

—AT THE SIGN OF THE CAT—



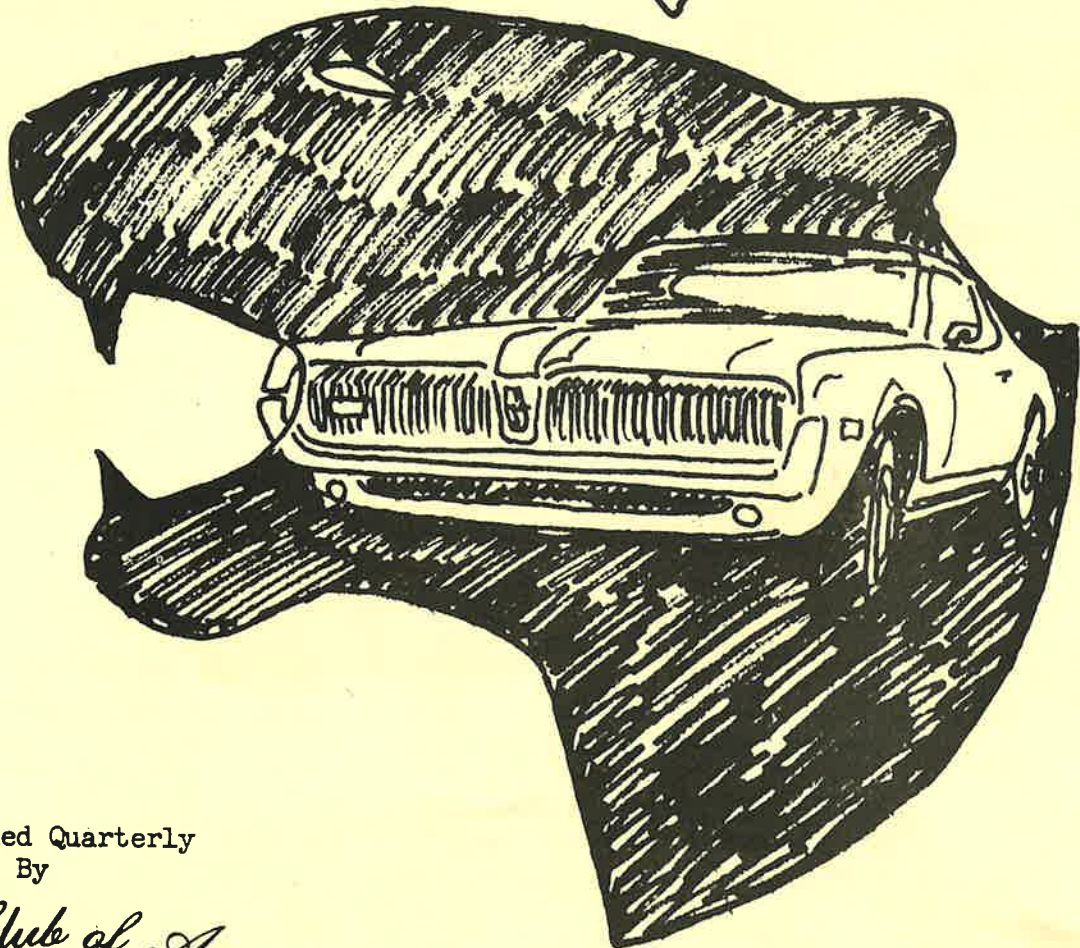
OCTOBER — NOVEMBER — DECEMBER

Volume 4

Number 4

DEDICATED TO THE PRESERVATION
OF THE

67-73 Cougar



Published Quarterly
By

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AT THE SIGN OF THE CAT

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Manchester, England M31 4DJ

* * * * *

CLUB ITEMS FOR SALE.... T-shirts \$8.00 ea, LT or DK Blue specify color and sz.
Decals \$.75, Lapel Pins \$2.50 , Pens 50¢ ea, all PPD.
Bumper Stickers \$3.00 ea. two for \$5.00

MEMBERSHIP DUES... \$15. US resident, \$20 Foreign/Canada US Funds only,
Membership runs from Jan to Dec each year.

NEWSLETTER..... Published Quarterly (JAN-APR-JUL-OCT), Copy deadline is 1st
day of month before publication. Back issues available
while supply last at \$2 ea ppd.

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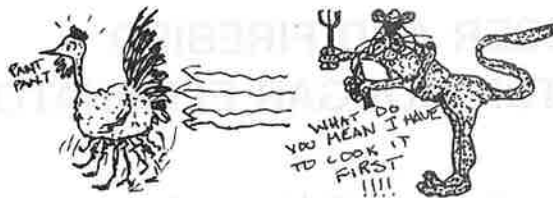
COUG's CORNER:

Well Cougar lovers another summer season is almost past and the frost will soon be on the pumpkin. This issue we feature pictures of the Omaha National Meet, as well as a Cougar meet across the sea in England. In addition, we have articles on door hinge repair and hood decal work and restoration on a 69 428 Cobra Jet XR7.

Finally, as Tom mentions in Top Cat the club membership list and numbers are being re-arranged so please get in your membership forms (see pg.2) NO LATER THAN DEC 31/83!!

Have a safe and enjoyable Holiday Season - See you in the New Year!!

* * *

TOP CAT:

John Bauman at John's Cougar Central continues his excellent repro work. He now has available window decals for 1967 Cougars: "Motor Trend Car of the Year".

I might also mention we are returning to the policy of not charging members for classified ads (businesses excepted). Of course we reserve the right to edit ads as space requires.

The main news this month centres on our renumbering of the membership list. We will try to retain present numbers under #500. YOU MUST TRY AND RENEW AS SOON AS POSSIBLE AND NO LATER THAN DEC 31/83. IF YOU DON'T RENEW THIS WILL BE YOUR LAST NEWSLETTER. Glad all of you were with us in '83 and hope to see you in '84. Have a Merry Christmas and a Happy New Year!!

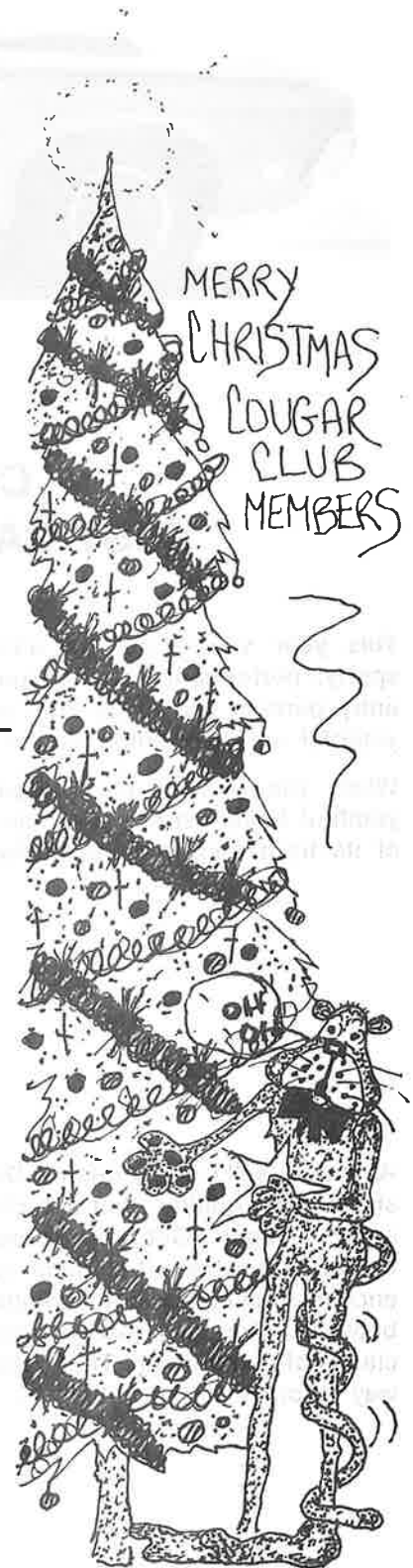
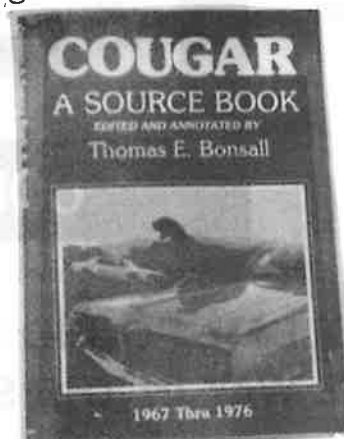
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NOW AVAILABLE: COUGAR A SOURCE BOOK.

Cost of \$12.95 includes shipping to Cougar Club members.

Available from:

Auto Crafters,
6000 Q St., Box 27200,
OMAHA, Ne., 68117.
(402)-734-7557





CHALLENGER AND FIREBIRD JUST CAN'T MATCH COUGAR ELIMINATOR!

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

When you present the Cougar Eliminator to the youthful buyer, stress the businesslike appearance of its front-end, with its husky die-cast grille and

headlight covers finished in black . . . its functional spoilers, front and rear . . . and sharp-looking hood tape and black scoop! In addition to its lean and unique competition-car appearance, the Eliminator is a complete and thoroughly developed competition-car package with many performance-oriented features that a Muscle Car prospect wants.

Above all, sell Cougar quality. Demonstrate this quality that's built into every Cougar. Get your prospects behind the wheel. Let them experience the most meaningful comparison between Cougar quality and the claims of competition. That's the best way to prove to them that . . .

Demonstrate



COUGAR QUALITY!

**DOLLAR FOR DOLLAR, POUND FOR POUND, THE 1970
COUGAR LEADS THE WAY IN THE SPORTS-SPECIALTY FIELD!**

OMAHA MEET:

Chris Swaik (#1014) attended this year's National Meet. He sends us the following pictures:

At right, a very nice '70 Eliminator from Pennsylvania:



The sharp looking car on the left is Chris' own pride and joy, "MY ELIM", a 69 with 351W, auto, a/c, ps, pb, tilt wheel, cruise, 3.00 rear axle and luxury interior. Believe it or not the car has 130,000 miles!!

This Club shot (sorry Chris doesn't know all the people) features Kevin Marti, Randy Marble, Rod LaBahn and his daughter, Tom in the back row with his brother Ed behind him,



REPAIR OF WORN DOOR HINGES
1969-1970 COUGARS

1969-1970 Cougars have generally seen enough use by 1983 that the doors (if they have not rusted out) sag. This makes the doors; a) rub the rear edge of the front fender, b) beat to pieces the aluminum molding that covers the door sill, c) difficult to close (unless you are willing to "lift up" everytime you grab the handle). These actions usually are a result of worn hinges and they appear first with the driver's door. The two hinges on each door can be replaced entirely for about \$45/door in parts or if the hinges are not worn too badly the bronze bushings can be replaced for about \$4.00/door in parts. The following description applies primarily to bushing replacement, however the same general procedure would follow for hinge replacement.

Note: Hinge Part Nos. are: Top Left DOZZ65228-01A
 Bottom Left " -11A
 Top Right " -00A
 Bottom Right " -10A

Bushing Part No. is C3AZ-5422841-A (use 2/hinge) \$1.00/ea.
 Cougar and Mustang parts are the same

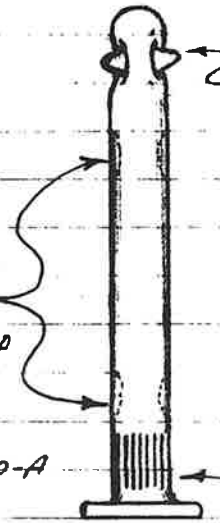
To start with it will make this job a lot easier if you have a friend and an adjustable jack to move and support the door while you work on the hinges. The second thing to remember is that aligning the door is generally a trial and error process so the fewer hinges that are unbolted from the frame or the door the easier it will be to realign.

On standard Cougars (without door speakers, power windows, or door courtesy lights)* the open door is supported by a jack, the five bolts are removed from the door side of the hinge, the "ears" are chiseled or filed from the two hinge pins, and the pins are driven out of the hinge. Examine the pin, if it is in good shape or only has slight wear the hinge can be rebushed. If the pin is deeply grooved the pinholes in the hinge plate are also worn. At this point it is easiest to replace the whole hinge. Note: Be careful not to invert the door as the hinge anchor plate inside the door will fall out of position and the upholsterey panel will have to be removed to reposition the plate.

Assuming the pin is in good shape, reassemble the hinge on the car frame using two new bushings. A total of four bushings are required for the two door hinges on one side of the car. Reinstall the door by starting all five bolts that attach the door to the hinge, then make final adjustments by tightening down one hinge at a time to get the proper vertical and horizontal alignment. This is the time when the jack and your buddy are really useful because even if you marked the hinge location before removal you'll seldom get the door perfectly aligned on the first try.

* On Cougars with door speakers, power windows or door courtesy lights it is necessary to remove door upholsterey panels and the plastic kick panel (next to the parking brake) to disconnect electrical connectors. This allows the door-to-chassis wiring to be removed without breaking the wires. Your other option is to have a very good friend stand around holding the door upright (on blocks) while you fiddle with the hinges.

REPAIR ON DOOR SIDE HINGES
1969-70 COMBARS



TWO "EARS" MUST BE FILED OR CHISELED OFF THEN THE PIN CAN BE DRIVEN OUT OF THE HINGE WITH A DRIFT PIN.

IF A GROOVE IS WORN IN THE PIN IN THESE AREAS THEN THE PIN NEEDS TO BE REPLACED. NEW BRONZE BUSHINGS WILL QUICKLY BREAK UP IF THEY ARE INSTALLED ON A WORN PIN. # 89A-5943030-A

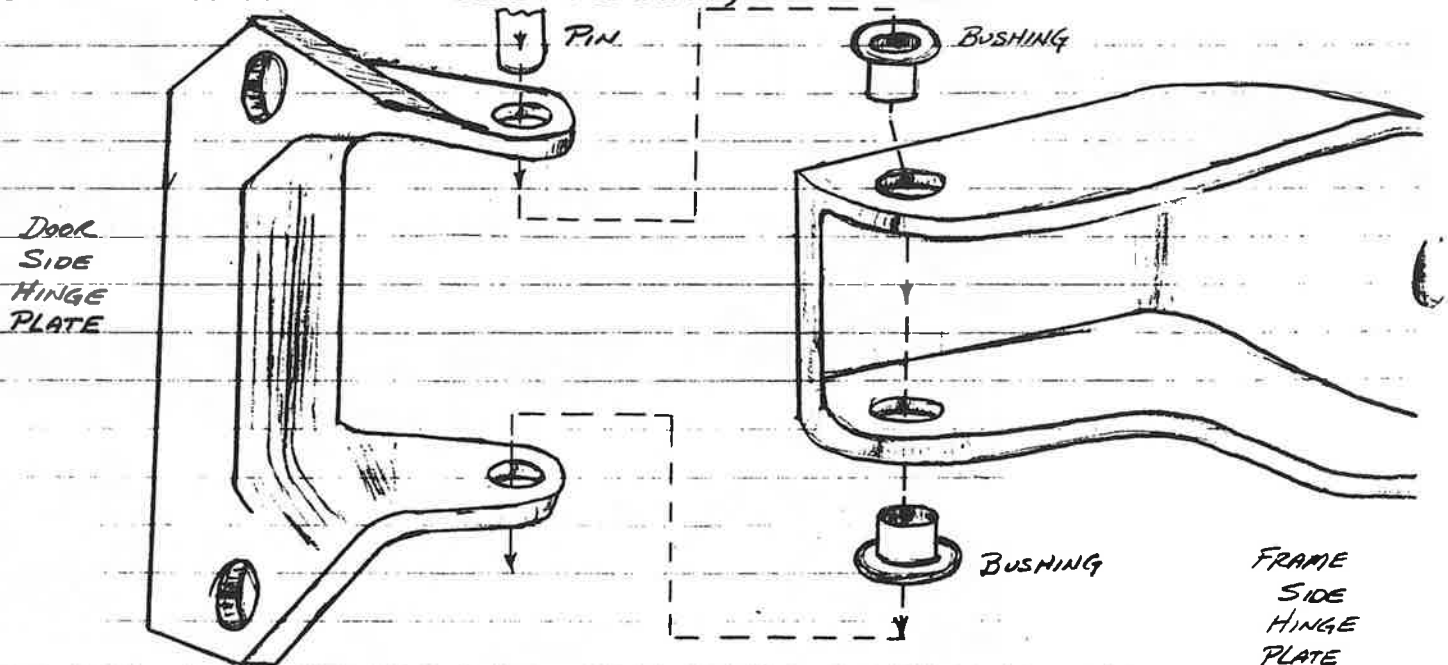
THE KNURLED AREA HOLDS THE PIN IN THE HINGE BUT NEW "EARS" CAN BE ADDED BY USING A PUNCH AFTER THE BUSHINGS AND PIN HAVE BEEN REINSTALLED.



BRONZE BUSHING - PART # C3A2-542841-A

1) UNBOLT THE HINGE PLATE FROM THE DOOR LEAVING THE HINGE ATTACHED TO THE CAR FRAME

2) REMOVE THE EARS FROM THE HINGE PIN AND DRIVE IT OUT OF THE HINGE, REMOVE THE REMAINS OF THE OLD BRONZE BUSHINGS AND REINSTALL THE PIN AND (2) NEW BUSHINGS (WHICH ARE STILL AVAILABLE FROM FORD FOR ABOUT \$1.00 EACH)



3) REINSTALL DOOR ON HINGE AND ALIGN THE DOOR BY ADJUSTING THE HINGES

GCJ

FROM ACROSS THE ATLANTIC

Barrie Dixon #156

We held our first English division meeting of the Cougar Club of America over the September 10-11 weekend at the Forest Park Hotel, Brockenhurst, England. An invitation went out for European Cougar owners, club members or not, to join us there and get to know each other and talk Cougars.

In its own grounds, in the centre of England's oldest Royal hunting forest, the Hotel offered us terrific scenery and a good starting point for a memorable weekend. Although our English membership is only a handful, we can boast a 60% attendance figure with three member cars and two non-member. Comprising one each of 67,68,69,72, and a 78. All owners agreed that it had been an enjoyable Saturday evening and after a Sunday morning photo session, we drove the few short miles to Beaulieu Abbey, the home of both Lord Montague and the National Motor Museum.

Although the museum does not yet boast a Cougar, it compensates with a 56 T-Bird and a GT40 amongst its over 200 vehicles.

We thank all who attended this year's gathering. I hope to hear from our English and European members who might have thoughts on a venue for next year's meet.



RESTORATION PROJECT IN THE WOLVERINE STATE:

Dr. Walt Averill of Saginaw, Michigan, writes to tell of his restoration of his 69 Cougar 428 Cobra Jet XR7 convertible including the hood decal:



My '69 Cougar

In the summer of 1968, all the car magazines were touting the '69 Cougar 428 Cobra Jet with handling package, a hot rear end, staggered shocks, and all of the other fantastic goodies, like the standing quarter at 106 mph in 13.6 seconds. Being a convertible lover, I immediately called my friend, who is the local Lincoln-Mercury dealer, and placed an order for a 1969 Cougar XR-7 convertible, yellow with a black top, saddle leather interior, whitewall tires, AM-FM stereo, and automatic transmission with a standard rear end. The car arrived late in September and I was able to possess it immediately, not having to wait for introduction day, but what a shock. It had Goodyear tires with blackwalls and big, white Goodyear letters on them; I thought that was an abomination. But boy! What a classy car otherwise! Needless to say, we fixed the tires with a simple switch by one of our local dealers to a nice whitewall that looked absolutely beautiful on the styled steel wheels. I said goodbye to my '67 Mustang, and there began the love story with the car of my life.

I made a technical error in not having the car rustproofed until the fall of the second year and that cost me dearly as time went on. But at any rate, I had traded cars every two years and along came the 1971 Cougar 429 Cobra Jet in brown and exploded in size, and I sold my '69. The '71 never quite did it. The fellow who bought my '69 abused the pants off it, jumped it from 16,000 miles to 40,000 miles in two years, put in several dents, and tore off the power steering. However, as he was leaving town, he offered to sell the car back to me, and I bought it for a very nice price. After spending several hours on refinishing and repainting, it looked presentably well and served me well until 1979 when the back fenders around the wheel wells and the back fender liners completely rotted away.

It was repair time. We could not find any convertible rear quarters, so we bought hardtop quarters, cut them down and restyled them to fit, and hand-built fender liners, as they were no longer available either. Lots of sanding and repainting, and the car

My '69 Cougar

looked presentable again. There were several more years of pleasurable driving until the fall of 1982, when a friend of mine took the car to Midland to the Northwood Auto Show. Upon returning it, he said, "Boy, that thing really goes!" The next time I drove it, it didn't run very well and oil came spewing out of the filler spout. Being suspicious and mechanically inclined enough to know I should not run the car, I did a compression check and found I was in trouble. The engine came out and apart and over to the engine doctor for a total rebuild. A couple of my friends in the Body Shop at the local Lincoln-Mercury dealer said we should probably go through the car and redo it. I said, "Okay." without really knowing what I was getting into, and they started while I was away for a few days. When I got back, there was my Cougar in a pile of pieces. To make a long story short, we took every nut and bolt in the car apart, every bit of paint off it, again reworked the rear quarters, and rebuilt the brakes, transmission, rear end, convertible top, boot, and trunk linings.

Then came the Cougar Club of America, and what a tremendous help it was. Not knowing of the club's existence, I wrote to the Mustang Club to ask if there was such a club for Cougar owners and to get information about Cougar parts. I was referred to our president, Tom, whom I called immediately and who sent me newsletters, membership application, and most importantly ads from people with Cougar parts. I was then able to locate a new right front fender, a good California left front fender, and we were ready to repaint. That project took the entire winter with almost every weekend and several evenings of sanding, grinding, polishing, and good old hard work that ends up being more fun than work. Gradually it took shape. On the final day after several coats of acrylic enamel and enamel coat with hardener, the Cougar once again shown like a diamond, now all back together and running like a top. There was only one problem; no luck in locating the decal for the front hood with a cougar head, and I decided it was time to tackle this project also as I had waited three months for that decal to come from Jeff Kent. A few phone calls and, lo and behold, the pictures I had taken of the decal made it possible for a local man with his exacto knife, three strips of two inch black pinstriping tape, some narrow pinstriping tape as a cutting guide, some graphic letters, and a sharp, hard #3 pencil plus one hour's time to install the decal right on the car with the cutting done right on the car. The process was so simple that with the picture as a guideline and the above-mentioned tools, anyone can do it. Start at the scoop and put a two inch strip of tape down each side right to the molding on the front of the hood, following the elevation of the hood all along. Add one piece from the curve of the front hood down to the molding, a distance of about six inches, overlapping the previous two pieces of tape, and you are ready to start. For the outside edge, take a piece of 1/8" pinstriping tape, starting up on the

My '69 Cougar

hood a way and put it right over your black decal, making the bottom curve as you go back up the outer side of the decal. Then with the exacto knife very carefully and very lightly follow that pinstriping guideline, lift off the excess black pinstriping, and you have your curve. Now do exactly the same for your upper curve. Starting up on the hood, come down, make the curve with the pinstriping tape on top of the black tape and cut it very carefully so as not to cut the paint. It's amazing what a light touch it takes. Then for the grooves, place your pinstriping tape in the appropriate places, cut down both sides of it, lift off the pinstriping tape and the black tape underneath it, and you have your lines with the paint showing through. Round the corners where necessary. Take your graphic lettering sheets, punch out the appropriate letters with a hard, very sharp #3 pencil and trace the letters on the decals, then use your exacto knife and very carefully and very lightly follow your lines. Remove the lettering, leaving the paint to show through. The project adds just the right touch to the car. For a bit of class, go to your local Lincoln-Mercury dealer and order the cougar head decals, which are gold and go on the 1982 Cougar front fenders. They come in a pair and you can place one right on the front of the nice new black Cobra Jet 428 hood decal and you will have the results shown in the picture. Total cost: approximately an hour's time and \$5 or \$6 for materials. If you are leery about doing it yourself, take your picture and talk to your local Lincoln-Mercury dealer about who does their decal work; you'll be surprised that for about \$25, he'll put that decal on for you.

This winter, the old bus is going to the upholstery shop for a brand new leather interior. The amazing part of the whole thing is that with all that reconstruction, all the maintenance, tires, etc., including the repurchase price of \$1300 in 1973, I have less than \$10,000 in the whole project with a lot of recreation and a brand new car that turns heads and leaves the rest of them in the dust.

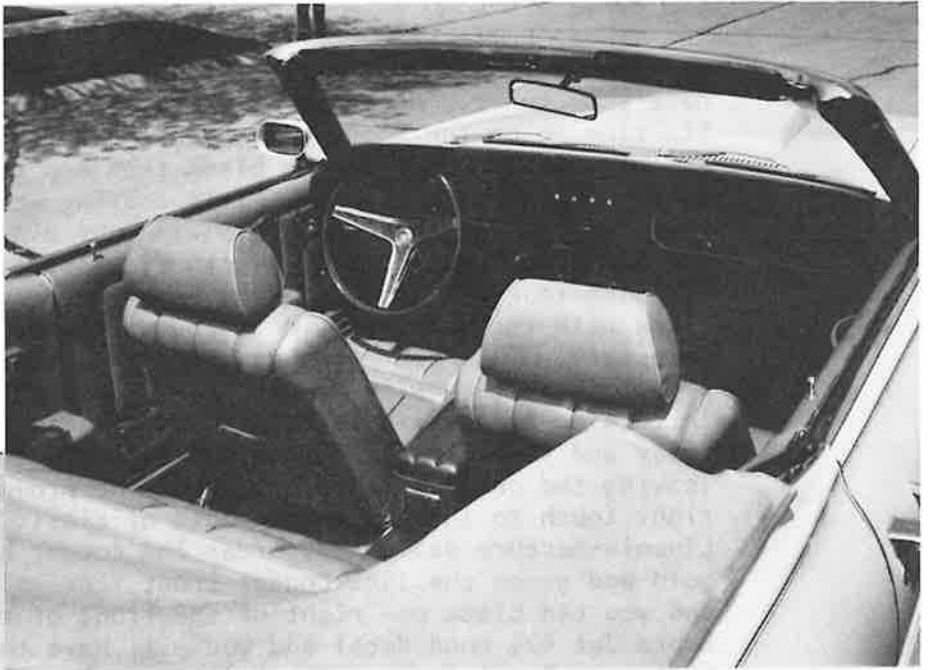
Sincerely,

Walt

W.C. Averill III, M.D.

*** BY THE WAY MEMBERS: WALT WILL BE GLAD TO SUPPLY A PICTURE OF THE DECAL TO ANYONE ELSE WISHING TO TRY THIS PROJECT. ***

These pictures
highlight
Walt's excellent
job:



Above: an interior view.

Left: The decal close up.

Below: an excellent front profile.



COUGAR CLASSIFIEDS

FROM JOHN'S COUGAR CENTRAL, 0-4211 N. 120th Ave., Holland, Mich, 49423:

Repro COUGAR rear spoilers - \$165.ea plus \$10 shipping.

COMING SOON...COUGAR Cloisonne Lapel Pins. They should be ready for you to place your orders in time for Christmas buying for your favorite COUGAR lover. \$5ea.

LADIES, LET US HELP YOU WITH YOUR CHRISTMAS SHOPPING FOR THAT COUGAR LOVER IN YOUR LIFE. We can help you with floor mats, car covers, trunk mats, spare tire covers, carpeting, t-shirts, hats, lapel pins, key rings, etc. Send sase for our list of Christmas gift ideas.

FOR SALE: Cougar catalogue. Send \$2. Send needs for repro parts. 10% shipping added to all orders.

NEW REPRO PARTS: gold & black "Motor Trend Car of the Year" decals for 67 1/4 window. \$3.50ea or \$6pair.

FOR SALE: 67 NOS left and right quarter COUGAR nameplates. \$32ea or \$60pr. Also 67 woodgrain steering wheel, some surface scratches, because carried so long before found. \$75.

REPRO PARTS: Black shifter slide for 67-68 center console \$2.50ea; alum shifter plate (goes around shifter dial) \$5; "STEREO" decal for the 69-70 door speaker grille \$2pr, COUGAR ELIMINATOR license plate, white with black letters, \$4ea; COUGAR license plate white with black letters or white with red letters, \$4ea.

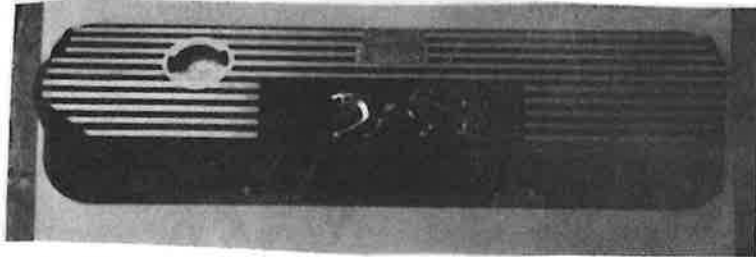
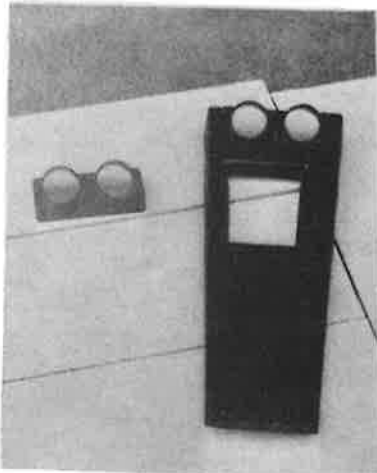
WANTED: NOS or good used COUGAR parts. Send list and price letter.

FOR SALE:

* * * * *

Cougar molded carpet. Best quality at the best prices. 67-79 100% nylon loop \$88, 100% nylon pile \$98. 80/20 rayon/nylon \$100. All colors with jute padding. Shipping pd in USA, Bob Cook Ford, Hazel, Ky42049
FOR SALE: STOP SPENDING BIG BUCKS to make your Cougar handle, KYB gas shocks \$25ea. Sway bar kits also available Auto Forum East, Box 221"A", Flushing, NY, 11358.

THE BELOW PICTURED ITEMS ARE AVAILABLE FROM PUG FORD, 7165 Pembroke Rd., Hollywood, Fla. 33023. (305)966-0067. They are the largest reproducer of Mustang and Shelby parts and will make more Cougar parts if the demand is there. Let him know what is needed, and buy what is available. He is a club member so let's support his efforts!
ALL PRICES ARE PLUS POSTAGE AND HANDLING.



Left: plastic guage panel that fits right in ash-tray hole on 69-70 Cougars w/console. \$17.00

Above: Repro Cougar valve covers, big block only \$80. Small block soon?

69-70 Eliminator front spoiler \$75

67-68 Remote mirror gasket \$10

68 Marker light gaskets

and trunk lock gasket
coming soon.

QUALITY**PLASTIC METALIZING**

- SILVER · GOLD · BRASS
- SEND SASE · LXWXH OF PART FOR ESTIMATES
- '67 & '68 MUSTANG DASH PANELS IN STOCK

HERB PLASSMANN Mem. # 455

346 CENTER BRYAN, OHIO 43506

COUGAR CLASSIFIEDS

COUGAR PARTS - SASE for list: Box 3251, Alliance, Ohio, 44601
FOR SALE: Complete 69 Cougar front end, \$350.00. Rear bumper \$20.
 Clock from '68 Cougar console \$20. '68 Rally wheel \$35. Richard
 Rodeck, Box 6309, San Rafael, Ca. 94903. (415)-883-1598.

WANTED: 1970 XR7 interior upholstery and seats. Richard Rodeck,
 Box 6309, San Rafael, Ca. 94903. (415)-883-1598.

FOR SALE: Parting out 1970 XR7 body/interior parts: 2 wiring
 harnesses, blk rear seats, a/c compressor, alternator, dashboard
 with guages, carpeting, etc. Send want list & sase or phone (212)
 738-7304, Paul Steinmetz 156-31 95th St., Howard Beach, NY, 11414...

WANTED: 70 XR7 Conv, good original or proper restoration, must have
 a/c. Will travel for right car: Bill Pittman, 7810 13th St., N.W.,
 Washington, D.C., 20012. Phone (202) 723-0846.

WANTED: 69-70 Convertible top & door rubber moldings, cruise control,
 and interval wiper control. Harold Sullivan, 522-66th Av. NE, Fridley,
 Minn., 55432. (612)-571-1198.

FOR SALE: 1968 Cougar, EXCELLENT COND., orig. owner, 51,800mi. Auto.,
 ps, pb, a/c, red. \$4,000. C.Y. Ho, 606 Riley Lane, West Lafayette, Ind.,
 47906. (317) 463-3077 after 6pm.

WANTED: 69 Cougar left front fender, right & left front doors, no rust.
 Left rear backup light lens, centre grille piece; for 67GT: centre
 caps for styled steel wheels and trim rings. Dorothy & Randy
 Minniear #481, 902 Eastwich Dr., Lafayette, In, 47905. (317) 448-6375.

WANTED: 67-68 NOS or Exc cond parts: Fuel sending units WITH low fuel,
 1/4 window outer weatherstripping and chrome sill plates; chrome rear
 bumper guards; external tilt-away steering column parts; chrome trunk
 lock sleeve asms; pillar XR7 emblems; 68 only: marker lamp asms;
 1/4 reflector asms; 1/4 metal Cougar scripts; wiring harness for front
 end lights. George S. Whaley, 738 S. Catherine, La Grange, Ill,
 60525, (312)-352-2648 (evenings).

WANTED: 67 Cougar Hood, 67 Cougar pass. side front fender, wheel
 well chrome for back fenders, front bumper for above. Scott Mowry,
 58 E. Tioga St., Tunkhannock, Pa, 18657. (717) 836-3990.

WANTED: 69 Cougar XR7 NOS gas sending unit (3 pin connector)
 C9WY 9275C, William F. Hawkins, 9410 S. Budlong Av. Los Angeles, Ca. 90044.

WANTED: 1970 Cougar right front fender prefer new. Will consider
 used in excellent condition. Bill Quay, 1326 Independence Drive,
 Derby, NY, 14047. (716) 947-5988.

WANTED: For 68 Cougar, black dash panel (front of dash only).
 Must be in good condition. Mike Smith, 754 Montclair Rd.,
 Fayetteville, NC, 28304.

FOR SALE: 69 XR7 Guage cluster \$32. 70 guage cluster \$12. 1-70
 wire wheel cover \$22. Dark green dash pad \$22. Dark green door
 panel for XR7 \$25/pair, dark green sun visors \$5/pair, 8 F9Y
 Plugs \$4.50, new balck high back bucket seat savers \$12/pair,
 service manuals for 69 LN \$8. 69 tail lights \$10ea. 70 tail lights
 \$10ea. All pp personal cheque ok. Mike Britz, 559 Hickory Ridge
 Ct., Des Pere, Mo., 63131..

WANTED for 69 Blue Cougar: blue dashboard in very good condition,
 no cracks! Clock, low fuel and door ajar warning lights, blue
 carpet, set of 4 mats, center console for automatic with light
 in ashtray and lighter, map lights and switch, moulding for doors
 (rubber), blue door panels with courtesy lights, and l.h. rear
 view mirror, knob cutout. Please contact Mark at (415)-376-0597
 (collect) or write c/o Box 992, Moraga, Ca. 94575.

1984 RENEWAL FORM SEND TO JIM RAKOWSKY-MEMBERSHIP DIRECTOR

DATE: _____

NAME: _____

MEMBERSHIP NO: _____

ADDRESS: _____

PHONE: () _____

ORIGINAL OWNER? _____

WINDOW STICKER? _____

WARRANTY PLATE INFO

VEHICLE ID NUMBER(11 DIGITS)

____ BODY COLOR TRIM DATE DSO AXLE TRANS

MILEAGE: _____

CONDITION:

- ____ JUNKYARD/PARTED
- ____ ORIGINAL NEAR MINT
- ____ ORIGINAL SOME RUST
- ____ PORTIONS REPAINTED
- ____ TOTAL REPAINT

PLEASE CHECK ORIGINAL OPTIONS:

- ____ VINYL ROOF WHT _____ BLK _____
- ____ CONV TOP WHT _____ BLK _____
- ____ DECOR GROUP
- ____ BUMPER GUARDS
- ____ DOOR EDGE GUARDS
- ____ CURB MOLDINGS
- ____ SUN ROOF

- ____ FLOOR MATS
- ____ RIM BLOW STEERING WHEEL
- ____ DELUXE SEAT BELTS
- ____ DELUXE SEAT BELTS
W SHOULDER STRAPS

- ____ STEEL STYLED WHEELS
- ____ DELUXE WHEEL COVERS
- ____ DELUXE WHEEL COVERS
W SPINNERS
- ____ WIRE WHEEL COVERS

- ____ L.H. REMOTE CTL MIRROR
- ____ L.H. REMOTE CTL RACING MIRROR
- ____ INTERVAL WIPERS
- ____ TINTED GLASS
- ____ VISUAL CHECK PANEL
- ____ REAR WINDOW DEFOGGER

- ____ DUAL EXHAUST
- ____ HEAVY DUTY BATTERY
- ____ TRACTION LOK AXLE
- ____ DETROIT LOCKER
- ____ REAR AXLE RATIO _____

1967

- ____ GT PERFORMANCE OPT
- ____ PERFORMANCE HANDLING PKG
- ____ 289-2V _____ 390-4V
- ____ 289-4V

1968

- ____ GT PERFORMANCE OPT
- ____ GTE PERFORMANCE OPT:
- ____ 302-2V _____ 390-4V
- ____ 302-4V _____ 427-4V

1969

- ____ ELLMINATOR
- ____ 351 PERFORMANCE OPT
- ____ COMPETITION HANDLING PKG
- ____ 351 2-V _____ 351-4V _____ 390-4V
- ____ CJ428-4V _____ CJ428-4VRam

OTHER OPTIONS OR FEATURES

- ____ CONSOLE
- ____ FULL WIDTH FRONT SEAT
- ____ TILT WHEEL
- ____ SPEED CONTROL
- ____ COURTESY LIGHTS
- ____ CLOCK
- ____ COMFORT STREAM VENTILATION
- ____ AIR CONDITIONING

- ____ AM RADIO
- ____ AM/FM RADIO (67 ONLY)
- ____ AM/FM/STEREO
- ____ AM/STEREO TAPE
- ____ REAR SPEAKER

- ____ POWER BRAKES
- ____ POWER DISK BRAKES
- ____ POWER STEERING
- ____ POWER WINDOWS

- ____ F70x14
- ____ E78x14 WSW
- ____ F70x14 WSW
- ____ F70x14 BELTED WSW
- ____ SPACE SAVER SPARE

- ____ 3 SPD MANUAL
- ____ 3 SPD HEAVY DUTY
- ____ 4 SPD CLOSE RATIO
- ____ 4 SPD WIDE RATIO
- ____ MERCOMATIC SELECT (67, 68)
- ____ FMX AUTOMATIC
- ____ C6 AUTOMATIC

1970

- ____ ELLMINATOR
- ____ DRAG PAK OPTION
- ____ SUPER DRAG PAK OPTION
- ____ 351-2V _____ 351-4V _____ CJ428-4V
- ____ CJ428-4VRam _____ BOSS 302-4V

1971

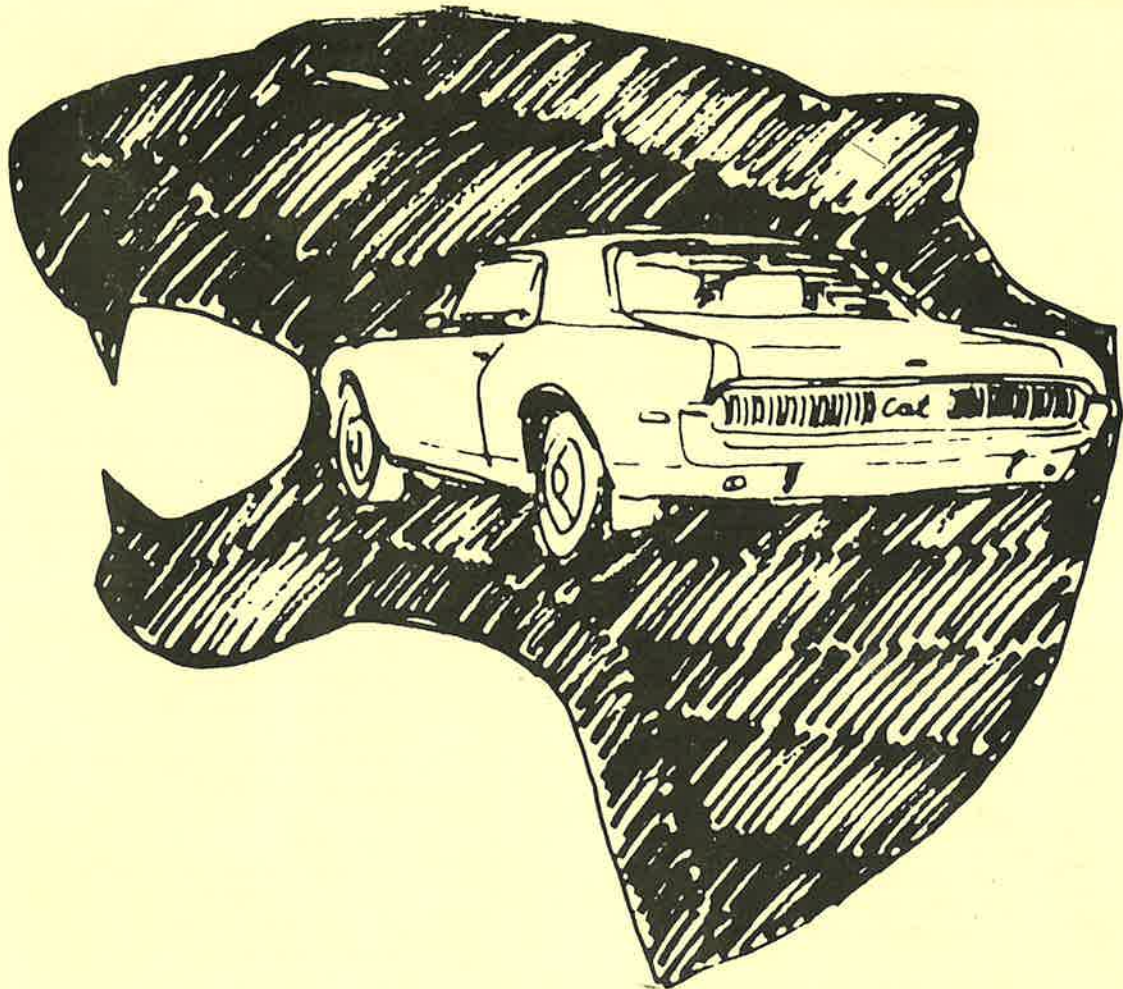
- ____ GT _____ 351-2V _____ 351-4V _____ 429-4V

1972

- ____ GT _____ 351-2V _____ 351-4V _____ CJ351

1973

- ____ 351-2V _____ 351-4V



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