, solid-lifter mill needs gears on the strip and on the street. The 3.91 setup is more ideal for all around use. Fuel economy drops way down with the 4.30 setup which is to be expected. In the handling and ride departments the Cougar comes off extremely good. The new rear sway bar setup and the stagger mounted (rear shocks stagger mounted to dampen wheel hop, axle tramp) shocks with 1 3/8-inch pistons do a great job of keeping the wheels in touch with the pavement without agrivating the driver and passengers. The disc binders are a must as repeated panic stops most definitely fade the drums.

As we said, the *Boss* 302 Eliminator is a groovy fun car. Whether the wing treatment is functional or not is totally unimportant. It happens to look pretty good on this particular car. It's interior appointments are good, the seats are comfortable and there's even a decent trunk. The ram air scoop is functional and the competition colors are great. See, there really is a substitute for cubic inches. It's called *Boss* 302 Eliminator.

This Eliminator carries the eye-catching hound's-tooth-check upholstery made so much of by Mercury copywriters. (Jack Karleskind)



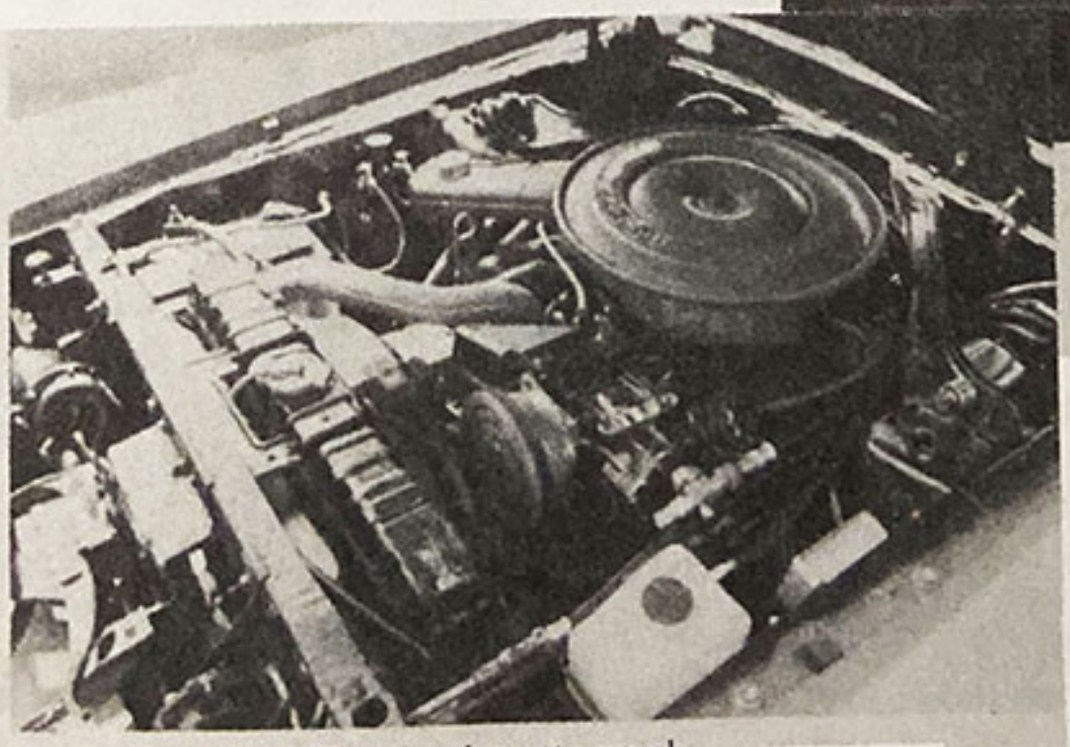
Close-up shows three-spoke steerin wheel, which returned after the les than-sporty two-spoke version of 196 Interior also sports Hurst shifter, doo mounted speakers, leather seats and 80 rpm tachometer. (Paul McLaughlin)



The popular Hurst shifter was optional with four-speed transmission. (Lincoln-Mercury)

One of several 1970 Cougar wheel op tions. (Jack Karleskind)

Inside the trunk of a 1970 Elimin Note patterned floor covering. Karleskind)



Cougar's 351-4V Cleveland pretty much fills the engine compartment. (Jack Karleskind)

Stand back for a Super Drag-Pak Cougar

Beautiful Performer

The Cougar took a bum performance rap during the late musclecar era. Initially earmarked as a luxury ponycar, the late blooming Cougar groomed a country club image while cousin Mustang claimed the honors and glory of Total Performance with the Cobra Jets and Bosses 302 and 429. But that changed in 1969. By adding the Eliminator to the Cougar line for 1969 and 1970, Mercury established a performance ponycar image of its own.

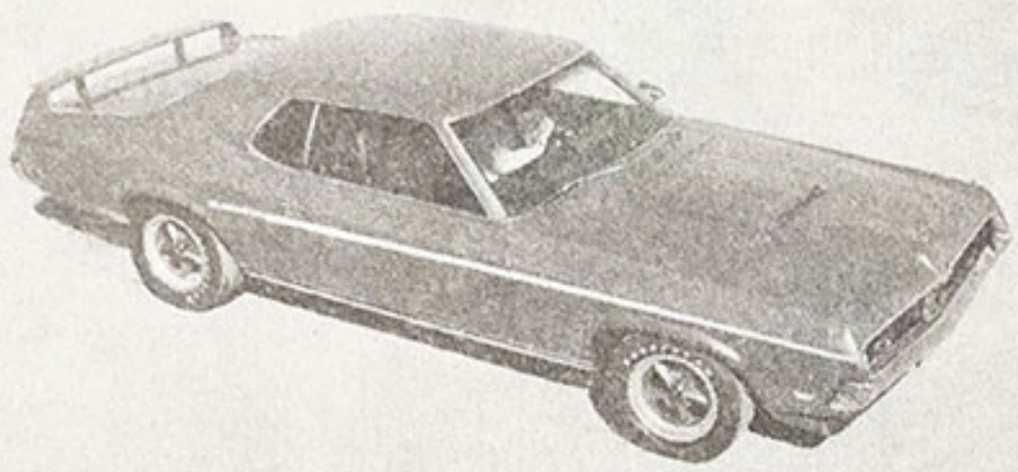
The Eliminator looked the part. With bold stripes, a big scoop on the hood, and spoilers front and rear, the little Merc certainly fit the late sixties' musclecar mold. Engine power was on par too with a standard 351 (290-horse Windsor in 1969 and 300-horse Cleveland in 1970) plus the optional high-revving 290-horse Boss 302 and stump-pulling 335-horse 428 Cobra Jet.

Randy Marble's Competition Blue 1970 Eliminator was originally ordered to play the eliminator part at the drags. A Boss 302 machine based in Allen, Texas, Randy's Cougar is equipped with the rare Super Drag-Pak, a performance grouping that added an engine oil cooler, 4.30 gears, and Detroit Locker differential to the already potent Boss Eliminator package. The only non-performance option is an AM radio. The combination of solid-lifter Boss 302 (aided by non-factory headers), four-speed transmission, and digger gears makes Randy's Eliminator an eliminator for sure. CR

photos by Donald Farr

MIGHTY MERCURYS

1) 1970 COUGAR ELIMINATOR



2) 1969 COUGAR ELIMINATOR

3) 1970 CYCLONE SPOILER

THE COUGAR ELIMINATORS AND THE '70 CYCLONE SPOILER

■ UNLIKE GENERAL MOTORS' five separate car lines that at one time each had its own distinct powerplants, Ford's Lincoln-Mercury division traditionally uses FoMoCo corporate engines. And although Ford and Mercury have also shared basic drivelines, suspension systems and body styles in most of their models, the L-M division has always maintained an upscale target market.

With more standard equipment and lusher appointments than their corresponding Fords, Mercury models were always the heavier of the two lines. If their extra weight didn't put them at enough of a performance disadvantage, the Meres didn't always get FoMoCo's hottest motors, either. But when sporty Mercurys *were* offered with Ford's full range of 335 Cleveland, FE-, and 385-series powerplants—like they were in '69 and '70—the Cougar Eliminator and Cyclone Spoiler were the classic muscle cars that resulted. ■

John Heasley Photo

Body: 1970 Mercury Cougar Eliminator

Engine and Drivetrain: 1970 351 Cleveland 4V Ram Air with TRW pistons and Hooker headers. Wide ratio 4-speed transmission with Hurst shifter. 3.25:1 traction-loc rearend with 28 spline axles.

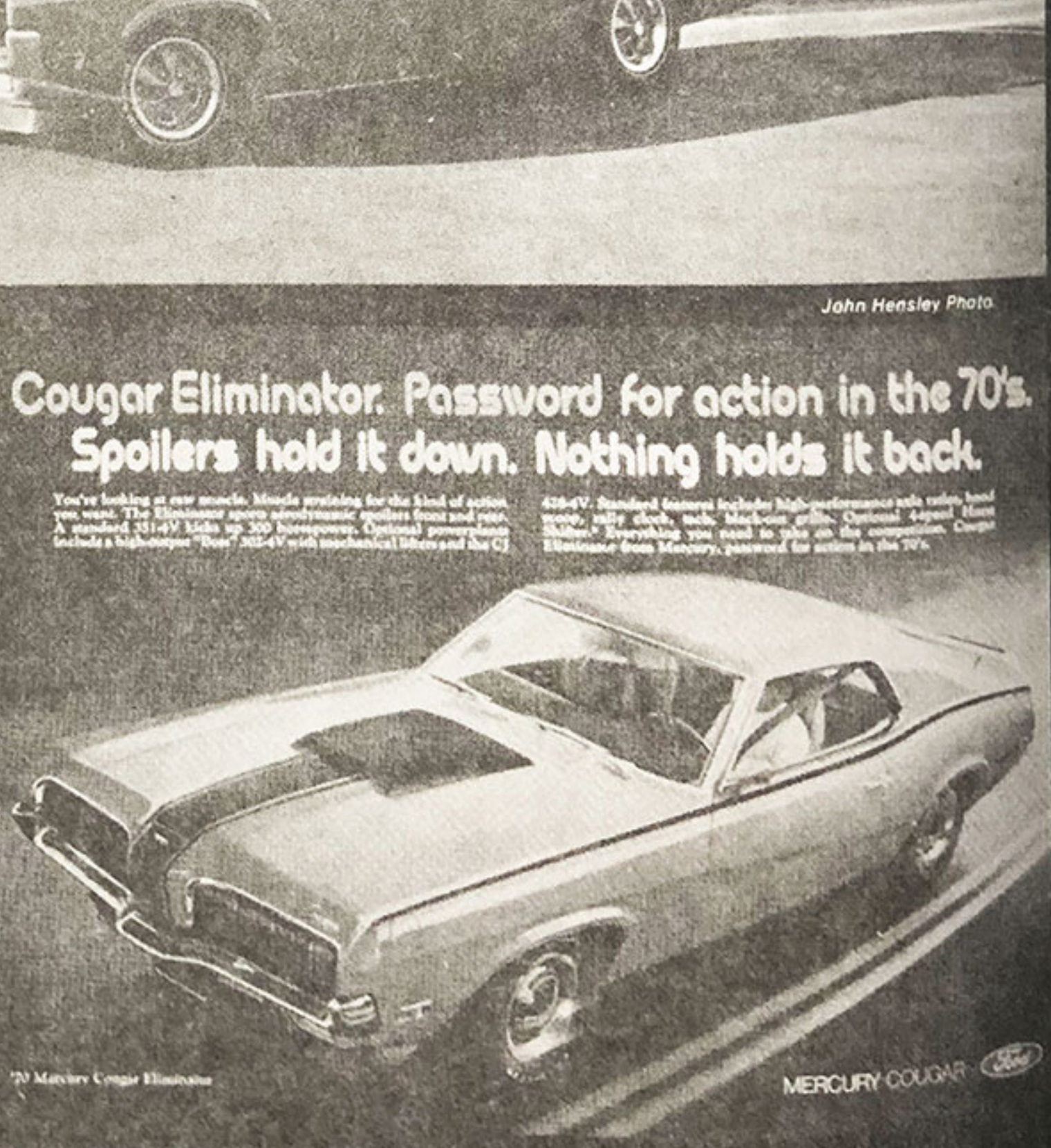
Suspension: Factory performance suspension including 1/2" rear sway bar and 15/16" front sway bar, factory Cougar styled steel wheels with P235-60-14 Goodyear Wingfoot radial tires.

Interior: Original white comfortweave upholstery.

Owner: Kevin Martl, Phoenix, AZ

Cougar Eliminator. Password for action in the 70's.
Spoilers hold it down. Nothing holds it back.

You've looking at our muscle. Muscle straining for the kind of action you want. The Eliminator sports aerodynamic spoilers front and rear. A standard 351-4V kicks up 300 horsepower. Optional powerhouse (includes a high-output "Boss" 302-4V with mechanical lifters and the CJ 429-4V. Standard features include high-performance axle ratios, hood scoop, rally clock, twin black-out grilles. Optional 4-speed Hurst Shifter. Everything you need to take on the competition. Cougar Eliminator from Mercury, password for action in the 70's.



'70 Mercury Cougar Eliminator

MERCURY COUGAR

1970 COUGAR SPECIFICATIONS SUMMARY

2-DOOR HARDTOPS			
	COUGAR	COUGAR XR-7	COUGAR ELIMINATOR
Standard—Engine	351-2V V-8	351-2V V-8	351-4V V-8
—Transmission	3-spd. Manual	3-spd. Manual	3-spd. Manual
—Axle	2.75:1	2.75:1	3.25:1
—Battery	45 amp. hour	45 amp. hour	45 amp. hour
Standard—Seat Style	Hi-back bucket	Hi-back bucket	Hi-back bucket
—Upholstery Fabric	All-Vinyl	Vinyl w/Leather	All-Vinyl
EXTERIOR (inches)			
Wheelbase	111.0	111.0	111.0
Overall length	196.1	196.1	196.1
Overall height	51.5	51.5	51.5
Overall width	74.1	74.1	74.1
Tread—front	58.5	58.5	58.5
Tread—rear	58.5	58.5	58.5
INTERIOR (inches)			
Front compartment (a):			
Head room	37.6	37.6	37.6
Shoulder room	55.9	55.9	55.9
Hip room	55.2	55.2	55.2
Leg room	40.1	40.1	40.1
Rear compartment (a):			
Head room	35.9	35.9	35.9
Shoulder room	54.5	54.5	54.5
Hip room	52.4	52.4	52.4
Leg room	30.6	30.6	30.6
Luggage Capacity (cu. ft.)	10.1	10.1	10.1
Fuel Tank Capacity (gals.)*	22.0	22.0	22.0
Tire Size	E78 x 14	E78 x 14	F70 x 14
Curb Weight (lbs.)	3431	3431	3476

CONVERTIBLES		
	COUGAR	COUGAR XR-7
Standard—Engine	351-2V V-8	351-2V V-8
—Transmission	3-spd. Manual	3-spd. Manual
—Axle	2.75:1	2.75:1
—Battery	45 amp. hour	45 amp. hour
Standard—Seat Style	Hi-back bucket	Hi-back bucket
—Upholstery Fabric	Comfortweave Vinyl	Vinyl w/Leather
EXTERIOR (inches)		
Wheelbase	111.0	111.0
Overall length	196.1	196.1
Overall height	51.5	51.5
Overall width	74.1	74.1
Tread—front	58.5	58.5
Tread—rear	58.5	58.5
INTERIOR (inches)		
Front compartment (a):		
Head room	38.2	38.2
Shoulder room	55.9	55.9
Hip room	55.2	55.2
Leg room	40.1	40.1
Rear compartment (a):		
Head room	35.9	35.9
Shoulder room	43.2	43.2
Hip room	43.6	43.6
Leg room	28.0	28.0
Luggage Capacity (cu. ft.)	8.9	8.9
Fuel Tank Capacity (gals.)*	22.0	22.0
Tire Size	E78 x 14	E78 x 14
Curb Weight (lbs.)	3550	3550

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Cars For Sale:

'67 XR-7: 289 V-8; Automatic; new floors; PS; Gold exterior--Gold interior; 80,000 miles. CONTACT: Roger Suver, 384 N. River Rd., Columbus, OH 43214. 614-263-0108.

'67 XR7-GT: 390; Automatic; Vinyl Roof; Rear Defogger; Door Edge Guards. Excellent condition. 68,000 actual miles. Augusta Green w/Parchament leather interior. $5,000.00 or best offer (US FUNDS ONLY). CONTACT: Jim Dyson, 416-825-0141 or 845-1646 (days).

'68 XR-7: Vin. #8R93J513019. Factory 302 4-V; AT; California car. Original condition without rust. Runs excellent. Details and pictures upon request. $1,750.00. CONTACT: Jeff Sneathen, Box 78, Gordonville, MO 63752. 314-234-7664.

'69 XR-7: Dark Blue; Blue Vinyl Roof; 351 2-V; PS; PB; Console; AT; Fully Equipped; 37,000 miles; One Owner. Show room condition. Must be seen to be appreciated. CONTACT: Mrs. Raymond Jones, 516-584-5381.

'73 XR-7 CONVERTIBLE: All Options. Black-Black Top-White Interior. Engine OK; new tires; wire wheels; new paint; solid Nebraska car. Second owner. Photo in AT THE SIGN OF THE CAT--July-Aug.-Sept., page 9. Excellent condition. CONTACT: Dave Carr, Sleepy Eye, MN 56085. 507-794-3911 days or 794-6990.

'73 XR-7 CONVERTIBLE: 351-C; PS: PB: PW: A/C; AM-FM Stereo. Bronze w/original white top and white leather/vinyl interior. Garage kept. 44,000 actual miles. Exceptionally Clean! CONTACT: 815-877-0289.

Cars Wanted:

WANTED: '68 COUGAR GT-E in stock condition. CONTACT: Larry MIller, 817-776-0367, Waco, TX.

WANTED: '68 G car. Must be rust-free and in good condition. Prefer one w/sunroof. Also'70 XR-7 convertible. Rust-free and in good condition. CONTACT: Ken Wells, 405-278-8111 or 722-6795.

WANTED: '70 XR-7 or ELIMINATOR rust-free body shell. No motor or trans, body only. CONTACT: John or Mike Baumann, 0-4211 N. 120th Ave., Holland, MI 49423.

WANTED: '70 COUGAR CONVERTIBLE. Must be true CA --AZ type. Rust-free, accident-free, straight body and frame car. Top cash paid (more for XR-7) for quality car needing very little to be brought into excellent or mint condition, if not already there. Modified vehicle OK. CONTACT: Mike Landfield, 965 Old Green Bay, Winnetka, IL 60093. 312-466-8965 between 6-10 evenings, Chicago time, or on week-ends.

Parts For Sale:

'60-'80's FORD--LINCOLN MERCURY parts. All models, all body styles. NOS ONLY. 100,000 part numbers in stock. "No catalog" mechanical to sheet metal parts. GREEN SALES, 427 W. Seymour Ave., Cincinnati, OH 45216. 513-761-4743.

'67-'68 COUGAR Electronic replacement turn signal sequencer. $49.95 + $3.00 shipping. CONTACT: V.R. Yarberry, 7105 Winans NE., Albuquerque, NM 87109.

'70 left fender w/nose piece (small ding)-$100.00; right fender (2 dings, dent near side marker)-$60.00; hood w/extension-$80.00; trunk lid-$50.00; cowl piece-$25.00; right rear quarter end cap-$25.00; other small items. CONTACT: Steve Falker, PO Box 1698, Rutherford, NJ 07070. 201-438-8056.

GOOD USED PARTS: '70 XR-7 defogger w/wiring + "defog" rocker switch panel-$55.00; '67-'68 blue Xr-7 console w/clock-AT-$100.00; black seat belts complete sets front & rear w/shoulder harness. Have '67-'70-$50.00; restored consoles, clocks, XR-7 items; power window parts; much more. Send SASE for list. CONTACT: Charles Caruso, 14361 Lake Crescent Pl., Miami Lakes, FL 33014. Add 10% shipping.

Parts Wanted:

WANTED: Four '68 COUGAR standard issue wheel covers. Must be in good condition. CONTACT: Jeff Fischer, 414-457-1248 after 5 PM any day.

WANTED:'69 COUGAR Ram-Air hood and air cleaner. CONTACT: Dave Roberts, 45 Kimberly Dr., Monroe, CT 06468. 203-261-8124 after 4 PM.

WANTED: '70 XR-7 Convertible black leather interior, & complete set COUGAR '69-'70 styled steel wheels. CONTACT: Ken Wells, 405-278-8111 or 722-6795.

WANTED: '71-'72 NOS parts. Also Saddle color interior parts for XR-7 and power options. CONTACT: Mark Rose, 173 Smithies St., Fall River, MA 02723. 617-679-2411.

WANTED: Good used or NOS steering wheel w/center pad and NOS remote control outside mirror for '68 XR-7. Black wheel & pad. CONTACT: Jim Severson, 959 Gilrust, Stoughton, WI 53589 608-873-5900.

§§§

ATTENTION

WANTED: '74-'86 COUGAR ENTHUSIASTS.

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LITERATURE:

MERCURY COUGAR: '67-'73 PHOTOFACTS by Chris Halla--$9.95

COUGAR: A SOURCE BOOK by Thomas E. Bonsall-$12.95

MERCURY MUSCLE CARS '66-'71 by R.M. Clarke-$11.95

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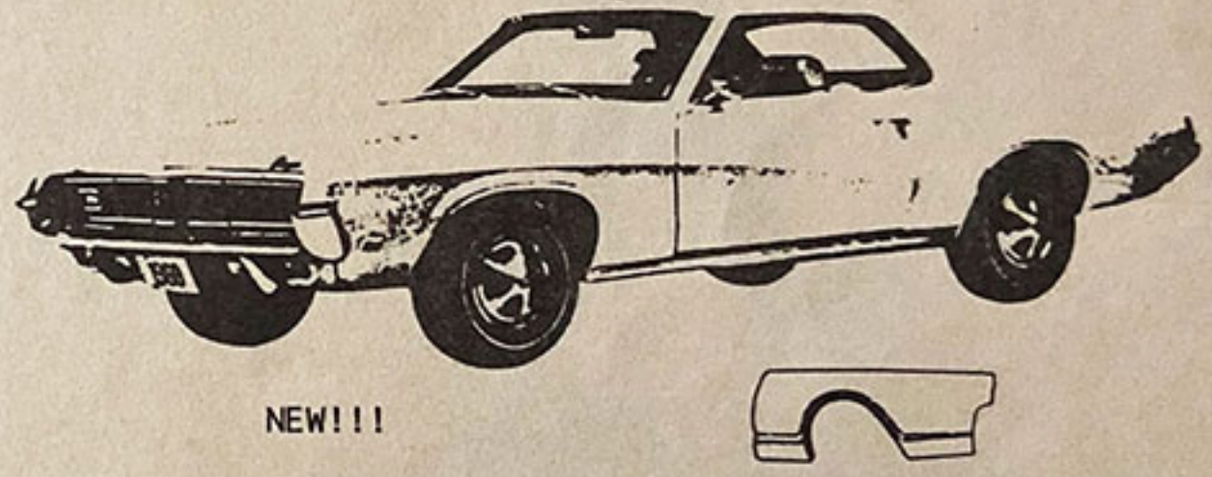

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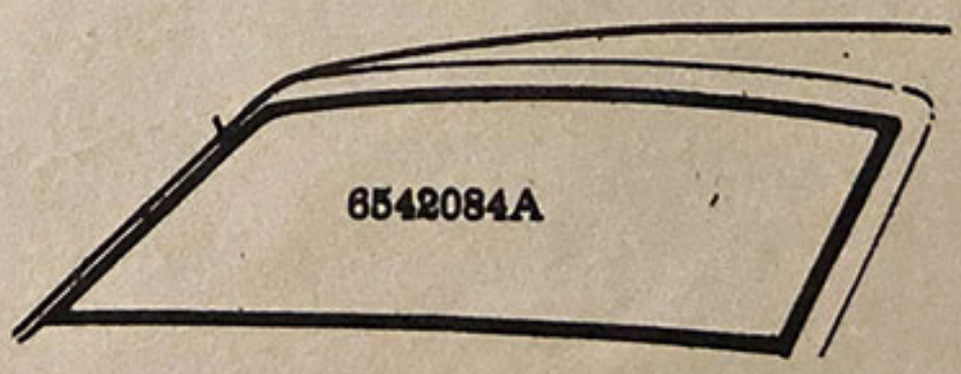

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