At the Sign of
THE CAT
DEDICATED TO THE PRESERVATION OF 67-73 COUGARS
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ELIMINATOR

Part Two

1970 might have been the zenith of the Supercar. Not that the cars prior to 1970 or the ones afterward were any slouches, but it's difficult to purchase a car today that makes the quarter mile right off the showroom floor in the mid-14's. After January 1,1971 most cars made had to run on unleaded gasoline. The insurance companies were hounding the consumer and the auto makers to slow everyone down via high rates. Detroit complied starting with the 1971 year model cars. The last of the Supercars or super powered cars were produced prior to January 1,1971 even though they were called 1971's.

It took a name or some sort of gimmick to sell a car in 1970 as being hot, or just plain different. Even though your car had a sedan or pony car exterior you would tell your friends that it came equipped with Ram Air or Hurst or a Posi and that under the hood your engine was a Rat, Mouse, Hemi, Six Pak, Boss, Cobra Jet or the new Cleveland. Everything was in a name. It described the car the feeling and any thing else the manufacturer wished. The Supercars also carried along their own name now such as Charger, Z-28, The Judge, 4-4-2, Boss, Trans-Am, Spoiler, AMX, and more importantly -- ELIMINATOR!

The 1970 Eliminator once again differed from the standard Cougar (code 65A) in appearance, appliances and engines. Selecting the Eliminator option, only $129.60 above the base 65A price, got you more than the dollars implied. The car was just completely different than a standard Cougar and this article will attempt to explain some of those differences.

The first item which separated the new Eliminator from last year's was the new premium fuel 351-4V Cleveland engine (code M) as standard equiptment for Eliminators. This new engine was rated at 300 H.P., 10 more than last year's 351-4V Windsor. The performance crowd loved it. FoMoCo also made note of its capabilities in many of the speed specialty magazines such as Hot Rod. The new design cylinder heads were some what similar to the Boss 302's. With the new breathing capabilities came increased fuel economy, better emissions and room for the hot rodder to modify. The engine was a clear favorite as optional engines for all of FoMoCo's lines in 1970, and just about any of the available transmissions were installed behind it. Although somewhat changed, it is still around in 1982.

The 428-4V Cobra Jet (code Q) was making it's last appearance in a Cougar for 1970. Although both a standard carbureted version and a ram air version were anounced for 1970, only standard versions were built according to FoMoCo records. The 428 was to be obsoleted by the newer Boss 429 (code Z) or by the Cobra Jet 429, but it didn't happen until 1971. The Boss 429 was listed as optional equiptment for 1970 Eliminators

(not available in Standard or XR-7 models), however only two Cougars came so equipped. These were described in the June-July 1981 issue of At the Sign of the Cat. The 428 came with Select-Shift automatic transmission or the four speed manual, now with the Hurst shifter assembly. The axle ratios most popularly installed behind automatic transmissions was 3.25 and 3.50 with four-speed cars.

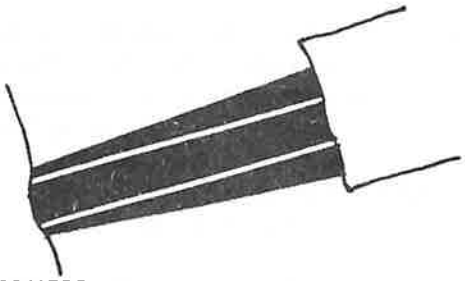
The third engine to be available to customers was the Boss 302(code G). This was also available only in the Eliminators. Though not quite as wild as last year's engine, it still was potent. The 1970 Boss engines had some slight cylinder head changes making it more suitable for the street. The Boss was available only with a four speed.

Production line Eliminators started rolling off the Dearborn assembly line right along with the firsts of the Cougars. 2200 were built for 1970. Down slightly from last year, but then all car lines were down from last year. Any regular Cougar (65A) could get any color, however the Eliminator came only in six colors. Competition yellow (code D), Comp. blue (code J), Comp. orange (code 1), Comp. green (code Z), Comp. gold (code V), and pastel blue (code N) were those colors. All 1970's had the popular high back bucket seats. The standard interior design was similar to the standard Cougar, but with a few exceptions. Standard seats were black vinyl (code 1A), medium blue (code 1B), or white and black (AA). Opting for the decor group got you seats of black and white houndstooth check (code 3A), or comfort weave vinyl in black (5A), blue (5B) or white and black (EA). The vinyl roof was once again not available.

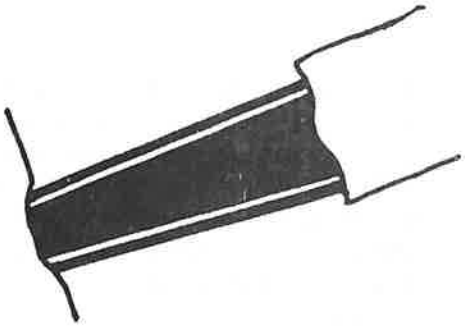
The Eliminator option got you a unique dash board. It was similar to the XR-7 layout (302 models came with a 0-8000 tach), but it had a camera case finish. The same option also got you the competition handling package as standard equiptment. The rear axle selections were once again similar to the 1969 models. 3.25 to 4.30 ratios Traction-Lok, Drag-Pak, staggered shocks, 31 spline axles and F-70-14 tires on 6" rims all once available again on Eliminator for 1970. Wheels were covered by small "Mercury" hubcaps and bright trim rings.

Tres Wright does't own one Eliminator, he owns TWO. A 69 on the left, and a 1970 on the right.

The exterior of the 1970 Eliminator was what really turned an eye. Wheras the standard Cougar and XR-7 carried re-designed sheet metal, underneath they were similar to 1969 models. So the outside was once again jazzed up like the 69 Eliminators with a black vinyl front spoiler, a hard non-reflective hood air scoop (very similar to the Comet GT's) and a rear deck mounted spoiler which was painted the basic body color. Striping, either black or white, was much different than the 69s. Running along the entire length of the belt line was a 1½" wide stripe with two ¼" wide stripes below and parallel. The rear deck spoiler carried a rectangular 3½" wide multiple stripe with ELIMINATOR inside. A 1 3/4" tall ELIMINATOR tape nameplate was placed on the rear quarters near the side marker light. There were two different hood stripe styles. The general shape of the hood stripe was trapazoidal on top of the hood crease. The narrow portion started at the hood mounted grille, then widened out as it went under the hood scoop. A pair of ½" wide stripes flanked the hood grille. On production models, these same two stripes ran parallel to the outer edges of the large trapazoidal stripe and under the hood scoop. Advertising photos and some early Eliminators used for test purposes depicted these side stripes as being about ½" wide near the grille and widening out to about 2" near the hood scoop. See detail on page 3.



AS ADVERTISED



AS INTRODUCED

The headlight doors, instead of being black and brightly polished, were completly black with no emblems either. The trim around the headlight doors was polished along the outside edges and had black tape attached to the inner flat portion. The grille in the hood was black with a polished Cougar at the top.

The rear of the Eliminator was once again similar to the regular Cougar, but with some exceptions. Again the the trim around the taillights resembled the partially blackened front trim. The cast double ribs of the taillights were painted black instead of the more normal chrome. The gas tank door was black with a chrome Cougar in the center. This door was different than that used on the other Cougars.

Robt. Gielowski, #930, owns this neat low mileage 70 Eliminator. The 351 C has been modified with bolt ons, a 4 speed and a 4.72 rear are underneath. The car is stored in Cheektowaga, N.Y. I.D. No. is 9F91M515863, 39,734 miles.

Sports Car Graphic and Cars magazine did some tests on a Boss 302 equipped Eliminator when they were new. Both went in assuming the car to be another ill handling street car and both were quite impressed with the car after they got into the actual testing a little. The Eliminators handled well and took off like a bomb. The ¼ mile times were about 14.40 at 98 M.P.H. Top speed was 110 M.P.H. and gas economy was about 8 M.P.G. Both magazines recomended removing the stock tires and the electronic R.P.M. limiter (set at 6150 RPM), and this would easily bring the times into the 13's. All magazines agreed that it was a groovy car to own for anyone around 25, or 35 or maybe even 45. What more can be said about Cougar's Super Car climax.

Mucho thanks to Tom J., Jim R. and Kirk Y. of the Eliminator Registry.- WK

Top Cat

BY TOM JACOBELLIS

First I want to thank all of those who have supported us in 1981 and to thank those who are renewing in 1982. We still need people to help out the staff-- so if you have an area you'd like to help in, write to that particular staff member.

Everyone who writes, your letters are read and passed on to Bill K. I'm sorry, but I don't have time to personally respond to each letter. I feel bad about it but I try and write as much a possible. We all thank you for your kind words of support. Every one who works on the club and the newsletter is a volunteer, and does it on their spare time.

Dues are still $12 a year for U.S.A. and $20 foreign (Canada also) membership. Please remember when writing to use your membership number on letters and photos.

It saves a lot of time and trouble when you use the number. A few members have sent just photos "as promised" and didn't include any identification on them. Sorry, but it would be used if I could identify the car's owner.

Those who have ordered patches recently, there will be a delay as the first order has run out and the second order is due in about February 82. as soon as they arrive, they will be sent out. Thanks for waiting. I still haven't received any more information on Tee shirts yet. As soon as I do it'll be in the newsletter.

I hope you all remember that we will be holding our first meet at Bob Fischer's place in Virginia on May 8 and 9. He would appreciate getting an estimate on how many members and cars will be attending. Drop him a line at R.Rte. 1 Box 212, Montpelier, Va. 23192. He needs to set up everything for us. Here is his instructions on how to get there:

> The location of the meet is simple to get to. Montpellier is located 20 miles North of Richmond Va. on U.S. route 33. Montpelier is a small town with a population of about 300. Also located to the East is the town of Ashland with a population of 15,000. In Ashland you will find good food and good motels. A large Holiday Inn is located in Ashland also. Along with the Cougar club I did invite the local Ford and Lincoln-Mercury clubs to attend. A more detailed map is included within this newsletter. My telephone is 804-883-6325.

There will be a new policy on classifieds. All MEMBERS send them directly to Bill Veach, not me or Bill K. All NON-MEMBERS AND ADVERTISERS send yours to me. Back issues of the newsletters are available to members only. They will be $2.00 each while supply lasts. After that, they will not be reprinted. Extra decals are available at $1.00 each. Extra jacket patches are available at $2.00 each when they are again available. All membership renewals come with a jacket patch, unless you specify for the decals. You will receive two window decals then. Most of the staff will be attending the May meet. Maybe we can answer your letters at this time. I hope to see all of you there.

On The Prowl

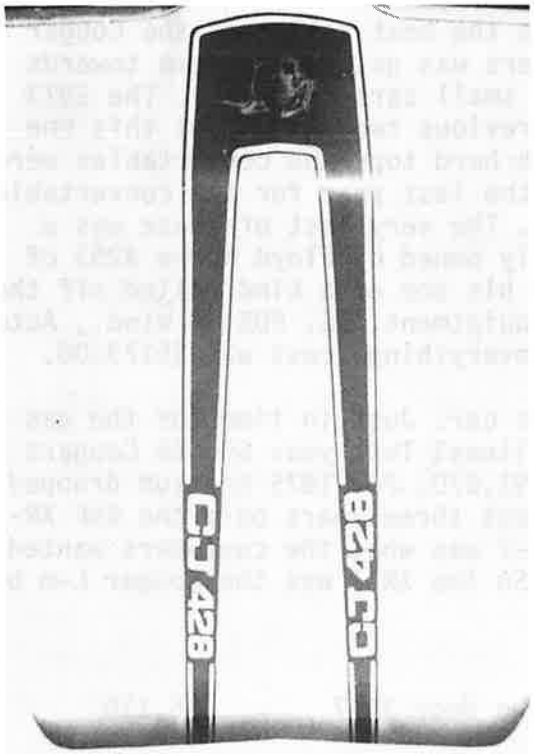
by Jeff Kent

Good news for those of you in Region 2 (Southern half of the Eastern time zone) Steve Shore RR #6 Box 669 Tallahassee Fla. 32304 is your new regional director. Region 4 also has a new director, Tres Wright #996. He is at 10170 Beekman Pl. Houston Texas, 77043. Kevin Marti #153, will be taking over Region 6,which is Arizona and New Mexico. He's at 3507 W.Krall St. in Phoenix Ariz. 85019.

Now for the bad news. Regions 5, 7 & 8 (8 is your editor's area, come on fellas!- WK.) still have no one to care for them. If anyone is interested in taking over a warm loving region, let me know and I'll take care of all the details.

The Missed Shift of the Year Award goes to me. Why you ask? Because when I divided up the U.S.A. I didn't even think of our Cat lovers

Rod LaBahn #189 is trying to throw us a hint. As you can see his Eliminator is missing the side stripes. The 70 was repainted recently. Write him at; 610 3rd Ave. LeMars Iowa 51031-- soon.



This is what Jeff is talking about

in Canada! Don't worry, by the time the next Sign of the Cat comes out I should have that cleared up.

Decals--- The response to the 69 hood stripe kits has been rather slow but steady. I have three orders and a stripe to trace, but i still need 2 more orders before we can reproduce them. I've had several people ask about 70 hood stripes, maybe later this summer. I'm still working on 69 and 70 Eliminator stripe kits.

Harry Hodson #667 of 1800 Ontarioville Road Apt. 217A Hanover Park Ill. 60103 is planning on attending the May meet. He is informing any local members of this. If they wish to caravan to the meet from his area, or be met on the way there give him a note. He'll inform you of the route and the other details after you contact him.

If any of the other C.C.A. members are planning on going to the meet and wish to form a caravan write to Bill K. and he will publish a list in the next issue of At the Sign of the Cat. Include a phone also.

The Cat's Litter

BY JIM RAKOWSKY

The last of the small Cats--1973

Photo from Linc-Merc. Div.

The 1973 Cougar XR-7 model for the once again was the best seller of the Cougar line (picture on page 5). The trend of the car makers was getting to lean towards the luxury ideas, instead of towards the sporty or small cars this year. The 1973 Cougars retained basically the appearance of the previous two years, but this one had the new required energy absorbing bumpers. Both hard tops and convertables were to be available this year. However this was to be the last year for the convertable to be manufactured by all Ford Motor Company lines. The very last of these was a light blue with white top XR7. This car is currently owned by Floyd Moore #253 of Glenview Illinois. Floyd is an auto collector, and his one of a kind rolled off the assembly line on July 3,1973. It was loaded with equiptment, PS, PDB, P Wind., Auto, Air, Stereo, Tilt wheel, Speed Control just about everything- cost was $5173.00. The current mileage is 385. Thats right!

In 1974 the Cougar line was changed to the larger car. Just in time for the gas crunch to hit. The first annual one. Remember the lines? This year 60,628 Cougars were produced. For the next year, sales jumped to 91,670. For 1975 the sum dropped to 62,987, then for 1976 up to 83,765. All these last three years only the 65F XR-7 model was available. It was apparent that the XR-7 was what the customers wanted during these last two years of the small Cougars. So the XR-7 was the Cougar L-m built.

Statistics for 1973 Cougars:

65D two door hardtop	21,069	65F two door XR-7	35,110
76D two door convertable	1,284	76F convertable XR-7	3,165
		Total for all Cougars 1973	60,628

The base engine was now the 351 Cleveland, first introduced in 1970. Average miles per gallon was 9-17. The common trouble spots were brakes, electrical, fuel system, ignition system, suspension (isn't that about everything? Except for paint?)Of the 1973 Cougars built this is the percentage breakdown: 99.3% had auto trans, 99.1% had power steering, 28% had tilt wheel, 14.7% had power windows, 8.4% had power seats, 86.2% had tinted glass and 84.5% had air conditioning. The GT model was not available.

Costs of the 1973 Cougar and options:

Cougar Hardtop	$3,295
Cougar Convertable	3,649
Cougar XR-7	3,602
XR-7 Convertable	3,826

ENGINE AND TRANSMISSION

351-4V CJ Inc. 10½ Conv. on auto. equipped cars	$74.70
Calif. Emission Controls	13.87
Four Speed Trans. (only on CJ) Inc. 2.78:1 first gear -wide ratio- HD springs, HD shocks and Stab. bars.	14.45

COMFORT AND CONVENIENCE OPTIONS

Air Cond. Whisper-Aire Inc. HD Alt. NA with a 3.50:1 axle	$364.01
Console with clock	68.18
Tint glass-- Hardtops	33.52
Conv.	13.87
Outside remote Control Mirror	11.55
Am Radio	58.94
AM/FM radio	195.30
AM/Stereo tape & speakers	179.12

COMFORT AND CONVENIENCE OPTIONS

Convenience Group Inc. Trunk and underhood lamps, Delx.seat belts automatic seat back release, and headlamps-on warning buzzer.
Hardtops-- $42.76
Convertables-- 28.89

Electric rear window Def. (NA convertables) 56.63

Intermittent W/S wipers 23.11

Dual Racing Mirrors Inc. lefthand remote control rightside manual.
Hardtop and Conv. 23.11
XR-7 Htop. and Conv. 9.34

Leather wrapped Steer. Whl.22.89

Tilt Wheel 40.45
(Requires PS)

Power Sunroof (Inc. vinyl roof at no Add. cost. 431.04

APPEARANCE AND PROTECTION OPTIONS

Appearance protection Group- Inc. front floor mats with carpet inset, door edge guards and spare tire lock $21.68

Front Bumper Rubber Strips 10.84

Decor Group-Available on Cougar Hardtop NA others. Inc. Rocker panel mouldings, two spoke steering wheel, Dlx. wheel covers, Cust. door and quarter trim, door pull straps, Pedal trim, and choise of two tone woven vinyl or upbeat cloth and vinyl trim. 80.89

Rubber side body moulding 30.05

Metalic paint Avail. in Gold, Med. Ivy, Bright Blue. 34.66

Vinyl Roof- Full Roof.
Cougar Hardtop- 79.73
XR-7 Hardtop--- 34.66

POWER ASSISTS

Four-way power seat $69.34

Power Steering--Constant ratio
Variable ratio on 4-speed Trans.102.86

Power Windows 102.86

HANDLING AND PERFORMANCE

Higher Ratio Rear Axle $11.55

Traction-Lok Differential Axle 42.76

70 A/Hr. HD Battery 11.55

Standard tires are E 78-14 belted BSW With 351-CJ and air Cond. the Std. tires are F 78-14 belted BSW

---EXTRA CHARGE OVER STANDARD TIRES OR OVER DESIGNATED TIRE (5)

E 78-14 WSW (over E 78-14 BSW)	28.14
F 78-14 BSW (over E 78-14 BSW)	16.67
F 78-14 WSW (over E 78-14 BSW)	44.82
F 78-14 WSW (over F 78-14 BSW)	28.14
F 70-14 WSW (over E 78-14 BSW)	58.90
F 78-14 WSW (over F 78-14 BSW)	42.20
F 70-14 Belted Traction (over E 78-14 BSW)	70.75
F 70-14 Belted Traction (over F 78-14 BSW)	54.05
GR 78-14 Steel belted BSW (over E 78-14 BSW)	113.54
GR 78-14 steel belted BSW (over F 78-14 BSW)	96.78
GR 78-14 steel belted WSW (over E 78-14 BSW)	141.68
GR 78-14 steel belted WSW (over F 78-14 BSW)	125.01

APPEARANCE AND PROTECTION OPTIONS

Styled Steel Wheels 52.01
(over any other special wheels) 28.89

Here is what ol' #6 got instead of a Mustang almost 10 years ago. A 1970 Eliminator.

And Then the Used Car Salesman Said:

by Wm Kaminsky

This little story starts off in the summer of 1972 with your Cat's Editor in need of another car--soon. My old 1967, 427 Fairlane was starting to register about 20 lbs. oil pressure when hot. It still wound up to 7000 RPM and got good fuel economy , but an engine rebuild was needed soon, and I didn't have the time or place to rebuild it. It had to go. Purchasing a new car at that time was out of the question ($$$$$), so I decided to look for a flashy used car most likely a Mustang. Sound familiar? I wound up with a car much better than a Mustang, and here's how the used car salesman introduced me to my brand new used 1970 Cougar Eliminator back then. The scene starts off as I'm driving home one day after a disapointing time at the "WORLD'S LARGEST FORD DEALER" in Encino, where I had hoped to find that Mustang.

Me: (Whoa, whats that over there? on that used car lot? Let's turn around here and take a closer look. Why, it's one of those Cougar Eliminators, 70 I believe.)

Salesman: Can I help You? [Imagine that he has the personality of Boss Hogg on the Dukes of Hazard show, but taller and slightly slimmer]

Me: Oh, just lookin. I saw this from over there and I decided to take a closer look.

Salesman: Weell look all you want as long as you're interested in PURCHASING this unusual vehicle, and not just interested in a ride. Too dang many keeds come around here and jus' want a fast ride--you know. Gotta be carefull.

Me: Well, if its what I want and within my budjet I'll purchase it (so there). Let's look under the hood and see if anythings there. OK?

Salesman: Yessir. Go right ahead. It's one of those ekamonical and powerful 351 Cleevlan's . Good enjine, yuh-know.

Me: (BULLONEY! it's a Cobra Jet!) oh yes I can see that, I'm familiar with them.

Salesman: Yessir, its had some goood care by the original owner. I picked it up as a re-pro jus' last week. A little more than 15,000 miles on it right now.

Me: (looks like some one stripped a few pieces off first though) Oh yes, big spring shackles and hood pins were standard on these models I heard (Bulloney again, someones been racing this car).

Salesman: Well, let me git the keey and open this dude up. I'll let you take a ride, provided you don't race it and you bring it back, you understand? Pre-cautions you know. Roscoe!! GIT THE KEY FUR THIS YELLOW COOGER.

Me: [I open the door and get on in and look around]

Salesman: It's got a stick transmission and a stereo. Factory stereo that is. Go ahead start up this mochine.

Me: [I start it up] It's also got straight pipes [I yell at him]. Lemme try it out. (Wow , obviously no PS as its a bear to steer). Heres my keys, tell me how much you'll give me on that Fairlane. Try it out.

Salesman: I'll do that. Hurry on back now, it's gittin close to closing time.

Me: [after the test ride] Run's fine and quiet. Much nicer than the Mustang I was hoping to find. How much do you want for it?

Salesman: Twenty three ninety five. And I'll de-duct one thousand for your ol car. It's had some good care I can see. So I gave you top dollar.

Me: OK (apparently you don't know how to read an oil pressure gauge) I'll be by tomorrow with the cash. Provided its still here--Yuh Hear?

And thats how me and my Cooger(?) got aquainted. Not long afterwards I did a little checking on it and found that a local Merc dealer was allowed two Eliminators for 1970. Mine, and another one which had an automatic and a 351-4V C . Mine was planned to be a dealer sponsored race car, which never happened. The other car sold right away. The owner shortly therafter went out and rolled it. He came back late in 1970 and bought mine. My car had sat on the lot all that time. In 1972, it was repossesed by the finance company. That was how the car got dropped onto this particular used car lot. The owner dealt in re-pro's mainly.

The ol' 428 CJ took me 230,000 miles before it needed a rebuild. The oil rings were stuck in the grooves and caused a high oil consumption rate. Up until this time, it required just a little maintenance. A timing chain and oil pump at 110,000, two batteries and two starters, a clutch plate, and a belt for the tape deck. Total repair costs were about $250 (I do all my own work). This doesn't cover the tune up costs or the modifications I put it through to boost the miles per gallon. Everything else got me that far, including brakes and suspension. The CJ essentially powers the rear wheels and the smog pump. Transmission is the close ratio four speed (RUG-AZ). The original rear axle was a Traction-lok 3.50:1. It is now a standard 3.00:1 from a junkyark Mustang. Original mileage was 9-10 per gallon. After the axle change, a Mallory distributor, some re-jetting of the Carb. It got about 15½. Then the re-build, and a econo-camshaft and a balance job got it up to 16-18 MPG. I've put on 55,000 since. Inside is a decor option, black knit vinyl seats, and some S-W gauges set into the empty center air conditioner duct. Out side is four F 60-14 tires on Boss Mustang rims. Gabriel shocks front and rear are Delco air shocks. VIN is 0F91Q509919. Stock otherwise.

And then thisused car salesman says to me; If'n you hold onto this Cowger a few years it might become worth more than I sold it to yuh for. You know he's right for once. You can't put a value on a car you treasure so much. As C.C.A. members know, they're priceless.

The Eliminator Registry

by Kirk Youngberg

In this article I would like to tell you something about the prototype Cougar Eliminator. Since this was the first Eliminator that Lincoln-Mercury let out of its cage I thought it would be the likely starting point for my series on the Eliminators.

This prototype Eliminator was paraded by Lincoln-Mercury on the show car circuit in late 1968 and early 1969 to gauge public appeal for such a car. The car was painted sun-gold and had white stripes. The gold paint had a pearlescent finish which gave a psychadelic effect as light angles changed. Designed at the Ford Motor Company Design Center, the car was based on a standard Cougar two-door hardtop. The Eliminator featured front spoilers, a hood scoop and a blacked out grille. The front spoiler was painted black matte. The hood scoop and rear wing were painted gold to match the rest of the car. To complete the exterior were special American mag wheels with eight inch rims. Tires were special Goodyear Sports car.

Does anyone know where this place is?

Powering this car was the CJ 428 Ram Air backed by a C-6 automatic transmission and a two speed rear end. The engine was rated at 335 horsepower, the same as the production.

The two speed rear end was developed by the Dana Corporation and incorporated an overdrive ratio of 0.675:1. This ratio could convert a 4.30 gear into a 2.90. Shifting was controlled by a lever next to the driver's seat.

The interior featured special high back bucket seats in black vinyl with red inserts and orange stripes. The seats were topped by a sun-gold accent stripe on the upper part of the seat back. The instrument panel was from a XR-7 and provided full instrumentation.

Virtually all features of this car made it into the production Eliminators which made their debut in March 1969. In my next article I'll give some information on the 1969 Eliminator.

If you own an Eliminator and would like to join the registry, please write me and I'll send you a registration form. There are no dues for the registry and I send out quarterly updates. Thank you, Kirk Youngberg.

Bogus Brakes

By Don Skelly

My '70 XR-7 had logged over 115,00 miles when I decided that it might be a good idea to rebuild it's tired four wheel drum brakes. They worked great around town, and I thought they worked pretty well on the road too-- that was until a couple of cows decided to cross my favorite winding two laner. I was going fast and instictively went for the brake pedal. Not much happened, except a lot of smokin' and smellin'. I soon gave up on trying to stop and headed forthe shoulder. I had to dodge a few trees and bushes, but came out in one piece. Something had to be done about the brakes.

I considered putting discs up front, but had a hard time locating the parts, and decided to go ahead and rebuild the drum system. The old wheel cylinders were all gummed up, so I bought four new Bendix replacements. To make sure things would be as new when

done, I also bought new hold down springs, return springs, shoes a can of brake dry, and two flexible hoses for the front. Total cost $115.

I installed the wheel cylinders and hoses while I waited for the machine shop to turn the drums and arc the shoes to match the new diameter. Ten Minnesota winters had rusted the brake line to wheel cylinder connections, lots of liquid wrench got the job done with out any problems. I put high temp. grease on all the backing plate friction points. I took special care in getting the primary and secondary shoes on in their correct places. After installing the shoes and drums, carefully torqueing the axle nuts, I took the car to a local service station and had the system power bled. After $130 and eight hours of time the brakes should be as good as 1970? Right? Wrong--

I took the Cougar out on to the road for a road test after cleaning up. Stops were sure and straight. Easing out onto the highway, I slowly made some light stops to wear the new shoes in. After accelerating up to 75 I tried a hard stop. SHA-SHA-SHA-SHAKE! The whole car shook and rattled and the brake pedal pulsated.

Since all four drums had been turned totheir limit of 10.060 I thought that maybe they could not stand the tremendous heat of hard braking, and should be replaced. I bought a set of four used drums for the modest price of $45. These had only been turned to .025 over. I had them turned to 10.050 and again had the shoes arced to match. The whole thing was buttoned up again an I'm back on the highway..SHIMMYSHIMMYSHIMMY.

What little hair I had not already torn out of my head was turning grey. I took everything apart again and reassembled it in slow motion. I had three different repair shops look at everything. They all could find nothing wrong.

For reasons that I don't know, I decided to try another pair of front drums. These were only .015 over. I had them turned to .025 and had the shoes arced again. Put the cat back together, and no change, the shaking was still there. I'd had it by about now.

Itook the car to a Ford dealer and told him my story. One stop on the highway and a smile came across his face. He said that the front drums were bad. I told him that it was impossible. He told me that Mustangs, Cougars and Mavericks with drums up front have been plaqued by this problem since about 1969. Most of the problem cars seem to yave been in the colder northern climate areas. The theory is that the vast temperature changes the drums are subjected to over the course of a year take their toll on the ability of the drum to absorb and disapate heat without warping. It all sounded pretty far out for such a simple brake system. He also stated that a special "stoning" bit has to be used on the drum lathe to get out the hard spots that cause the shimmy. The spots cannot be seen, but they are there.

Since I was out of answers I had no choie but to accept his. Instead of putting more money into used parts, Iwent aheah and bought two new front drums. The drums and labor to press my old hubs in cost about $125. I had now spent over $350, and much to my astonishment this solved my problem completely. Sure, strong, and straight stops were now the order of the day. And my hair is starting to grow back----

Cat Tracks

TECHNICAL COLUMN

BY DICK MARTIN

Q: My XR-7G power roof is inopperative. I have power to the motor, but the motor doesn't work. Can I get a new motor?
A: Some motors are still available from Ford, especially T-Bird, and Cougar late model. Might be better off to have it rebuilt at a local electric shop. Also try after its removed from the housing in the roof, it might be jammed cables.

Q: Who is Johnny Miner from Daytona Beach?
A: A loyal Cougar fan who always wanted a 68 427E, any help?

Q: My power windows in my 70 convertable are slow and jerky, can I help them?
A: No doubt they are well used since you have 124,000 miles on the car. Find a newer

T-Bird/Cougar and install the new motors(make sure they work), clean the tracks and check for binding. Then recoat with white grease.

Q: My 68 Cougar uses universal joints at a good ratio-Why? M.E.Smith.
A: Not knowing your engine C.I.D. or transmission, I believe you've been using the wrong U-joints, not a heavy duty type. Try Boss 302 with a "MOOG" grease joint, and keep them well greased.

Q: My engine, a 351-W, is leaking a quart of oil every two to four weeks, not burning it either. I've replaced valve cover gaskets, etc. Where is it coming from? #599
A: Sounds like a rear main seal, or pan gasket.

Q: My headlight covers open after I shut off the engine on my 69, Why?
A: Vacuum leak in the system. Rubbers around tank are bad, headlight switch is defective. An upcoming issue of the Cat will have something on repairing the headlight motors by myself.

Q: 1969 came with a 2 speed as an option?
A: Mercury experimented with this on their one of a kind Eliminator and called it it the "Streep" axle. It was made by Dana and it worked well for them, but was never offered (sad). Send me a S.S.A.E. and I'll send you a copy of the article. The same car is on our 1982 calendar.

Q: I have a 1970 XR-7 Convert., 351-W with a three speed trans. I've replaced the clutch twice, and it still chatters and shakes in low gear. #895
A: Warped flywheel or bad rear main leak is my bet.

Q: I've replaced my plugs, points, condensor, carburetor, timing chain etc. on my Cougar and under acceleration it still shakes and has a slight miss. I'm upset!
A: Ford is wonderful. Their distributor wears out shafts and bearings, especially the 351-C's. Check for shaft play. This would through off your dwell/points under an acceleration.

The Cougar Club of America is happy to announce the addition of two assistant technical advisors. Their expertise is in the field of electrical system trouble shooting. They are:

Harold L.Sullivan #3 522 66th Ave. N.E. Fridley, Mn. 55432	And	Keith D. Armitage #691 2441 Oakview Drive Roch. N.Y. 14617

They will be helping me out on your electrical related problems.-- R.L. Martin

Index to Volume I & II

I have had many questions to me from the membership about the Sign of the Cat's of the past. For those who did not get a direct answer from me, I appologise. All earlier Cat's are available from Wm. Veach our print/mailer. You'll find his address at the tail of this and each newsletter. These earlier ones are available only while the supply lasts. We won't reprint any. If you have any "holes" in your collection, write him now. The particular issue you need may be out of print soon. Other members write and ask--Do I have them all? This is a run down on all official Cougar Club correspondance since it was decided to go ahead with the club back in

The first "letter" of the Cougar Club was just that, a letter introducing any prospective member to the new club. This was dated March 19,1980. It basically stated some of the outlines and aims of the club to be, provided enough interest could be generated. You know what happened from that. Everything following that letter could be called our newsletter, At the Sign of the Cat. Here is their index, and contents.

October, 1980

Shop Manuals- addresses, 1967 Cougar statistics, Vendors of Cougar parts, Classifieds, Gasket for 67-68 windshield wiper motor.

Jan.-Feb. 1981

Intro of new editor, and Tech. Director. Dues, Eliminator Registry, Stats. of 68 Cougars, Clock repairers, Water injection article, Window repair, rear springs.

Apr.-May, 1981

Intro. of Wm. Veach, and Jim Rakowsky. On Her Majesty's Secret Service Cougar info, 1969 Cougar Stats. Sequential Turn Signal repair art. and wiring diagram, Meow Mix, Cat Tracks, Classifieds

June-July 1981

Barry Doyle's 74 XR-7, Top Cat, Super Studs (Boss 429 Cougars) by R.L.Martin, The 1970 statistics and costs, Figuring percentages of Cougars built, Cat Tracks, Spring repair Art. , Meow Mix, 1967 taillight wiring diagram, Classifieds, artwork.

September, 1981

Cougars of the 1967 Trans Am series, Top Cat, statistics of 71 Cougars, Modification and repair of the 1971-1973 XR-7 low fuel system by #102, Illus. of Group II Cougar, R.L.Martin personal story, Cat Tracks, Meow Mix, Artwork, Classifieds.

November 1981

Eliminator Intro, Wm.Veach 69 Eliminator story, Eliminator! Pt. 1, Top Cat, The 1972 Cougar statistics, On the Prowl, A Cat At the Vet (#454), The Eliminator Registry Intro, Meow Mix, Classifieds, Artwork, Cartoon.

The Cat in Print

As a small service to the readers of At the Sign of the Cat, Tom has been listing all 1967 to 1973 Cougar articles that he could find. Most of these issues are long out of print, and cannot be obtained from the publisher. A trip down to your local library can reward you with some rewarding reading of what the magazines thought of the Cougar when it was new. Some of the articles herein are of Cougars after production stopped on a model. A few are of racing Cougars on the dragstrip, not of real ones, but fiberglass ones. All are worth looking into, as a history lesson. If you find any omissions, write to Tom or the Cat's editor, and they will be added to our next list of Cougar in print.

Oct. 1966 MOTORCADE -- 1967 Cougar road test

Oct. 1966 CAR AND DRIVER-1967 road test

Dec. 1966 ARGOSY-1967 road test

May 1968 MOTOR TREND- XR-7

Feb. 1967 MOTOR TREND- 1967 Cougar, Dan Gurney Special, Group II.

Oct. 1967 POPULAR MECHANICS- 1967 Cougar

Oct. 1967 HOT ROD-- 1967 Cougars

Aug. 1967 CAR CRAFT- 1967 Cougar

July 1968 CAR LIFE- 427 & 302 Cougar test

1968 HI-PERFORMANCE CARS-- XR-7 & GTE Pics.

Oct. 1968 ROAD TEST- 68 Cougar

Aug. 1968 SUPER STOCK AND DRAG ILLUSTRATED- Road test of 1968 XR-7 GT

Feb. 1968 PLAYBOY-1968 7.0 litre GTE

May 1968 CAR CRAFT- 1968 428 CJ Ram Air

July 1968 CAR LIFE-- 1968 Cougar and GTE

Sept. 1968 HI-PERFORMANCE CARS- 428 CJ 68

Jan. 1968 MOTOR TREND- road test

Jan. 1968 HI-PERFORMANCE CARS- Wayne Gapp's

Sept. 1968 HOT ROD - Dyno Don's Cougar

May 1968 CAR CRAFT- 428 Ram Air Cougar

Mar. 1968 SUPER STOCK AND DRAG ILLUSTRATED Big block build Inc. Cougar

1968 CAR LIFE'S PONY CARS!- Inc. 1968s

June 1968 POPULAR MECHANICS - 1968s

Oct. 1968 CAR LIFE- 1969 Cougar Intro.

Nov. 1968 HOT CARS AND HIGH PERFORMANCE STOCKERS- 69 Cougars and Merc.s

Oct. 1968 HOT ROD- the 1969s in general

Sept. 1968 CAR CRAFT- 428CJ & 69 Conv.

Jan. 1969 HOT ROD- Eliminator Prototype

Oct. 1968 MOTOR TREND- 69 road test

Dec. 1968 AMERICAN RODDING- All 69 Merc.s

Oct. 1968 SUPER STOCK AND DRAG ILLUSTRATED- All 69 FoMoCo's lines & 351 build-up

Mar. 1969 CAR CRAFT- Dyno Don's 428CJ

1969 HI-PERFORMANCE CARS- 428 Cougar

Aug. 1969 SUPER STOCK AND DRAG ILLUSTRAT. Eliminator drag test, 302,351 & 428

Sept. 1969 CAR CRAFT- 1970 Eliminator

Sept. 1969 HI-PERFORMANCE CARS- Boss 302

Nov. 1969 HOT CARS AND HIGH PERFORMANCE STOCKERS- All FoMoCo's line

Dec 1969 AMERICAN RODDING- road test, 70

Jan.1970 CAR CRAFT- 351 Cougar build-up

Apr. 1970 CAR LIFE- test 302 Eliminator

Apr. 1969 CAR CRAFT- 428CJ Cougar test

Feb. 1970 SPORTS CAR GRAPHIC- 302 Elim.

Nov. 1970 SUPER STOCK AND DRAG ILLUSTRAT. 428CJ Cougar drag test

Apr. 1970 MOTOR TREND- El Gato show Cougar

Oct. 1969 CAR CRAFT- 70 Eliminator Adv.

Mar. 1970 HI-PERFORMANCE CARS- 302 tests

Oct. 1969 SUPER STOCK AND DRAG ILLUSTRAT. 70 Elim. Adv. & 70 FoMoCo Perf. cars

Dec. 1969 POPULAR HOT RODDING- 70 Elim. Adv. & 428 build-up

Nov. 1969 CAR CRAFT- 429 Boss Cougar

Sept. 1970 MOTOR TREND- 1971 Cougar

Mar. 1971 MOTOR TREND- 71 vs. Monte Carlo

Aug. 1971 SPEED AND SUPERCAR- Eng. build

Dec. 1971 SUPER STOCK AND DRAG ILLUSTRAT. 428CJ Eng. build

Apr. 1971 HI-PERFORMANCE CARS- 428 drag Cougars-1970s

Sept. 1969 CAR CRAFT- All 1970 Merc.s

Feb. 1973 HOT ROD- 428 Build-up

Oct. 1981 CAR EXCHANGE- All HP Cougars

Oct. 1981 CAR COLLECTOR- Cougar Conv.s

No Date COUGAR INTERNATIONAL NEWS

---This space is reserved for other magazine articles or advertisements not listed here that members come up with---

Meow Mix

We've been recruiting! Take a look at a couple of the Honorary kittens that Bill V. came up with at a sponsored event. Don't look too long now, there's other things of interest in this issue of the Cat. Tom has been a' working also. He secured the membership of someone who knows quite a bit about our Cougars. In fact, he knew about them before we did. Take a look at this member's letter.

Bill Sandras of Salem Oregon wrote me to say that 1967 Mustang armrests interchange with 1967 Cougar's. However, not all of the colors are the same, but most are.

Repro parts! I've been prodding a local Mustang parts maker and retailer to come up with a few Cougar pieces. He's been a working, and came up with some nice news. In general, here is what is available: Headliners, all colors and all years are available. Carpets, 67 & 68's only right now, most colors for Std. Cougars. Seat upholstery, 67 standard in black, blue and parchment are $206 F&R, or $126 front. 67 standard in ivy, aqua or gold are $224 F&R, or $140 front. 1968 standard in black, blue, white and dark red are $224 F&R, or $140 front. There are two styles of 68 interiors, one that is similar to a Mustang and one that is similar to 67's. Tell him which one you are interested in when writing. Any XR-7, convertable or GT are available when materials are available, that is not all colors are available all the time. You might have to wait a spell until they are available again. Especially leathers. All 1969 to 1973 interiors are made up one at a time. Most all textures are available, standard and deluxe. Once again, write for availability. Delivery is currently running at 30 days. A picture really helps in describing which interior you are talking of should be included in your letter. These upholstery items are available at: Heritage Products, 446 Tennessee Street, Redlands California, 92373. Or telephone 714-792-9416 and ask for Ed.

Kirk Youngberg informs me that Total Performance is now out of Eliminator stripe kits. Valley Ford Parts, 11604 Vanowen St. North Hollywood,Ca. 91605, does have 69 and early (?) 1970 Eliminator stripe kits available at $119.95 ea. They also have some Eliminator rear spoilers at $195 ea. And these are guaranteed to be real ones.

Jim Rakowsky wants to remind you that if you purchased a Cougar this year to write him once again, and inform him of what one etc. Or ask him for another form.

The why don't you write about--- Dept. A few members have asked, I own a ____ and I never see anything written on my Cougar. Your Cat's editor would like to write of your car or model, however the Cat's editor can only write on vehicles he has info on. I have mucho stuff on highperformance Cougars, and not much on normal ones. A convertable story is in the works, and a 1967 story is in the works also. However, if any of the C.C.A. membership has some good information on any of the other years, let me know. I can help you write something on you favorite Cougar. Feature cars also. We have quite a few members submit repair articles lately which are quite good, some are REALLY GOOD, but a shortage is about to happen of historical articles. HELP!! If you need ideas, write me for an idea list. The first page was designed by Tres Wright.

Membership Director
Tom Jacobellis #1
1526 Ericson Place
Bronx, New York 10461
212-892-3849

The Cat's Editor
Wm. Kaminsky #6
273½ E. Sixth St.
Beaumont, Cal. 92223
714-845-3494

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Boulder Colo. 80303

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Jeff Kent #292
1617 Center Ave.
Iowa City, Iowa 52240
319-337-2041

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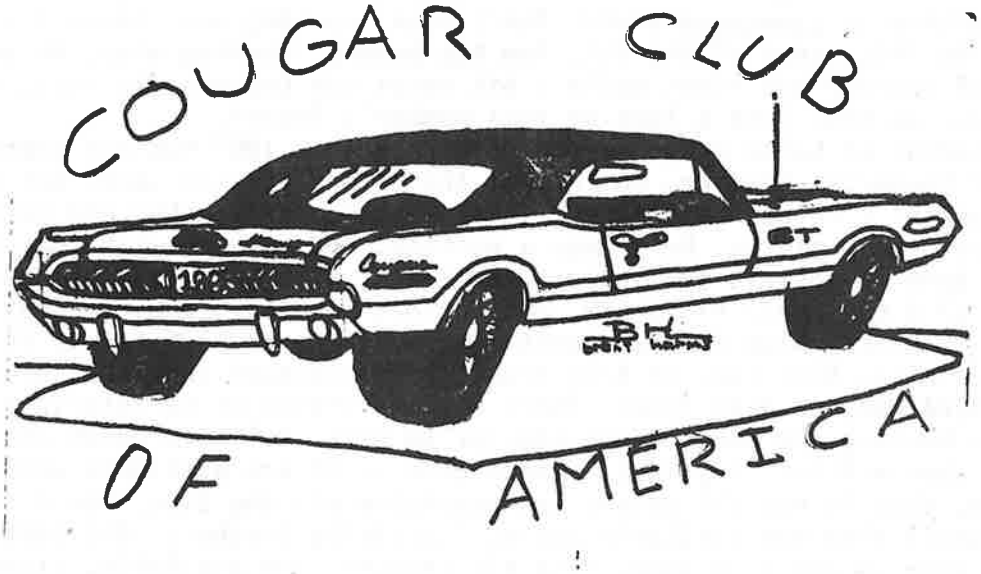
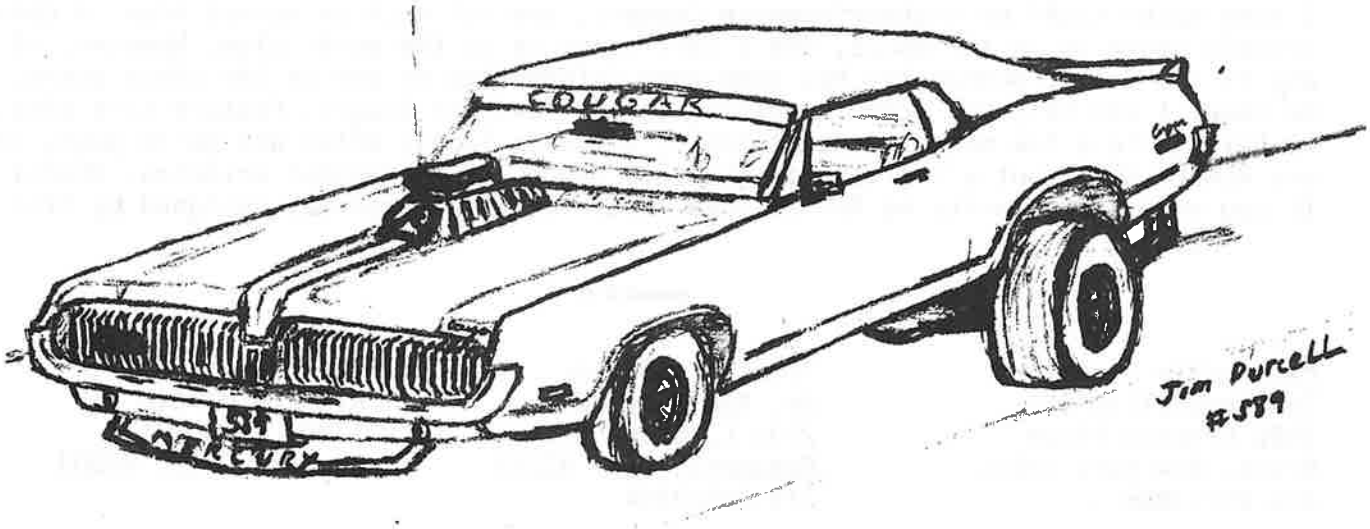
Jim Rakowsky #304
18660 Rivercliff Drive
Fairview Park, Ohio 44126

The Cat's Printer/Mailer
Wm. Veach #299
6820 N.W. 6th Dr.
Des Moines, Iowa 50313


COUGAR CLUB
OF AMERICA


COUGAR
Jim Durcell
#589

Our New Honorary Members

Edsel B. Ford II
Marketing Plans Manager
General Marketing
Ford Division

Ford Motor Company
300 Renaissance Center
P.O. Box 43318
Detroit, Michigan 48243

December 15, 1981

Mr. Thomas D. Jacobellis
Cougar Club of America
1526 Ericson Place
Bronx, New York 10461

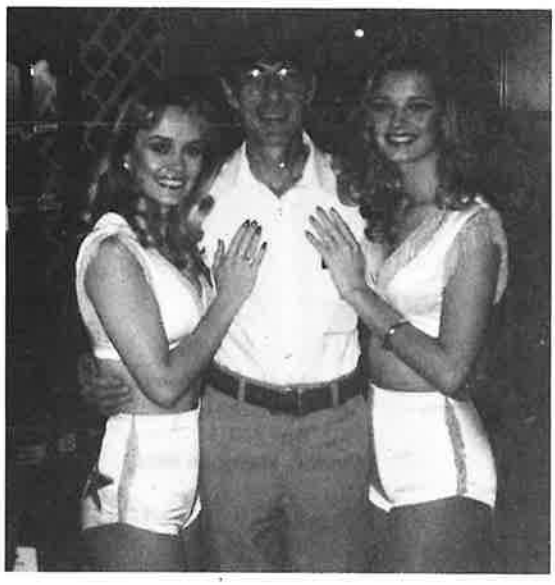
Dear Mr. Jacobellis:

Thank you very much for your letter of December 4, 1981, and for the invitation to become an honorary member of the Cougar Club of America. I consider it a privilege to become an honorary member, and I accept your kind invitation.

May you and your members always have enthusiasm for the automobile industry and especially our products.

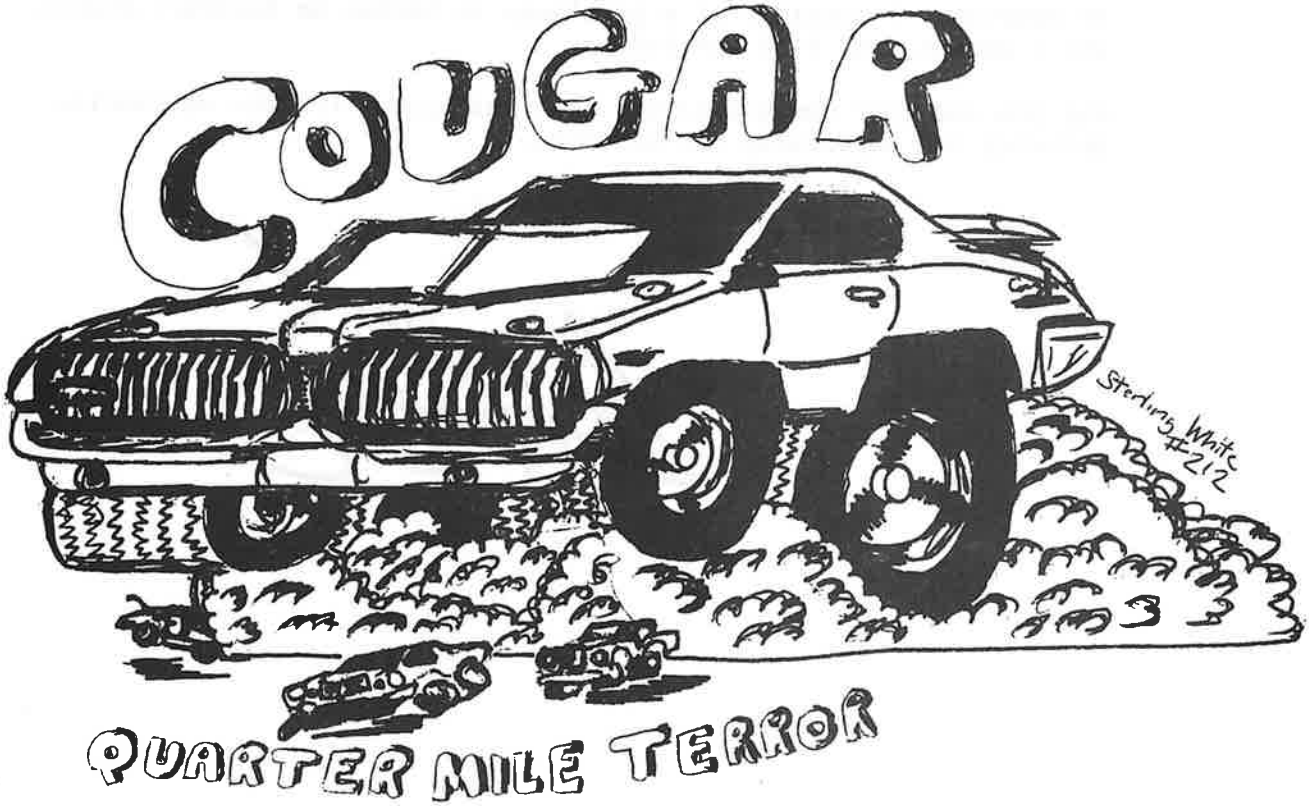
Sincerely,

Edsel B. Ford II



Jeanie Cavett Kim Galetka Tina Collins Paula Lang

Bill V. (299) with latest Club Honoraries.
(Dallas Cowgirls)



Cougar Club of America

and

Fischer's Classics

Presents a

Fantastic

2 Days

May 8 & 9 (SAT - SUN)

Cougar Car Meet

and

Flea Market

Car Sale Corral

Car Parts

Venders

Cougar Club Members camping Fee - $10 (both nights)
(Contact Bob Fischer about camping, before Apr. 15th.)
Members will <u>not</u> be charged for vendor space.

Space for 300 cars in the car corrals.
Space for 75-100 venders. Venders may set up on Friday May 7th.
Overnight camping (capacity-25) costs $20 for both nights.

Food, lodging also available at Ashland, (9 Miles). Good motels (Holiday Inn also), good food.

For further information
Contact: Bob Fischer

(804) 883-6325
10 a. m. till 3: p. m. Mon. thru. Friday to Reserve Space.

LOCATION
20 miles North West of Richmond, Va. on Highway 33, just 3 miles west of Montpelier, Virginia.

Name _____

Address _____ **Phone** _____

Town _____ **State** _____ **Zip.** _____

( ) Reserve _____ **10x20 Spaces $10.** _____

( ) Reserve _____ **Car Corral Spaces $10** _____

(Spaces <u>must</u> be reserved by Apr. 25th)

Check one - I will have a vehicle on my space

Minimum of 2 spaces for vehicles Yes ( ) No ( )

Total Amount Enclosed _____ **$** _____

ONLY CASH WILL BE ACCEPTED AT THE DAY OF SHOW. U.S. Funds only

Mail Check To: Bob Fischer
Rural Rt. 1, Box 212
Montpelier, Va. 23192

COUGAR CLASSIFIEDS

SELL...'69 Salesman Info folders and Product Manual (Reproductions) Contact: Ned Flynn, Cobble Creek Dr., RD 1, Box CC 31, Henryville, PA. 18332.

Sell...'73 XR7 Conv., Dk. Green, Wh. top, Wire Wheel covers, AM/FM Stereo, 56,000 miles, exc. cond. $4500/offer. R.J. Abrams, PO Box 551, Wilmington, DE. 19899. Ph. 302-656-1356. (Car shown on cover 3/81 Collector Mag.)

WANT...Tint left ½ window for '69-'70 Conv. Write: Tom Ryerson, 1962 Stryker, W. St Paul, MN. 55118. Ph. 612-451-9716.

WANT...'67 dash pad (color not important). Write: Don Pierce, 1013 San Mateo, SE., Albuquerque, NM. 87108. Ph. 505-268-0520.

WANT...'70-'73 3 spoke steer wheel center pad (black) & emblem. Also fac. 8,000 RPM tach for '69-'70, & '70 XR7 black interior seats and upholstery. Write: Richard Rodeck, PO Box 6309, San Rafael, CA. 94903. PH. 415-883-1598.

WANT...For''70 (76A) Center console cover (hinged passenger side) Flat-not ribbed,Med. blue. Write: Lee Harrison, Box 407, Bryans Rd., MD. 20616. Ph. 301-283-5446.

SELL...CUSTOM FLOOR MATS (Reproductions) Tan, Red, Blue, Blk...Carpeted panels..$28.95 set of 4 + 10% ship. Write: Tom Horne Reproductions, 23032 Hatteras St., Woodland Hills, CA. 91367. Ph. 213-348-0332.

WANT...'69 Eliminator..Boss 302..W/WO engine/drive train. Any Cond. Need desperately. HELP A 302 BUFF FIND ONE! Write: Paul Duprey, 705 Sarita St., Sanford, FL. 32771.

SELL...Quick connect fittings for oil & fuel gauges. (Club rates). Also we rebuild engines, chassis, trannys, rear-ends, etc. Write: Autodyne Products, 449 S. Oyster Bay Rd., Plainview, NY. 11803. Ph. 516-822-1338.

SELL...'67-'80 Brochures, color trim charts, posters, catalogs, sales booklets, etc., (40) pieces. All for $100 incl. ship. Write: Charlie & Christy Berry, 1301 Holly Lane, Burnsville, MN. 55337.

SELL...New & used Cougar parts, also replacemnt interiirs (vinyl & leather). Write: Napa Valley Vintage Ford, 3165 Solano Ave., Napa Valley, CA. 94558. Dana Smith.

SELL...Cougar parts, tin, trim, acc. Write wants: Las Chance Ford Parts, 435 S. Main St., (RT 9) Forked River, NJ. 08731. c/o Alfred W. Carey.

WANT...Like new or reproduction '71-'72-'73 XR7 interior door trim panels, rug sets, dash pad (Blue). Also need other interiir parts. Write: Bob Bukdwczyk, 19 N. Bridge St., Somerville, NJ. 08876.

WANT...½ panel fender emblem (C8WY-16099-A) both sides, for '68 GTE-XR7. Write: Johny G. Miner, PO Box 761, Daytona, FL. 32015.

WANT...Fender chrome and drivers side 7 litre emblem for '68 GT Eliminator. Write: A1C Tyler Thomas Paterson, P.S.C. #4, Box 17449, Keesler AFB, MS. 39534.

SELL...For '68..Fenders, Hood, doors, interior fenders, bumpers. Also for '69-'70.. Fenders $450 pr., hood $150, Fr/back seat $360 (jump seats or bench). Write for ship. info. Auto Parts Locating Service, 3509 E. Almond St., Orange, CA. 92669. Ph. 714-771-5535. Ed Arnett #437.

COUGAR CLASSIFIEDS

SELL...OR TRADE...'69 XR7, 428CJ, close ratio 4 spd., Ram Air, 29,000 miles, Tint glass, Wh. w/blk top, interior, factory steel style wheels, needs very little body work, no fl. rot. (Trade for H-D Motorcycle, 2 or 3 wheeler, or nice Cougar Conv. (any year). Write or call: Tom Jacobellis c/o CC of A.

SELL...Parting out '68 XR7. Write needs. Tom Jacobellis c/o CC of A.

WANT...'67-'68 Side view remote con. mirrors (need 3), ¼ panel (driver side); oil pan for 390 engine (352 fits). Write Tom Jacobellis c/o CC of A.

WANT...Power brake booster for disc brakes ('68), also lower radiator support bracket, door jamb switch for tilt-away steer column, white XR7 drivers seat. Write: Tom Jacobellis, c/o CC of A.

WANT...Rear trunk lock & cover plate for plain '68, also directional light housings (in fr, fenders). Write: Hans Peter Rohde, Zurchestr. 91, 8500 Frauenfeld, Switzerland.

WANT...Radio face plate and side plastic for '69 (red dash), headlight vacuum motor. Write: Robin Crawford, 4057 Lally Rd., Oregon, WI. 53575.

SELL...'68 XR7, 302 Auto., PS, AM/FM Stereo, Yel/w blk. vinyl roof & interior, 62,000 miles, orig., exc. $3295/offer. Write: Bob Russell, 12 Lasky Rd., Beacon Falls, CT. 06403. Ph. 203-729-6046.

WANT...'69 Eliminator parts..fr. spoiler, hood scoop, rt/lft racing mirrors. Write: Alan J. Kane, 5186 McCoy Ave., San Jose, CA. 95130.

SELL...'68 GTE XR7, no motor (had 427), C6 Trans, 78,000 miles, AM 8TR., Blk. seats (perfect), Steel styled wheels w/centers, 90% orig.,red paint, no rust. Needs restoration, $1600 firm. Write: Fred Seay, 2755 Brandon Ave. #73, Roanoke, VA., 24015. PH. 703-345-2479 before 3 pm.

WANT... GTE emblems, scoops, Stage II parts. Write: Vic Yarberry, 7105 Winans NE, Albuquerque, NM. 87109.

SELL...'67-'68 Electronic turn sig. seq. $30, '67-'68 XR7 Int. parts: switches, dash panels, Dk blue rear seat, panels. '68 rear seat $19, '67 rt. dr. panel $10, '69-'70 Burgundy dashpad $60, '69-'70 S.S. wh. inserts $2.50 ea., Bare 428CJ head $35, 428 CJ exh. mani. $100 pr., 390 GT exh. mani. $40 pr., '68 6.5 Litre emblem $5, '67 GT plaques $15 pr., Fac. AM/FM Stereos (Mercury) $75, Fairlane $50, Montego $50. Write Vic Yarberry (See ad above for address.)

WANT...Would like to share expenses and drive to the Cougar meet in May with another member. Write: Steve Salesky, 10 Woodbridge Rd., Marlton, NJ. 08053.

WANT...For '68 XR7-G..Red 2½" caps for SS wheels, Grill emblem (Cougar & XR7-G - Blk. & Gold),Beige dr. panels w/map pocket, orig. sales lit. Write: Kenneth Lowry, 46 Hacienda Cir., Orinda, CA. 94563. Ph. 415-254-3499.

SELL...'71 Conv., body, eng. exc., PS, PB, AC, AM/FM Stereo, 63,000 miles. (Eng. less than 1500 mi.) Write: David J. Bryan, 901 Misty Dr., Benton, Ark. 72015.

WANT...For '67..rear ¼ panels, right fender, bumper. Write: Robert B. Devries, 7 Marion Circle, Arlington, MA. 02174.

COUGAR CLASSIFIEDS

WANT...Rust Free '67-'68 Rolling body (especially rear panels) Write: Barry Brumwell, 3832 Brooklyn Cr. NW, Calgary, Alberta, Canada T2L 1H2.

SELL...'69 Parts..Int. parts, Elim. instr. panel, dash, hood, 3.90-1 traction lok & 31 spline axle, other misc. Write: Joe Olles, RR3, Poland Rd., Danville, Il 61832. ALSO...'68 XR7 Console. Use SASE.

SELL...SERVICE..Repair Tachs & turn signal units..$10-$25. Call or write: Kevin Marti, 3507 W. Krall St., Phoenix, AZ. 85019. Ph. 602-841-2272. (Include your ph. no.)

SELL...Pr. '71-'73 XR7 Wheel covers $25, '67-'68 XR7 clock w/blk face $20, pr. chrome "Powered by Ford" valve covers for '67-'68 big block. Write: Lawrence Juhnke, 11604 SW Lancaster Rd., Portland, OR. 97219.

WANT...Set '68 styled steel wheels, blue fr. seats & tan fr. seats '68 XR7, any '68 XR7G parts. Write: Lawrence Juhnke (see ad above) or call..Ph. 503-752-7238, 503-244-8737.

SELL...'67-'68 XR7G emblems, shift knobs, etc. Write: Valley Ford Parts Co., 11604 Vanowen St., N. Hollywood, CA. 91605. Ph. 213-765-9266.

SELL...Fac. mold carpets, $95. Send an orig. color sample. Write: Jim Cipriano, 4287 Beverly Hills Dr., Suite 152, Brunswick, OH 44212. Ph. 216-273-3776.

SELL...Fin. alum. Cougar 7 qt. oil pan $174.95, Pol. fin. alum. pan $205 plus ship. Company in process of making other repro engine parts. Write: Super Stang Shop, 25 Burton St., Clyde, NY 14433. Ph. 315-923-5621.

SELL...Rubber floor mats for Cougars and other parts. Write: Special Interest Cars, 451 Woody Rd., Oakville, Ont., Canada L6K 2Y2. Ray Nadeau, Ph. 416-844-8063, after hours Ph. 416-276-2553.

SELL...Decals, Own. manuals, Brochures, Shop manuals. (Buy-sell-trade) Write: Harry Jenkins, C & H Decals & Literature, 5562 Beechwood Dr., Stone Mountain, GA. 30087. Ph. 404-923-1092.

SELL...XR7 emblems '73, Brn buckets & back seat ('73 XR7)excellent. Write: Keith Armitage, 2441 Oakview Dr., Rochester, NY 14617.

WANT...Sideview mirror (pass.), limited slip rear gear set for '73. Write: Keith Armitage, 2441 Oakview Dr., Rochester, NY 14617.

SELL...Dealer showroom brochures '67-'81. (18 pcs. $60 + ship) May sell separate.Write: SASE, Larry K. Riesen, 4444 Smith St., Ft. Wayne, IN. 46806.

SELL...Reproduction Decals. SASE for list. Write: Jim Osborn's Reproductions, 2627 Stone Dr., Lilburn, GA. 30247. Ph. 404-498-0644.

SELL...Cougar Parts. Write: SASE Glaziers Mustang Barn, 531 Wambold Rd., Sauderton, PA. 18964. Ph. 215-723-9674.

SELL...Cougar Parts. Write SASE..Tony D. Branda Performance, 1434 E. Pleasant Valley Blvd., Altoona, PA. 16602. Ph. 814-942-1869.

COUGAR CLASSIFIEDS

WANT...For '67..Left fr. fender, trunk lock lid, wheel well chrome strips. Write: Robert DeVries, 7 Marion Circle, Arlington, MA. 02174.

SELL...'68 XR7-G, has mock hood scoop, style steel wh., sm. block 'Cougar' valve covers. Body rough, runs. Best offer. Write: Dave Blazek, 2409 Limerick Dr., Tallahassee, FL. 32308. Ph. 904-893-3269.

WANT...Fr. bumper, R. Fr. fender, R. Fr. fender extension..For '69 XR7 Conv. Write: Kenny Bailey, RR 1, Box 242, Wever, IA. 52658. Ph. 319-372-1889.

SELL...'67 XR7, 56,000 mi.,Wh. w/blk vinyl top, red leather int.,tilt wheel, full gauges, body gd. cond. Has '73 302 eng. w/headers. Needs tires, battery, elec. work. $1350 or B/O. Write: Oswaldo Soares, 3909 Sampson Rd., Youngstown OH. 44505. Ph. 216-759-9236.

SELL...Security System for Car, Garage. Catalog $3 (refundable 1st order). Security survey incl. w/catalog, company will recommend proper protection. Write: Louisville Lock & Key, Inc., Dept. SC 1-82, 317 Wallace Center, Louisville, KY. 40207. Ph. 502-589-4127.

WANT...For '68 XR7-G..pr. wh. bucket seats (any cond.), console, pr. Xr7-G wh. centers, 1 Xr7-G mag wheel. Write: Aggustus T. Dorman, RD 9181, Reading, PA. 19605. Ph. 215-926-5773 (home), 215-926-4739 or 4915 (work).

WANT...'67 XR7, Auto., Air, PB. Must be rust free and original. Write: Rick Eggers, Cougars of Tucson, 9410 E. Lurlene Dr.,Tucson, AZ. 85730.

WANT...For '68 XR7-G..Four D.G. XR7-G wheel centers, washers, nut washers (red background) Write: Guy Dietrich Jr., 21 Russet La., Sudbury, MA. 01776.

WANT...'70 Eliminator Stripe Kit (Black) Write: Bob Gielowski, 63 Helen St., Cheektowaga, N.Y. 14206.

SELL...'68 XR7G...(Only 300 made)...asking $3000...Lots of new parts, planning a new interior for the car. Write: Bob Fischer,RR 2, Box 212, Montpelier, VA. 23192.

SELL...'69 Aqua Bucket Seats, console, Dash Pad, other aqua pieces.(from 2K interioe). Very gd. cond. Write: Jim Rakowsky, 18660 Rivercliff Dr., Fairview Park,OH 44126.

WANT...For '69 Eliminator..Fr. Air Spoiler (C9WY-65)C1A74-A), '69 Holly 735 Tag C9AF-M (C9AZ-9510-M), '69 4-spd. shift arm & linkage. Write: Jim Rakowsky, 18660 Rivercliff Dr., Fairview Park, OH. 44126.

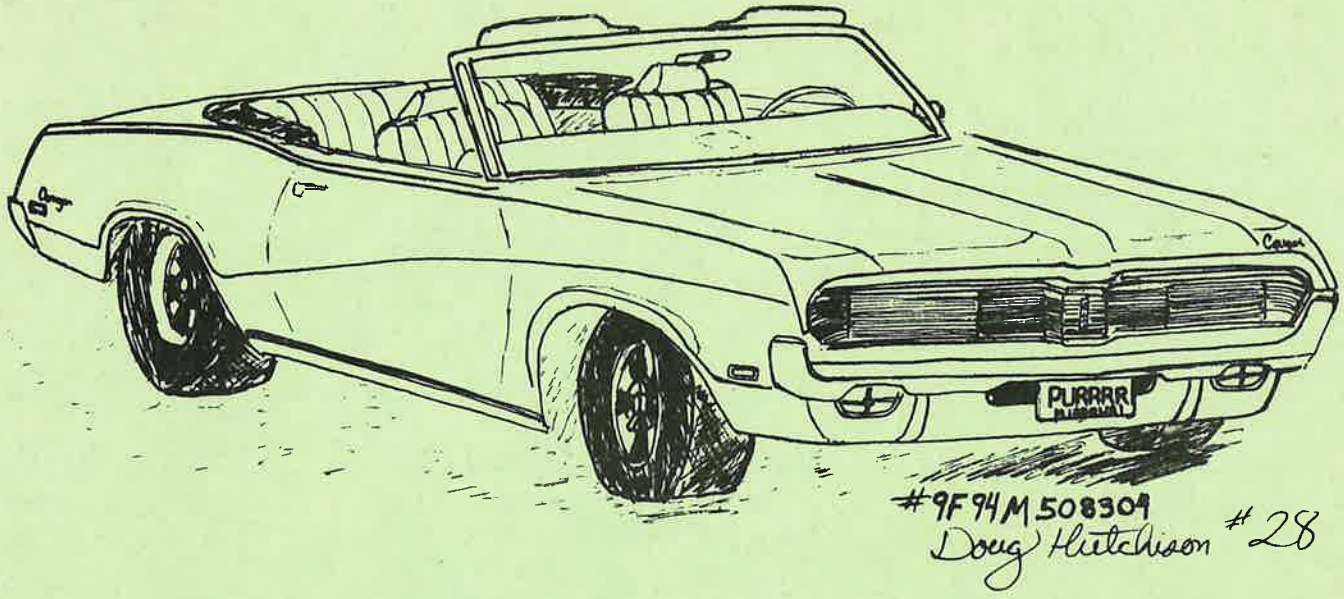
SELL...Shop Manuals (Mercury-Cougar-Meteor-Lincoln-T Bird) '70-'71. $6.50 + postage. Write: Tom Bibbs, 3320 Norton, Kansas City, MO. 64128.

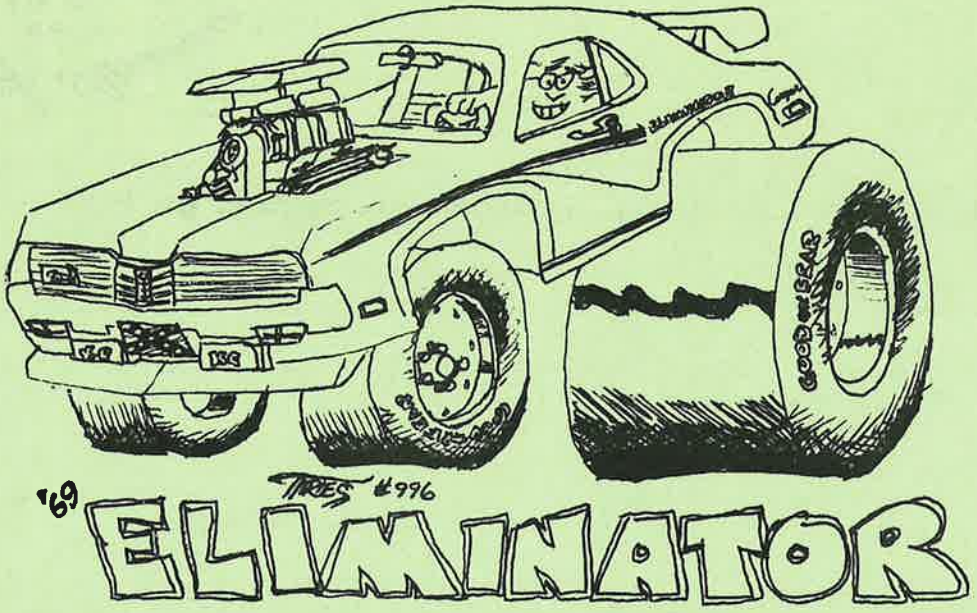
WANT...White or blue/green convertible boot for '69. Write: James A. Turner, Box 126, Linn, MO. 65051.

SELL...Parting out..'67-73 Cougars (every week). 15% disc. for CC A members. Send list of needs. Dana Smith #1065. NAPA Valley Ford..SEE INFORMATION-INSIDE BACK COVER.

Parts Locating Service..Bob Cook-FORD, Hazel KY. 42049 (#1107) will help locate parts for Members. Write and let him know your needs.

RACING FANS.....Great Lakes Dragaway '82..Opening weekend Apr. 3 & 4...Regular weekly Schedule...3 days racing most weeks...Union Grove, Wisc....Call 'Broadway Bob' 414-462-9114 or 414-447-1503...Drag Racers..Rods & Machines..Truckers...!!!!!





Napa Valley Vintage Ford, Dana Smith #1065, 3165 Solano Ave., Napa, CA. 94558, Ph. 707-253-8371 has the following parts (and others) for SALE:

'67 XR7 consoles w/clocks, '67-'72 AM/FM, overhead consoles, tail lights, '68 clock part #15000, '67-'68 center dash pads, battery boxs, interiors, kick panels, gages, '69-'70 Elim. STRIPE KITS, '67-'68 pr. steer. unit Part #3A634, '68 remote mirror, '67-8 dr. sill guard #6513242, r. bumper guards '67-8 #17858.

We part out Cougars every week. 15% disc. Write us your needs.

COUGAR PARTS FOR SALE....Ford Power Parts co.,14504 S. Carmenita #C, Norwalk, CA., 90650.

Cougar Club of America
Newsletter Mailer
6820 NW 6th Dr
Des Moines Iowa 50313

Forwarding — Return Postage Guaranteed

"At the Sign of the Cat"

Jan/Feb/Mar '82
Supplement

Vol. 3
No. 1

AT THE SIGN OF THE CAT

A publication of the Cougar Club of America
1526 Ericson Place, Bronx, New York, 10461

212-892-3849

top cat

Mercury Cougar

IMPORTANT ANNOUNCEMENTS

SPECIAL NOTICE...Due to personal reasons, Bill Kaminsky has decided to give up the job as Editor of "Sign of the Cat". We will be needing an Editor and also want two Assistant Editors. Anyone wishing to help in the duties, call or write Tom Jacobellis.

More information about the Virginia car meet in May is enclosed with these announcements. Response to the meet is good. Plan on attending if at all possible. You will enjoy it! Contact Bob Fischer.

RENEWAL NOTICE...If you joined the CC of A before Nov. '81, and received all the '81 issues, your membership expired Dec. 31, '81. After Nov. '81, your dues are paid for the entire '82 year. IS THIS WHY YOU HAVEN'T RECEIVED A JAN/FEB/MAR ISSUE? (Mailed 2-17.)Send in your renewal NOW and receive every issue of '82.

For Renewal Members..As part of your '82 dues, you will receive your choice of either 2 decals or a jacket patch. Write S.A.S.E. to Bill Veach and specify. All '82 NEW Members receive 2 decals as part of their membership.

Inquiry persons...If you made an inquiry about the Cougar Club of America, and received a sample Newsletter, but have not joined, we urge you to reconsider and join our growing organization. We help each other with information, parts availability, and buying and selling cars among Members. Dues are $12 yr. (U.S.) and $20 Canada/Foreign (U.S. Funds). JOIN NOW AND KEEP THOSE "CATS" PURRING!!

BACK COPIES.....Back issues of 'At The Sign of The Cat' are still available, but are getting low. They are available while supply lasts at $2 ea. postpaid, from Bill Veach. (Make check out to CCA.) Issues are: Oct. '80, Jan/Feb. '81, Apr/May '81, June/July '81, Sept. '81, Nov. '81.

CLUB ITEMS FOR SALE...See the illustrated brochure for CCA items for sale to Members.

Club Roster will be sent with the Apr/May/June issue. Issues of 'The Cat' will be on a quarterly basis from now on. We will try to have them sent out in Jan., Apr., July and Oct. The Apr. issue may be late with re-organizing with a new Editor. Regular month mailings will let you know when to expect the Cat.

Items for 'CAT'...Send your pictures and articles to Tom Jacobellis until further announcement about Editor address. Let's all help in making the newsletter the fine, interesting publication it has become. Send those pictures, drawings, and articles in early for the next pulication.

"LETS KEEP THOSE COUGARS PURRING"

CLUB ITEMS

Available to Paid-up

Members

Front

Lt. Blue or
Dark Blue

T-SHIRT

$8.00

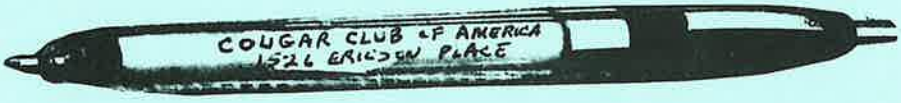
(Postpaid)

Back

3 3/4" JACKET PATCHES $2 Postpaid

Order T-Shirts and Jacket patches from: Tom Jacobellis, 1526 Ericson Place, Bronx, NY 10461.
(Specify T-Shirt size) Also light or dark Blue.

PENS



Inscribed: Cougar Club of America, 1526 Ericson Place, Bronx, NY 10461, Mercury Cougars of 1967-1973, At The Sign of The Cat. (Blue ink-Blue Barrel)

50¢ ea. Postpaid

('82 Paid-up Members receive a Free Pen)

Order Pens from: Bill Veach, 6820 NW 6th Dr., Des Moines, Iowa, 50313

These are very nice items that show you're proud of your

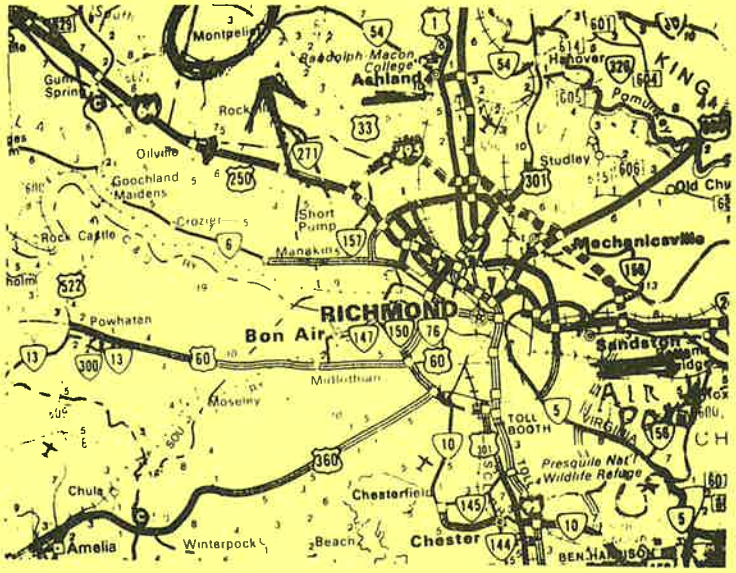
COUGAR.

Map and Directions To Montpelier

Virginia.

Location of the 1st Annual Cougar Club Car Swap & Meet.

Bob Fischer



Montpelier is a small farming community,located 20 miles NORTHWEST of Richmond Virginia on Highway 33. About 10 miles to the East is Ashland, Va. on US. 1 & 95. There is plenty of hotel space at Holiday Inn (167 rooms) and other motels. There is an Amtrack train station in Richmond, about 15 miles away. The airport is at Sandston, Va., (Byrd Field) about 30 miles away. If anyone plans to fly in, let Bob Fischer know two weeks in advance, and he will have someone pick them up for a nominal charge of $10.

Bob needs two Directors on hand for May 7 to help set up. Tom Jacobellis will be there too.

Anyone planning on buying a car or parts, bring CASH or TRAVELERS CHECKS.

There will be a vinyl expert on hand, also maybe a factory man dealing with front end parts. Several rebuilt 289, 302, 351 engines will be for sale, also trannys.

Be sure and bring your cameras. We can use lots of good pictures to be used in the next issue of the 'Cat' after the meet.

IF ANYONE WANTS TO HELP AT THE MEET, OR NEEDS MORE INFORMATION, CONTACT BOB FISCHER AT 1-804-883-6325. to notify him that you'll be there.

Or PLEASE WRITE TO BOB IF YOU PLAN ON ATTENDING THE MEET . Holiday Inn Phone is 1-804-798-4231.

There will be lots of cars, and lots of people. Plan on coming to the Meet if it's possible.

****

Cougar Club Members

THERE IS NO CHARGE FOR CLUB MEMBERS FOR SPACES FOR THEIR CARS OR PARTS.
CAMPING FEE FOR MEMBERS IS ONLY $10 FOR BOTH NIGHTS.
PLEASE CONTACT BOB FISCHER TO ENSURE CAR SPACES AND CAMPING.

****

Cougar Club of America

and

Fischer's Classics

Presents a

2 Days

May 8 & 9 (SAT-SUN)

Fantastic

Cougar Car Meet

and

Flea Market

Car Sale Corral

Car Parts

Venders

Cougar Club Members camping Fee - $10 (both nights)
(Contact Bob Fischer about camping, before Apr. 15th.)
Members will not be charged for vendor space.

Space for 300 cars in the car corrals.
Space for 75-100 venders. Venders may set up on Friday May 7th.
Overnight camping (capacity-25) costs $20 for both nights.

Food, lodging also available at Ashland, (9 Miles). Good motels (Holiday Inn also), good food.

For further information
Contact: Bob Fischer

(804) 883-6325
10 a. m. till 3: p. m. Mon. thru. Friday to Reserve Space.

LOCATION
20 miles North West of Richmond, Va. on Highway 33, just 3 miles west of Montpelier, Virginia.

Cougar Club of America
Newsletter Mailer
6820 NW 6th Dr
Des Moines Iowa 50313

Forwarding — Return Postage Guaranteed

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