

November, 1981

Vol 2 - see pg 10

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cat



Mercury

Cougar

AT THE SIGN OF THE CAT

A publication of the Cougar Club of America
1526 Ericson Place, Bronx New York 10461
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212-892-3849

We're Out To Eliminator You

This, the last issue of 1981, is going to be sort of dedicated to all of the Eliminator owners and past or future owners of Eliminators. Although most of our current members of the Cougar Club of America know of the Cougar Eliminator, if not by owning one, or knowing of some one who does own one, or possibly just seeing them advertised in Hot Rod magazine, or road tested in one of the other various magazines. The Cougar Eliminator normally doesn't ring a bell in the mind of the average automotive enthusiast. It doesn't appear in L-M production figures that our competition publishes. It doesn't either have its own body identification code as the XR-7 or the convertibles do. Thus, the Cougar Eliminator is a tough one to track down and verify as being originally built as an Eliminator. Jim Rakowsky, our club historian, and Kirk Youngberg, of the Cougar Eliminator Registry, have helped me to put together this primer for our members on just what is a Cougar Eliminator. First, I'd like to share with you what it feels like to be the wife of a Cougar Eliminator owner.

From The Passenger Seat

by Jan Veach, Wife of Bill #299 (Club Printer)

As I sat licking stamps for the last issue of the Cougar Club newsletter, the reality of the situation dawned on me. After 18 years of marriage, my husband was in love with another woman.

Part of it I could understand. She was younger than I (born in 1969); she was sleeker, with her shiny blue body, hood scoop, and spoiler; and she had more get-up-and-go with her 351-4V powerplant. What I couldn't understand was how he could love a lady with ELIMINATOR tattooed on both sides.

This wasn't my only problem. I was also competing with "Cougar Club Mania" which seemed to possess my husband. He had become a real zealot; chasing down any Cougar owner he found to spread the word about the club. I have been left sitting in his new love in 90 degree weather while he discussed rust spots, engine condition, and the club with owners he met.

Some nights I had awakened to find my husband missing and found him at the typewriter typing club rosters, labels or writing to the staff about some ideas for the Cougar club.

I had even threatened to burn the want ads before he could see them. What was I to do? I continued to lick stamps, glanced at my hubby who was happily folding and stapling, and decided that I loved the guy enough to put up with all this foolishness. I looked at him and said "When we're through with these lets take a ride in the Cougar and get an ice cream cone". Then I remembered that the last time we did this, he got side-tracked when he spotted a prospective new club member, and I had never gotten to the ice cream shop. Oh well, it was worth another try.



Here is Bill Veach #299 with the "other woman". The 351W with performance option has moved this Eliminator (9F91M565884) along for 90,000± miles now. FMX automatic, styled steel wheels, AM-FM Stereo, F-70-14 WSW tires, a blue paint and power steering complete the package. Getting 16-23 MPG helps also.

==== ELIMINATOR ====

The Cougar Eliminator. Now you and I or most of our membership know of the late 60's and early 70's horsepower and flashiness contests that the people of Motor City used to run each year; but what was it all about in L-M talk. The predecessors to the Eliminator were effective in getting "and GO" into the Cougar's list of superlatives. Unfortunately, the Group II Cougars and the GTE's were also in limited quantities and this meant--Expensive. Not exactly what the average guy could afford to put on to the street. A regular Cougar with some after market add-ons was more in his budget. Then the Motor City really got serious in the last of the 60's and put out a complete package-- a street machine which you could afford and complete with all the glitter which you needed to show off your new semi-racecar.

The Plymouth Roadrunner was the best example of early affordable go. A moderately large engine, a low cost body and interior, a standard four speed or automatic and a bunch of sales. It sold very well its first year out.

L-M also wanted to cash in on the affordable go market. FoMoCo was putting together a hot list of Boss Mustangs and Mach I's. L-M decided to go the route of the "package deal" also. Taking the already successful Cougar and stuffing a big or bigger mill into the engine compartment was simple. Selling it was different. L-M needed the flashiness to help the sales along. They took the name Eliminator from the doors of Dyno Don Nicholson's 1/4 mile Comets and Cougars and applied it to the hind quarters of a special 1969 Cougar.

The first Eliminator for the street in a sense was strictly a one-off car to test the market and to test the components proposed to be used. It was run around the show circuits and let out to the automotive press. It really was a beauty!

Came with all the goodies necessary to turn heads at the strip and on the

street. It had a dazzling Radiant Sun Gold paint job, an air dam up front and a moulded spoiler in the rear. A CJ 428-4V ram air engine going into an automatic transmission got the new Cougar a moving.



Is this where the name for the first Cougar Eliminator came from? This is Dyno Don Nicholson next to his fiberglass 68 Cougar. Dyno managed to get a new world record for his 1/4 mile efforts out of this very Cougar. The car went 7.48/ 191± back in the 1968 season. 427 SOHC

The most unusual item about it was not up front, but what was in the rear. The axle to be exact. The rear axle was a two-speed. One ratio for racing and one for riding. The axle, or third member, was made by Dana-Spicer and they called it the "Streep". The engagement or selection of ratios was controlled from inside by the driver.

The first Eliminator further came with an XR-7 dash, high back bucket seats in black vinyl with hop sack fabric inserts and mod red and orange stripes. The sides of the car carried a long thin white stripe, later to be standard



Here is the prototype to the 1969 Eliminators. Notice the different style of rear air foil used. You might also notice some other subtle changes in the trim and striping used. The wheels were made by American Mag Co.

on the production line Eliminators. A hood scoop for the ram air package 428 Cobra Jet completed the visual image of the new Cougar.

Randy Goodling #95 has reported to us that this same Eliminator Prototype is still around. It was last known of in the Los Angeles area for sale at about \$15,000. Unfortunately, the exact whereabouts are unknown. If a member can fill us in on this please write your Cat's editor.

The production line Eliminators didn't start appearing until March of 1969. The 69 Eliminator became a package, not a body style all its own. The body ID tag alone does not distinguish it from other Cougars, but it was a different breed of cat inside and out. For a start, the clock and instruments were like the XR-7s, however it was a black dash with COUGAR on the right hand side. There were no toggle switches or lights over the area in the center of the dash. The 69 Eliminators were also the only Cougars that year-model which had the high back bucket seats. The seats came with comfort weave vinyl in black, blue or white. The respective interior codes were 5A... Black, 5B...Blue, EA...White seats with black carpet, EB...White seats with blue carpet.

The Eliminators only paint codes were: White (M code), Blue (6 code), Yellow (9 code), and Orange (3 code). They had side stripes starting at the extreme of the front quarters and swept rearward to just behind the doors, and ending with the word ELIMINATOR. The stripes were either white or black, depending upon the body color. (For those of you in need of these, Kirk Youngberg says Total Performance, 40631 Irwin, Mt. Clemens Mich. 48045 has these available at \$125.00 each set.)

The standard engine was the 351-4V Windsor (M code). As options, the owner could for an extra fee obtain a 390-4V (S code), a 428-4V (Q code), a 428-4V ram air (R code). Then as an Eliminator exclusive, the 302-4V HO [Boss] (G code) was also available. One 427 powered Eliminator was built. The 429 HO was proposed to available, but these never became a reality until the 1970 models. See the June July 81 Cat for more about the 429 Cougars of 1969/70, Super Studs by R.L. Martin.

Transmissions for the engines listed were Cruise-O-Matic, C-6 Cruise-O-Matic, and both close ratio and wide ratio four speeds. The 428's had to have one of the four speeds or the C-6 automatic and the 302 Boss was sold only with four speeds. A competition handling package was optional on all Cougars and became mandantory when a 428 was under the hood.

The axle ratios that L-M selected for you (unless other wise specified) was best represented by saying--ACCELERATION. The Eliminator was geared to be used on the street or strip. Not necessarily for the open road. Ratios went all the



This really neat 69 Eliminator belongs to Norb Paunovich #86. Its orange with black stripes. Has a 351-W engine and a four speed behind it. Black interior. 9F91M562704

way up to 4.30, however, if the 4.30 ratio were chosen the Detroit Locker device must also be used. All cars with a 3.50 or higher ratio meant that a 31 spline axle would be used, instead of the more common 28 spline axle. Most Eliminators were equipped with a 3.50 ratio on four speeds, or a 3.25 on auto-matics. The Boss 302's were often delivered with 3.91 gears, or 4.30 when the close ratio four speed was opted. Standard tires were F-70-14 on 6" rims.

The suspension under the 1969 Eliminators was more in tune to a performance car than a luxury car. Mercury's new logo for performance cars "Streep Scene" went in to new Eliminator by way of slightly higher spring rates and sway bars as standard equipment. (Note: Streep= street/strip) Taking a hint from the successful 1968½ Mustang Cobra Jets, L-M made the staggered shock absorber set up available on all Eliminators with competition suspension. When a 3.91 or higher axle ratio of a Cobra Jet engine was installed this also meant the special shock absorbers came along. The total package made the Eliminator much better for the drag strip and also somewhat better on the cornering too.

Next issue of the Cat will be part two of ELIMINATOR!



Top Cat

BY TOM JACOBELLIS

First off, I'd like to thank all of our members who hung in there through our first full year of the Cougar Club of America. Notice I mentioned full, as our membership dues and books start and end on January 1st of each year. The portion of 1980 was not a full year.

Therefore, to all our membership and readers of At the Sign of the Cat this will be your last issue of our 1981 newsletter. Those members who don't renew their membership by January 1 will not receive any more newsletters after this one. I really hope all of you will re-new for next year.

Now for those of you who are late in their renewal or will become a new member during 1982, don't despair. All membership will run from January 1 to January 1, and therefore if you are late or new your membership status will be brought up to date. This includes receiving all back issues of At the Sign of the Cat since January 1. This keeps the books straight and allow members to catch up on his reading. Also, some members haven't been too honest with us on occasion. We have a clearing period on checks mailed in for membership dues. Your first issue of 1982 might be just a little late because of this. You won't be omitted from receiving your first new issue, just a little late. Sorry, but if your check doesn't clear the bank, you won't be added in on the new mailing list.

Now here's the best news. We're going to have our first annual meet of the Cougar Club of America. Bob Fischer of Fischer's Classics will be setting aside room for us this coming spring. The tentative date is May 8&9 at his place in Montpelier Va. Bob informs us that there will be plenty of space for campers and a car display area. A swap meet will also be held during the period. Here's a catch, you must be a current C.C.A. member to enjoy all of this at NO CHARGE. This includes everything. Non-members or non-member vendors will be assessed a fee. All activities are not known right now, but there will be more how to get there and whats up after you get there in the next issue of At the Sign of the Cat. Try to be there.

So, I urge all our current membership to re-new before January 1, and you won't miss out on anything. Now, to all Canadian and overseas C.C.A. members: All dues renewals must be in U.S. currency, money orders only. The non-domestic rate will be \$20 per year. Canadian and overseas postage rates really

took a jump recently and another is due to come along next year.

Club patches are available and they do look sharp, black and white. They're \$2.00 per patch and can be ordered through me.

To all members of Cougar clubs and of the C.C.A. at a local level: The Sign of the Cat would like to hear from you after a local chapter of the C.C.A. is formed. Sorry, to all those groups who are not 100% C.C.A. affiliated. Perhaps we can get all of your group to participate and join in to the C.C.A. functions. Contact Jeff Kent if you propose to form a local club also.

As one last note, Dick and Bill have informed me that we are a little short on repair articles for the Cat. Dick also needs just a little help from a member who has some electrical trouble shooting or general knowledge. Please write them and help out all the readers of At the Sign of the Cat.



The 1972 Cougar XR-7 hardtop resembles last year's model a little. It still was a very nice looking car.

The Cat's Litter

BY JIM RAKOWSKY

1972

Cougar Hardtop	65D	23,731	XR-7 Hardtop	65F	26,802
Cougar Convertible	76D	1,240	XR-7 Convertible	76F	1,929

Total 1972 Cougars built 53,702

It was getting to look really bad in the Cougar line of L-M. Sales of the Cougar had been going downhill since it's introduction in 1967. The 1972 production was slightly more than a third of the total Cougar line of 1967. The first year model 65A was twice that of this years total line. What was going wrong? The standard engine for all 72 Cougars was the 351-2V. A 351-4V was optional and the 351 CJ made you have a GT model.

Average miles per gallon was 9-17 and common trouble spots were brakes, electrical and suspension.

Of the options available, this was the percentage breakdown on how the 1972 Cougars were equipped: 98.5% had automatics and 1% had the 3 speed manual and

0.5% had the four speeds. Almost all 1972 Cougars had power steering 99.1% or roughly 480± did not originally get the option. 87.9% had power disc brakes, 83.5% had tinted glass, 10.6% had power windows (note that compared to other years, the power window option was on the rise), 5.7% had power seats and 81.2% came equipped with air conditioning. The Cougars were getting to be more of a luxury car than the personal sports car as originally planned.

On The Prowl

by Jeff Kent

I have received a number of letters regarding people needing engine, trunk, and other decals. At this time, I am happy to say that the hood stripes used on the 1969 Cats can be reproduced. The cost will be about \$53.00 each. They will be available in three colors and three engine size notations-- 351C, CJ 428, and 390 GT. Before we can have them done, we need a tracing, or better yet a whole car with the decal still on it. In or around Iowa will help greatly if not, we can use a tracing off a hood somewhere in the U.S.A. I need five orders before we can start production. If you can help out in this matter please contact me, and I can give you instructions on how to trace one.

REGIONAL NEWS---

During the summer the country was divided up into eight regions for matter of assigning zones to our regional directors. I had a few preliminary folks write me in regards to what its all about, and were the zones would be. To help matters along this is how everything worked our initially.

Region 1 is the north half of the Eastern time zone. Randy Goodling #95 will be the regional director here. He's at RD #5 Box 763 Elizabethtown Pa. 17022.

Region 2 is the southern half of the Eastern time zone. The dividing line is the Virginia--North Carolina border. I need a director for this region.

Region 3 is the north half of the central time zone. Harry Hodson #667 1800 Ontarioville Rd. Apt. 217A Hanover Park Ill. 60103 is the director for this area.

Region 4 is the south half of the central time zone with the line being the Missouri-- Arkansas border. Still need a director for this region.

Region 5 and 6 are in the Mountain time zone. Arizona and New Mexico are the only one in the region 6. I need directors for both of these zones.

Region 7 is the states of Washington and Oregon and I am waiting for a confirmation on a director here. Will let you know later on this one.

Region 8 consists of California and Nevada. I am waiting on a reply for the director of this area.

So, if any one is interested in any of the posts that are still open, drop me a line. I'll also inform all you of the new directors as they are assigned.

At the right you will find out what it was all about on Aug. 8 at the York County Fairgrounds. Randy Goodling #95 sent in the picture as a follow up to the last issue of At the Sign of the Cat. While at the Essex, Md. location a few Cougar owners participated into the Cougar class judging. All judging was by popular vote. From left to right you will



find #95 Randy, with his 1967 powered by the ol' reliable 289-2V and automatic. The car was completely rebuilt just before the meet. Finished up at the midnight hour. Next, is #633 Jim Smith with a 70 Eliminator and his much modified 351C. Color was competition blue, and he also took the first place trophy for Cougars at the meet. A white 68 Cougar, owner unknown, took the second place. The next is #692 Richard Crowe with a near new 67 Cougar GT complete with four speed. The car was totally restored as close to stock as possible with the exception of the wheels and a item or two under the hood. Last is #205, Mark Smith. He is the original owner of the 1968 with just over 100,000 miles on it. 289-2V auto., and still the original paint.

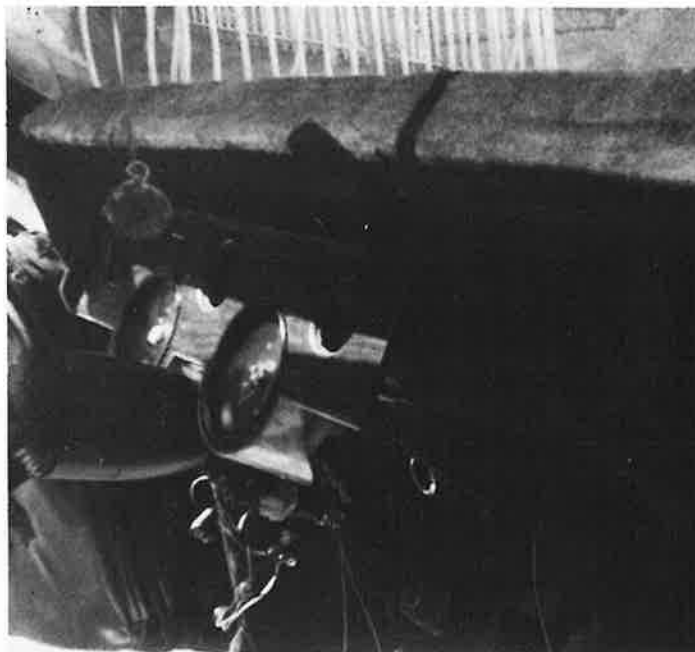
James Dresbach writes to tell us that he is forming a local Cougar club by the name of The Northern California Cougar Club (fitting title!). They have already held a few meetings, and invite all C.C.A. members to join in. Contact Jim at 4871 Grimsby Drive, San Jose Calif. 95130 or 408-378-4452. One rather unusual item Jim has to report is that the club will be adopting a real Cougar at the San Francisco zoo.



A Cat At The Vet

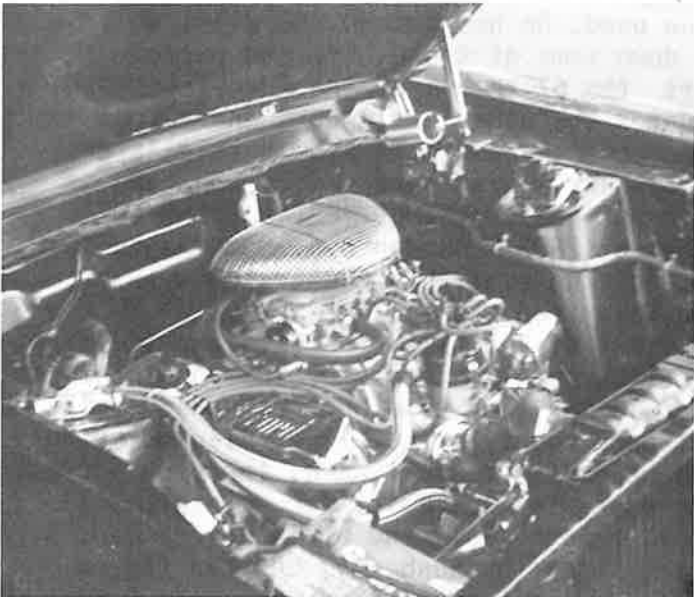
by Tim Downey #454

The following picture story is not one that I'd really like to put into each At the Sign of the Cat. Tim Downey #454 sent me these picture a little while back to tell of his mishap. His 1967 Cougar was given to him about three years ago by his sister after the car had been in an accident and it really wasn't too safe to drive. After 1 1/2 years and a lot of dollars later it got to looking pretty sharp. Then in August of 1980 the car was stolen. Two weeks later it was recovered by the police, or what was left of it in Newark. After the shock wore off, he decided to do it up once again. The top two pictures show a Cougar about ready for the crusher, and the others show off a fine piece of restoration. It wasn't completely original, but it shows off his Cougar in a different way.



The "after" pictures on the next page don't really do justice to the nice job.

A Cat at the Vet Cont'd:



The Eliminator Registry

by Kirk Youngberg

Let me start off this first article by introducing myself and the purpose of my column in *At the Sign of the Cat*.

My name is Kirk Youngberg and I am a junior at Coe College in Cedar Rapids, Iowa. My Cat is a Cougar Eliminator which I've owned for 2 1/2 years. It is Grabber Green and is powered by a 351C-4V backed by a FMX automatic. My car has power steering, tilt wheel, rimblow horn, and AM-FM stereo. I have replaced the original radio with a cassette deck, but kept the original radio and speakers.

I became very interested in Cougars because a friend of mine owned a very sharp 1970 Cougar. After doing quite a bit of reading about Cougars, I decided that I had to have an Eliminator. I had only seen a couple of pictures of Eliminators and didn't know much about them, but I wanted to find out more. Then, in the Fall of 1978 I saw an ad in the newspaper for a 1970 Eliminator and ended up buying it.

COUGAR CLASSIFIEDS

- SELL—'69-70 Blk, Blue dash pads—\$50 ea.; '69-70 Conv. boot covers (tan, saddle) \$25 ea.; '70 Tilt steer col./w key \$100; '69 Tint gl. dr. & $\frac{1}{4}$ win (off track) \$0 all; '70 reg. steer col. \$25; '69 steer wh. padded center (pl) \$10; w/w motors \$10 ea.; '69-'70 conv. top motors \$40 ea.; '69-70 conv. top irons & cyl. (no material) \$50; '69 hdl't grill covers \$10 pr.; '69-70 T.lght w/chrome \$15 ea.; Hdlgt. vacuum motors \$15 ea.; M/T alum fin valve cov. (Ford on outside—427 inside) \$20 pr. Also have or can get fac. AM/FM 8 tr. radios & Hubcaps. SASE Tom Jacobellis c/o CC of A.
- WANT- (3) '67-68 Cougar sideview remote con. mirrors; $\frac{1}{4}$ panel (driver side); oil pan for 390 eng. (352 fits). Write Tom Jacobellis c/o CC of A.
- SELL- (2) '67-68 Complete tail light assemblies, gd. orig. \$35 ea. or \$65 pr. Wm S. Schwartzberg, 26-18 169th St., Flushing, NY 11358. Ph. 212 FL-9-8743.
- WANT- Intermittent wiper control (bolts on firewall) for 69-70, New/used. Write; Aaron Gardner, R 1 Box 80, Ohio City, OH. 45874. Ph. (Collect) 419-965-2856
- WANT- All cardboard, floor mat and formed wire that hold up trunk lid for '70 Eliminator. Write; Bill Kaminsky, 273 $\frac{1}{2}$ E. Sixth, Beaumont, CA. 922223.
- WANT- For 69 Cougar, door sills, mouldings, etc. Urgently need gas pedal. Write; Andrew T. Ludasi, 4562 Stanley Weir, Montreal, Quebec, Canada H3W 2C9.
- WANT- For '69- Door skins needed. Write; Jack Zahn, PO Box 155, Williamsfield, OH. 44093.
- WANT- Green leather front seats for '68 XR&, or usable leather panels. Also "spice" door panels for '71-'73 XR&. Write: Bob Davis, 1351 Avondale Ave., Jacksonville, FL. 32205
- SELL- '67-71 Dealer upholstery album, various color catalogs (Nice). Write: John Logsdon, 6555 Colby Ave., Des Moines, IA. 50311. Ph. 515-255-5265.
- WANT- Shaker for '69-'70. Or will buy complete fiberglass front end. Mark Strand, 2164 CS AFCC. APO NY., NY. 09755.
- SELL- NOS MINT 1971 Sales Brochures, \$ ea, or \$150 entire box. Write: Tom Gormley, PO Box 613, Bloomfield, CT. 06002. Ph. 203-243-8676 (Person to Person)
- SELL- Complete car or parting out. (Car year not given) Engine strong, trans had over \$600 work on it, good parts, reasonable. Please write for year info. Larry Carrez, 16979 Crest Dr., San Diego, CA. 92128. Ph. 714-487-3726 (after 6) (No collect)
- Sell- '67, orig. own., running, registered, rusty. Write: Leonard Sullivan, Jr., 3601 49th St. NW, Washington, DC 20016. Ph. 202-966-6368.
- SELL- '68 XR 7G, orig., sunroof needs repair, body rough, runs good, \$1975. Write: David Blazek, 2409 Limerick Dr., Tallahassee, FL. 32308.
- WANT- Stripe kit for '70 Eliminator. Write: Robert Gielowski, 63 Helen St., Cheektowaga, NY. 14206
- Want- Black '69 Eliminator stripe kit, whole, or just "Eliminator" "428CJ", both sides. Write: Jim Stagner, 1530 Ameluxen Ave., Hacienda Hgts., CA. 91745.
- SELL- '67-'73 Cougar body parts. Write: Marine Auto Sales, 617 West Front St., Plainfield, NJ. 07061. Ph. 201-756-4242
- SELL- '72 Conv., lt. blue, 351 C Auto., new top, some rust, \$1000 or B/O. Write: C. Witcher 1084 Hooksett Rd., Hooksett, NH. 03106. Ph. 603-624-1196.

COUGAR CLASSIFIEDS

- WANT- AM/FM Radio. Write: Jim Allman, 35-100 Date Palm Dr. No. 13, Palm Springs, CA. 92264. Ph. 714-328-8308 after 6 pm.
- WANT- '69 XR 7 Convertible, many extras as possible. Write: Scott Plowman, 736 Franklin, S., Hutchinson, MN. 55350. PH. 612-587-4750.
- WANT- AM/FM stereo radio for '70—will buy or have AM/8 track to trade. Write: Don Skelly, 1315 Adams St. NE, Minneapolis, MN. Also want road tests on '69-'70 Cougars.
- WANT- '69 Sales brochures and literature. Write: Mike Bauer, 1502 West Yakima, Yakima, WA. 98902.
- WANT- Center console, pull straps (both doors) for '69 XR 7 (Black interior). Write: Peter B. Arkin, 5203 Donna Ave., Tarzana, CA. 91356.
- SELL- Fr, fenders, doors, hoods, deck lids, $\frac{1}{2}$ panels for '67-'68-'69. Used, but no rust. (Fenders- strip, dip, prime) Write: Edwin Arnett, c/o Auto Parts Locating Service, 3509 E. Almond St., Orange CA. 92669. Ph. 714-538-6637.
- SELL- Cougar (Yr. not given) Good engine, auto., new paint, electrics rebuilt. Solid & reliable. \$800. Write: David Boucher, (Contact CC of A)
- WANT- Carrier unit for rear-end (3.50 gears), Robert Gielowski, 63 Helen St., Cheektowaga, NY. 14206.
- Sell- '67-'73 NEW PARTS. Numerous part, write for info. Mike Kopzyk, Parts Mgr., Town & Country Motors, 701 Rt. 202-206 North, PO Box. 550, Somerville, NJ. 08876. Ph. 201-722-1103.
- WANT- Black center console for '70 Elim. Also need complete '70 Eliminator Stripe kit, Black. Write: Rod LaBahn, 610 Third Ave., LeMars, IA. 51031.
- WANT- '67-70 Cougar, reasonable. If possible, within 700 mile area. Write: John Pregitzer, 9723 Lenox, Angola, NY. 14006.
- WANT- Crank handle for moon roof (68 XR 7G). Also mechanics book and body parts. Write: Windell Fallis, 818 E. 2nd. St., Hutchinson, KS.
- WANT- Pictures of all styles Cougars made, for book I'm making. Write: Troy Dann, 6166 Larry Way, N. Highlands, CA. 95660.
- SELL- '67-'68-'69 Cougar dealer books. Like new. All for \$19.75 postpaid. Write: John A. Strecker, Jr., 203 Ingleside Ave., Aurora, IL. 60506.
- WANT- Upper console with lights and/or floor console for '67. Also need rear panel side emblems. Write: Cathy Symak, Box 458, Cudworth, Sask., Canada S0k 1B0. Ph. 306-256-3551 (Collect)
- WANT- For '68 XR 7..4 speed console, 2 black leather bucket seats w/hdrest, 2 door panels. Also hood w/twin air scoops (like D.G. Special). Write: Bill O'Loughlin, 92 Woodland Ave., New Rochelle, NY. 10805.
- SELL- Obsolete parts for '67-'73 Cougars. Write for list or send wants. Elaine Robertazzi, Liberty Lincoln-Mercury Inc., 626 Ridge RD., Route 17, Lyndhurst, NJ. 07071.
- SELL- 1970-'71-'76 Mercury Color Catalog, \$5 ea.+\$1 postage. Write: Boyer, 27 Berkley St., Johnson City, NY. 13790.
- WANT- Interior door panels and rugs for '71 Convertible. Write: Robert J. Bukowczyk, 19 N. Bridge St. Somerville, NJ. 08876.

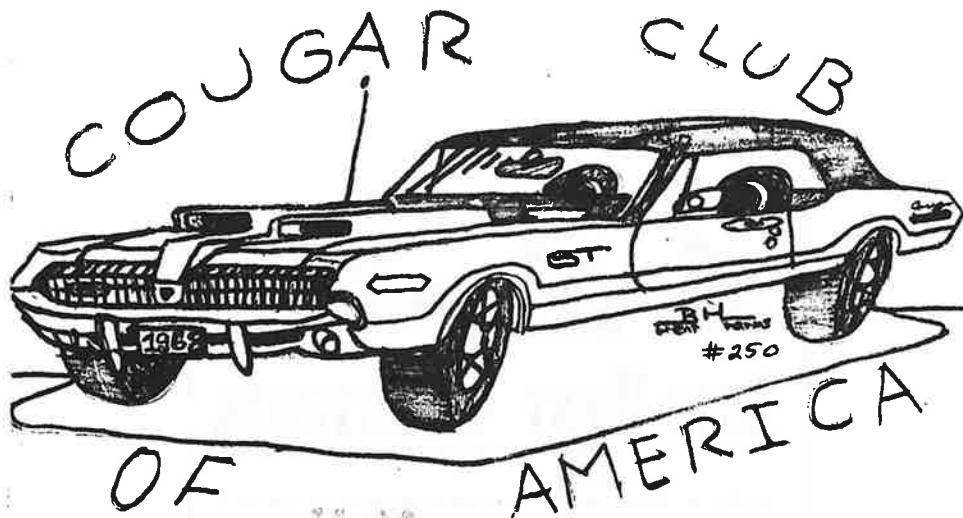
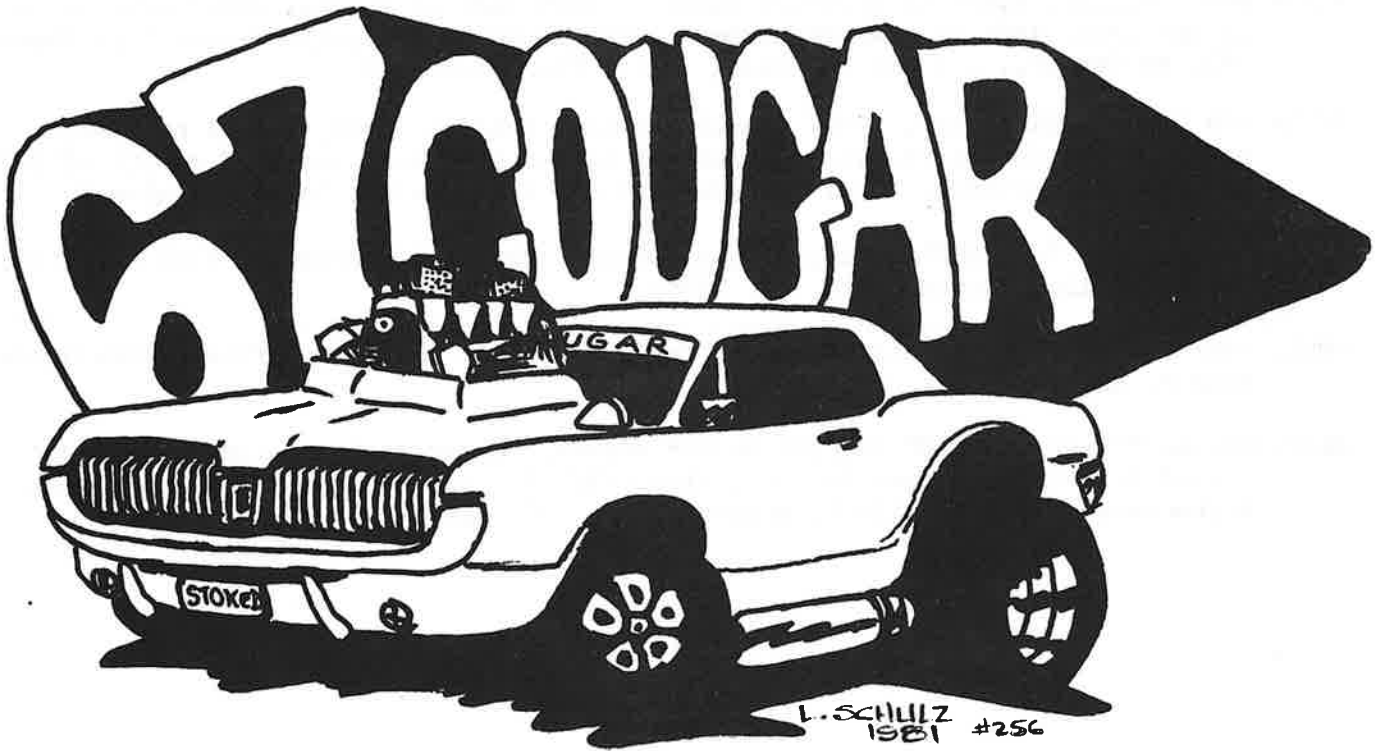
COUGAR CLASSIFIEDS

- SELL- '69 Parts...Windshield drain panel, stan. steer. column and wheel, black dash, gauges, misc. interior and chrome, other misc. parts. Write SASE: Doug Fresch, Rd. 1, Box 656, Mineral Point, PA. 15942.
- SELL- '67-'72 Dealer albums, supplements, color catalogs. Limited copies of some. Send wants: Automotive Collectibles and Hobby Shop, 1366 Lyell Ave. Rochester, NY. 14606.
- WANT- Trunk Mounted luggage rack for '69 Conv. Write: Brent Constantine, 38721 Blacow Rd., Fremont, CA. 94536.
- WANT- Power brake booster for disc brakes for '68, also lower radiator support bracket, door jamb switch for tilt away steer column, White XR 7 drivers seat. Write: Tom Jacobellis, c/o CC of A.
- SELL- '69 Cougar, Wh. Vinyl roof/Red; Wh. interior, 105,000 miles, good body, new tires, shocks. Air, AM, fl. console. (Non-member) Write; Steve Poulson, 4043 3rd, Des Moines, Iowa. (\$800 or B/O) Ph. 515-243-3371.
- WANT- For '69...pr. black trim pieces (goes on each side of radio), front edge of hood chrome trim, left fr. fender chrome piece (above head light). Write: Bill Veach, 6820 NW 6th Dr., Des Moines, Iowa, 50313. Ph. 515-289-1635.
- SELL- '69 Cougar Eliminator, 428CJ Ram Air, close ratio 4 speed, 4.30:1 nodular, original, 26,000 miles, yellow, perfect body & interior, stored 5 yrs.(1 of 200). Located in Cleveland, Ohio. (Non-member) Ph. 216-226-2475 (name not given)
- WANT- Center caps for '67/'68 styled steel wheels. Write: E. Abramczk, 3131 Homestead Rd., Apr. 12-J, Santa Clara, CA. 95051.
- SELL- '67/'68/'69 Parts. Seats, console, fenders, almost anything. Write: Jerry Gardner, 3130 N. Mojave, Provo, UT. 84601.
- WANT- Chrome "Power by Ford" 289/302 Rocker covers, Cougar oval air cleaner, Cougar finned rocker arm covers for 302. Also '67/'68 floor mats (good) front & rear. Write: Jerry Gardner, 3130 N. Mojave, Provo, UT. 84601.

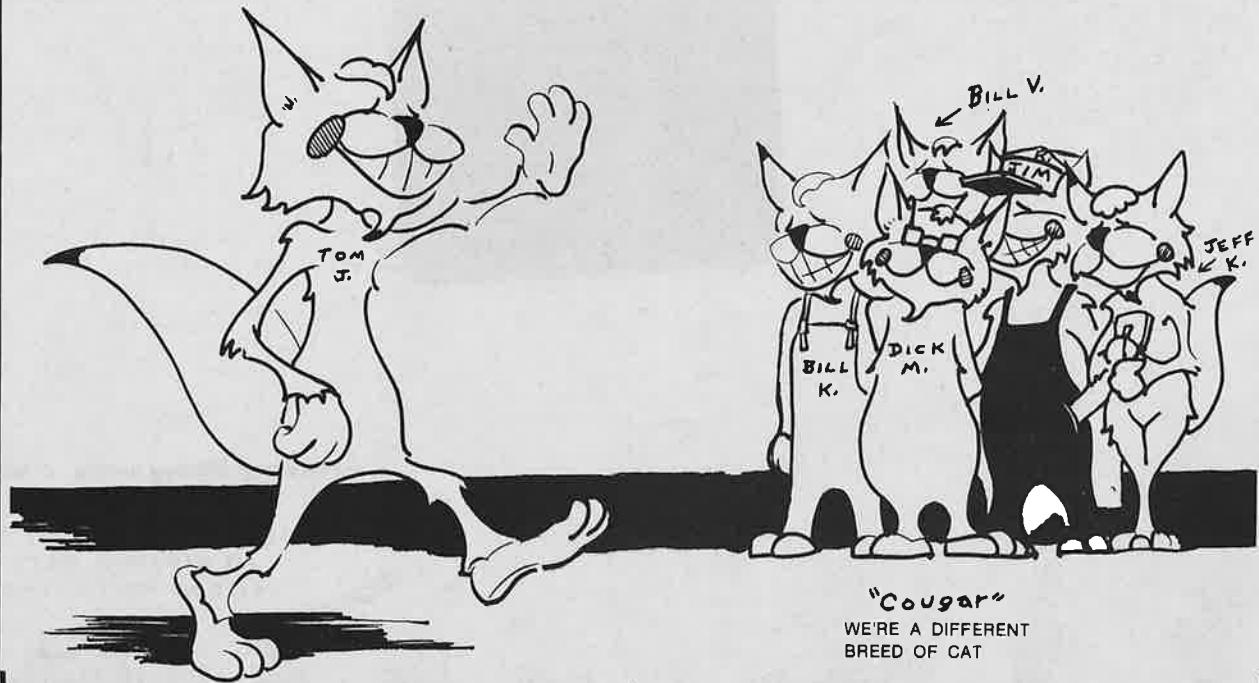


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