SEPTEMBER, 1981

AT THE SIGN OF THE CAT

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

top cat

Mercury Cougar

Cougar's Finest Hour?

Cougars of the 1967 Trans Am series

1967 might have very well been the most notable year for the Lincoln-Mercury division of Ford Motor Company. Cougar was Motor Trend magazine's Car of the Year, Cougar sales were doing very well for a first year car, privately owned Mercurys were starting to make a comeback on the NASCAR Grand National racing circuit, but also the Sports Car Club of America's stock car racing division, the Trans American Sedan series was starting to make a name for itself. The Group II cars were the ones which held the most interest. These were the sporty domestic "Pony" cars which most of us became familiar with. The events were two part, under two liter- Group I- consisted of production small cars Alfa Romeos, Porches, and then there was the Group II cars with engine size limited to 305 cubic inches (about five liters). The later group was originally filled with Falcons, Corvairs, Dodge Darts, Baracudas then the Mustangs. FoMoCo usually dominated the earlier part of the series. The Shelby GT-350's were not allowed to run in these because of a few rules.

The 1967 season was to be a little different though. Leo Beebe came over from Ford division to run L-M, and he liked racing and the racing image. Thus the new Cougar was slated to get it's racing image in the Trans Am series. This meant financial help. Dollars and lots of them. In fact Cougar may have got more of them than Mustang did. Along with financial help, came an excellent car builder Bud Moore Engineering of Spartanburg S.C. They would be in charge of modifications and of campaigning the new Cougar's contingent.

The team to be assembled by L-M and Bud Moore was thought over quite a bit. The "Good ol' Boys" who drove the larger sedans on the NASCAR circuit just didn't work out that well last year. So for 1967 the team was to consist of drivers who knew more of the sports car tracks.

The competition for the new season looked vicious. Chevrolet was being represented with the new Camaro Z-28 prepared by Roger Penske and driven by Mark Donohue and Bobby Allison. Dodge at first, by David Pearson in a Dart. FoMoCo, Mustangs set up by Shelby American and driven by George Follmer.

With the heavy budget, L-M got the Bud Moore team and their choice of drivers. Dan Gurney was to be the team captain and would usually drive his Cougar with the familiar #98 on the doors, Parnelli Jones, lead driver, would usually drive #15 Cougar and new to T-A racing, but a veteran to sports car racing, would be Ed Leslie in car #16. This would be the 1967 Cougar team line-up although they wouldn't always be driving, nor in the same car either. The Cougar team would go on to become the spectator/ fan's favorite for 1967.

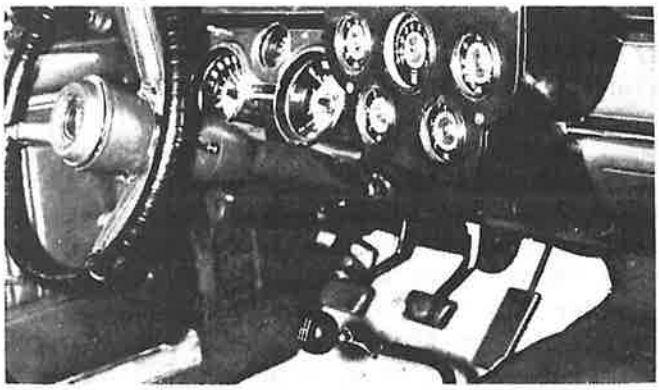
The actual cars were equipped with 289 C.I.D. special engines with 10.0:1 compression ratio or greater, depending on the course. 341 B.Hp. @5800 R.P.M. and 300 ft/lbs @ 4000 R.P.M. Two four barrel carburetors, a four speed transmission, 111" wheelbase, 190.3" overall and about 3223 lbs. loaded. Other modifications can be seen in the enclosed foldout. Basic Group II car components are shown without an X. The modifications have the X.

Here then, is a brief rundown on the 1967 T-A sedan season.

The season opener on Feb. 4, 67 at Daytona Fla. appeared to start great as Dan Gurney held the pole position. His engine was reported to be putting out around 390 H.P.!!! However, Dan's luck didn't hold as his engine developed an oil leak then the brakes went bad and he did not finish. Parnelli, driving his #15 was also having his problems. He was leading for a while then spun out, but still managed to keep up with the leaders running on seven cylinders. A rocker arm stud pulled out of the cylinder head boss. Dart first, Camaro Second.

Sebring, March 31, wasn't much better for the new Cougar team. Gurney in #16 and Jones in #15 did not finish. Ed Leslie did manage to bring a team Cougar in to fifth place, but no points. Mustang first, third and fourth, Camaro (Mark Donohue) 2nd. Gurney also drove a Mark IV Ford GT prototype on the same weekend in another race. He was one busy fellow.

April 15 at Smithfield Texas, Green Valley raceway, a 300 miler was a different story. Dan brought home first and Parnelli brought in the second place finishes. Dr. Dick Thompson in Mustang came in third. This was the first win for Mercury this season.



Direct-reading instruments include (l. to r.) transmission oil temperature, tach, engine oil temperature, oil/fuel pressures.

Just to show it was no fluke the May 30 Lime Rock, Conn. race also turned in to another big win. Peter Revson brought Dan Gurney's Cougar in to a first place finish, while Dan was away at Indy. Camaro still hadn't any wins, but three second place finishes brought them to within three points of the Cougar team.

Lexington, Ohio-Mid Ohio- June 11. Not too good situation once again. Jerry Titus in his Mustang just drove away from the field once again. The Cougar team did not finish. It looked like the Mustangs were indominatable.

Spring-tower strut installation is sanitary, prevents camber change under stress conditions.

37-gallon fuel tank is assured of ambient pressure by this extra-large vent.

A non-championship race at Daytona July 4th-midnight,brought glory to the Cougar team on NASCAR's Baby Grand series. Jones brought himself across the finish line in first and Peter Revson made it in fifth.

June 25, Watkins Glen, N.Y.-well what can be said? All Mustang once again, except that Bob Tullius brought his Dart in to third. The last points for Dodge during 1967.

As if riding the tide, Peter Revson in Dan Gurney's car, was on top of the wave once again. Got a big first place at the Bryar Motorpark (Loudon N.H.) race. Ed Leslie, the pole sitter, blew his engine engine.

Ed Leslie was in first place for a whole three laps on Aug. 13 at Marlboro Md. for their 300 miler. He held on to second until the 63rd lap, came into the pits on the 75th lap for a scheduled stop and a driver change-OOPS- what's this? Water was coming out of the exhaust pipes. Another DNF for Cougar. Cale Yarborough and Lee Roy Yarbrough driving Parnelli's #15 were bumping along in fourth, when the clutch exploded and came out through the hood. The Cougar team desparately

needed points at this time to get back in to first place. The competition for the Manufacturer's Trophy was tight now. Mustang 41, Cougar 39, Camaro 37; four points separateing all of them.

The points gathered at the August 27 T.A. race at Castle Rock Colorado, and the Sept. 10 Crows Landing (Modesto Cal.) helped, but the spread was getting wider instead of narrower. The finishing order was getting to be like a broken record, over and over again. Titus Mustang- first, Revson Cougar -second, Donohue Camaro -third.

Homologated fender flaring is helpful to house ever-widening tires used on Trans-American circuit.

Bucket design is optional but there must be two. The rest of the interior except for side panels can be and is cleanly gutted.

Looked like the Sept. 17th, Mission Bell 250 at Riverside Cal. was just what the Cougar team needed to get moving again. David Pearson's Cougar on race day was set up just a little too light and tended to use up the track, however he brought it in for a much needed first place with the #15 car, Ed Leslie also helped everything along when he brought the #98 in for second. Allen Moffat in a privately entered Cougar only made 28th.

Stardust Raceway, Las Vegas Nev. Oct. 1; Cougar was 1 point in front going in to this event. Parnelli led from the start, for the first 33 laps, and Peter Revson followed. Then Parnelli dropped back as he was starting to have some tire problems. The blue Sunoco Camaro of Mark Donohue then took over and led to the finish. The best the Cougar team did was fourth with Jones, despite some ignition problems which showed up later.

The last race for the 67 season was at Kent Wash. on Oct. 8. The manufacturer's trophy would fall in to the hands of the Mustang team or the Cougar team this day. Camaro needed just a couple of more points just to be competitive. Everything looked great for Cougar, even the fans were for them. Parnelli was fastest in qualifing. However he got a bad start and really dropped back in to the pack. Donohue took over and led every single lap. Dan Gurney, back driving with the team once again, was having a handfull of trouble. He punctured a tire in the first laps, then on a scheduled pit stop his gas cap fell off and he was forced to return for another. Then a rock flew up from another car and smacked the windshield of his car, totally shattering it, but it stayed in place. Dan held the windshield in place with one hand and drove with the other. He managed to come in third, --in the points. Now thats dedication to the team. Allen Moffat, still independant, came home 5th.

The final points of the season was then Mustang 64, Cougar 62, Camaro 57, Dart 11. Had Dan not had so much trouble and gotten second place, Cougar would have won the manufacturer's trophy. Even so, the story would change for 1968. FoMoCo did not want two teams out competing for the same trophy and the same points and thus maybe splitting them. This would jepordize both of their chance at getting the first place overall manufacturer's trophy. The Camaro team had them on cubic inches in 1967 and now some experience also. The Cougar team was converted into putting the Mustang team on better ground. The new 302 engine and their tunnel-port heads put out an amazing amount of power, but first it must be installed under the hood of a car, then approved by S.C.C.A. then figure out whats wrong

with it. The Bud Moore cars were sold and only independants raced Cougars in 1968. No points for Cougar in 1968.

Thus ends one of the more colorfull notes in the Cougar history book. It might have been Cougar's finest hour. A new car, a new team and the sales to go with it.

Karl Baker #328, came up with the most answers being correct. Thanks Karl also.
All photos were from the Feb. issue of Motor Trend magazine.

TOP CAT

BY TOM JACOBELLIS

First off, S.A.S.E. are no longer necessary for paid members of the club, unless of course you are answering an ad or writing and expect a personal reply.

Everyone who has written to me or spoken to me on the phone and has shown an interest in helping Dick Martin with technical articles or Bill Kaminsky with articles or help him edit the newsletter, please, get in touch with these people. From what I can gather many show interest, but to date none has gotten in touch with either of these members. Your help is wanted, needed and will be appreciated by all the membership, as it will greatly help to improve the service the club gives to its members. Don't feel that we are a close knit group of friends who do not want any help from other members. This is not the case as you can see by our addresses. Bill K. editor is in Ca., I'm in N.Y., Dick Martin Tech Advisor is in Co. Jim Rakowsky is in Ohio, Jeff Kent and Bill Veach is in Iowa. If you have any expertise, and even if you don't you can learn. Write these men, we need assistant editors, assistant Tech Directors, etc. Ideas on when and where to hold a National meet or a Regional meet. Any ideas or criticisms you have don't fail to write--but most of all we need participation. Without this only the ideas of a few will dominate the club and that is not what this club was started for--it was for all the members to help one another locate parts, advise or just social contact with other Cougar lovers. That was the reason for the formation of this club. So get those pens out and write to the person you were supposed to write to, don't put it off any longer. Do it now-- you won't regret it, neither will the rest of the club membership.

For those of you wanting to meet someplace, the Mustang Car Club of New England has invited any local C.C.A. members to attend their 3rd annual Mustang Show and Swap Meet. It'll be at S.A.C. field, Shrewsbury Mass. on Oct. 4. Yes they have a class set aside for Cougars for those of you interested in trophies. There is a fee involved for attendance. If you still need more direction, contact John Franca at 30 Wayne St. Warwick, R.I. 02889 or 401-737-2861.

Also- Randy Goodling #95 sent us a note stating of another meet to attend. The Performance Ford Club of America is holding a meet the same day but at Cox' Point Park in Essex Maryland. Contact Randy for more help.

He (Randy) had also attended a meet at the York Fairgrounds York, Pa. He stated the whole meet was SUPER. Randy personally sent out 79 invitations to C.C.A. members in the area. On Aug. 8, he was there with Jerry Hatfield #612 and his 1970; Jim Smith #633 and his 70 Eliminator; then on the 9th Mark Smith #205 with his 68 and Richard

Jim Ryan #395 of San Francisco is the owner of this 1970 convertible. License is GOODCAR !!

Crowe #692 with his 67 GT also showed up. Richard Crowe took some pictures and will share them with us soon.

Any one who has paid dues and not received any decals, membership cards, or latest newsletters write Bill Veach #299 and fill him in. All new members to the C.C.A. will receive back issues through out 1981 of AT THE SIGN OF THE CAT. Tell him which was your last issue received. If you have an address change notify Bill also, as he does our mailing of our Cat.

Awhile back in Car Exchange magazine, during the Mustang worthiness debate, the Milestone Car Society offered acceptance of the 1967 Cougar XR-7s. We've written them, however have not gotten a reply or a Yea or Ney from them.

Anyone interested in additional decals send me $1.00 and large env. SASE. Club patches of a similar design, once again, are hopefully going to be offered at $2 each. Dick Martin and I are working on club tee shirts right now also. We'll let you know what happens next issue of the Cat.

THE CAT'S LITTER

BY JIM RAKOWSKY

Statistics of 1971 Cougars

Standard 1971 Cougar	65D	Hardtop	34,008	XR-7	65F	Hardtop	25,416
	76D	Conv.	1,723		76F	Conv.	1,717

1971 Cougar GT 723 made Total 1971 Cougars 62,864

The hoped for increase in sales from 1970 did not come. 72,343 Cougars were sold in 1970 why was this year worse? Re-design, larger overall, lack of the earlier small personal image car, many things could have caused it. The fact was Cougar sales were starting to slump a little. So happens Cougar wasn't the only one, just the most noticible one.

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

Of the options available, this was the percentage break down on how the 1971 Cougars were equipped: 96.9 % had automatics and 1% had standard transmissions, 98.5% had power steering, 79.7% had power disc brakes, 17% had tilt steering column, 8.9% had power windows, 4.6% had power seats, 77.9% used tinted glass, and 75% had the $408 air conditioning.

Modification and repair of the 71-73 XR-7 Low Fuel Warning System
by Ron Weaver #102

The low fuel warning system used on the Cougar XR-7 cars was poorly designed and usually failed within six months of new car delivery. The culprit is the level sensing thermistor in the fuel tank on the fuel level sending unit. Replacing the thermistor assembly will get you another six months of operation--not a good fix.

Well, here is a permanent fix which will eliminate the failing thermistor and also stop the annoying low fuel light flashing on and off with the slosh when fuel is below about half a tank.

The fix is to convert the operation to the electronic switch module used an the 1972-79 Thunderbirds and Lincoln Mark IV's. While this modification is more than a plug in modification, it is not difficult, and it works perfectly in both my 73's.

First, a description of the thermistor system from the Ford Shop Manual--

The low fuel level warning system consists of a low fuel relay mounted on the relay tray above the glove box, a low fuel indicator light on the left most dash pod, and a thermistor assembly attached to the fuel level sender unit outlet tube located in the fuel tank. The low fuel indicator light should glow when there are about four gallons remaining in the tank. The thermistor assembly attatched to the fuel level sender unit outlet tube is kept cool when covered with gasoline; however when the fuel level drops low enough to expose the thermistor to air, the thermistor heats up, which decreases the thermistor electrical resistance enough to allow current to flow from the low fuel relay, through the thermistor. The relay energises and closes and makes contact energizing the indicator lamp. The system "proves out" the relay and lamp by a grounding tab on the ignition switch START position. It's this "prove out" cycle which is responsible for blowing the thermistor.

The fix is to eliminate the thermistor and low fuel relay as follows:

FIRST: Go to your favorite auto salvage yard and remove the low fuel warning switch module from a 1972-79 Thunderbird or Lincoln Mark IV. It's located directly above the glove box, behind the woodtone dash panel. Get the plug in socket and the module (See figure 1 & 2).

SECOND: Remove the two screws on the upper lip of your glove box to gain access to your relay panel. Carefully pull the panel down into the glove box and locate the low fuel relay. It's the left-most silvered colored relay. The low fuel relay will click when the ignition switch is turned to START. (The other relays are headlights on warning buzzer relay, and the automatic seatback release relay-if so equipped. Remove your low fuel relay.

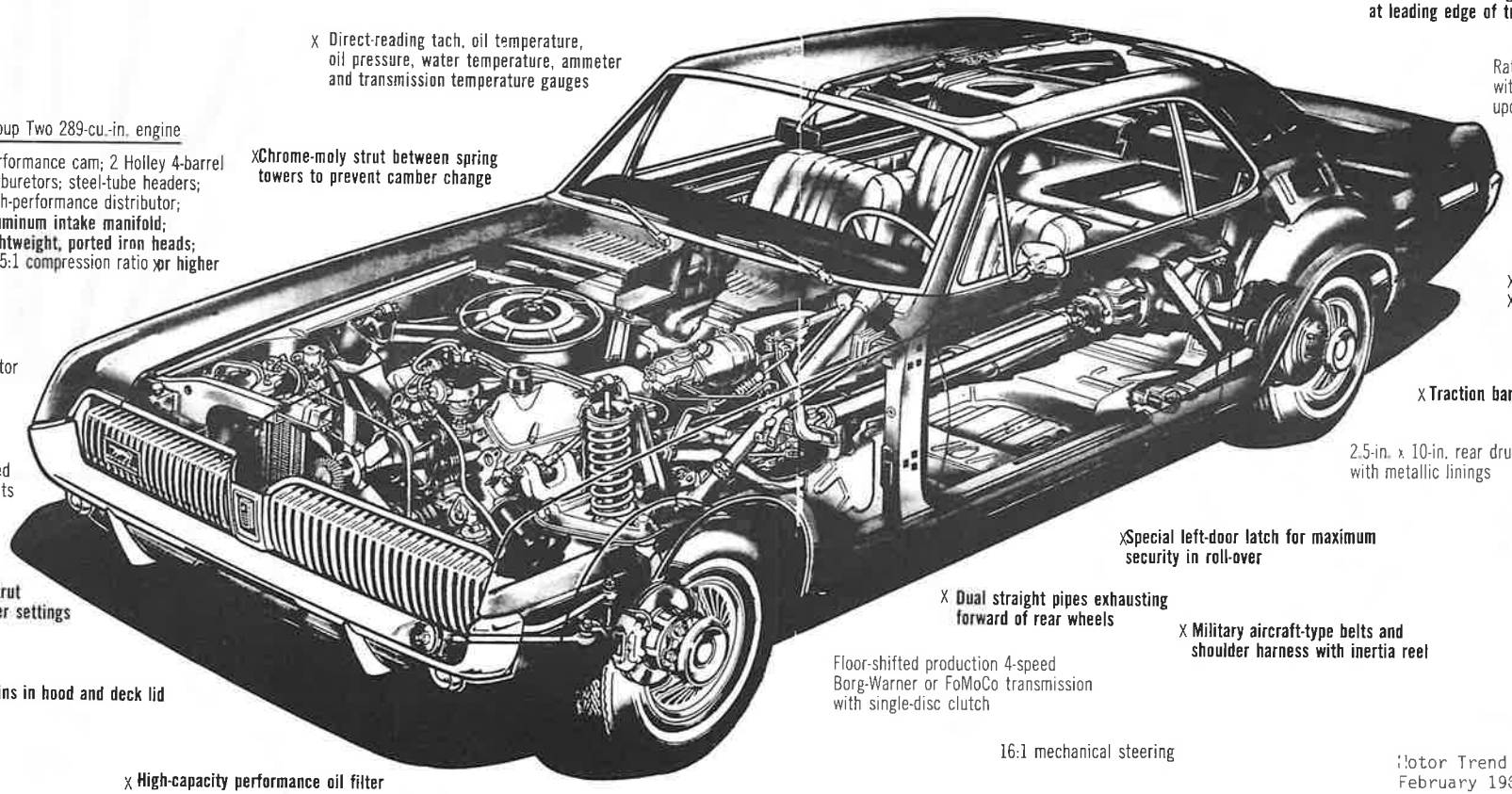
THIRD: Carefully cut the low fuel relay socket from your XR-7 wiring harness and discard. The wires on the Cougar are then reconnected to the low fuel warning switch module socket. Use crimp-on butt splice connectors, Radio Shack etc. as follows:

Connect on the low fuel module socket to your Cougar XR-7 these wires---
a) Yellow/black dots ---- Yellow/black dots

How the Mercury team converts a Cougar to "Group Two" configuration for Trans-American Sedan Racing...

■ Equipment installed by factory at extra cost

XX ■ **Equipment added by team after delivery**



X **Rear seats and floor units removed**

Seats for driver and passenger mandatory
X **but can be buckets of any design**

X **Roll bar at back edge of seats**

X **Glass hold-downs on windshield and rear window**

X **2 differential cooling vents at leading edge of trunk lid**

X Direct-reading tach, oil temperature, oil pressure, water temperature, ammeter and transmission temperature gauges

Ratchet-type locking differential with 2.75 to 4.71 ratios, depending upon circuit; 9-in. ring gear

Group Two 289-cu.-in. engine

Performance cam; 2 Holley 4-barrel carburetors; steel-tube headers; high-performance distributor;
X **aluminum intake manifold; lightweight, ported iron heads;**
10.5:1 compression ratio **or higher**

X**Chrome-moly strut between spring towers to prevent camber change**

X**37-gal. fuel tank with** mechanical
X**and electric pumps**

Heavy-duty radiator

X **Traction bars**

Flip shields retained to protect headlights

2.5-in. x 10-in. rear drums with metallic linings

X**Special left-door latch for maximum security in roll-over**

X **Adjustable front strut to facilitate camber settings**

X **Dual straight pipes exhausting forward of rear wheels**

X **Military aircraft-type belts and shoulder harness with inertia reel**

Floor-shifted production 4-speed Borg-Warner or FoMoCo transmission with single-disc clutch

X **Safety pins in hood and deck lid**

16:1 mechanical steering

X **High-capacity performance oil filter**

Disc front brakes

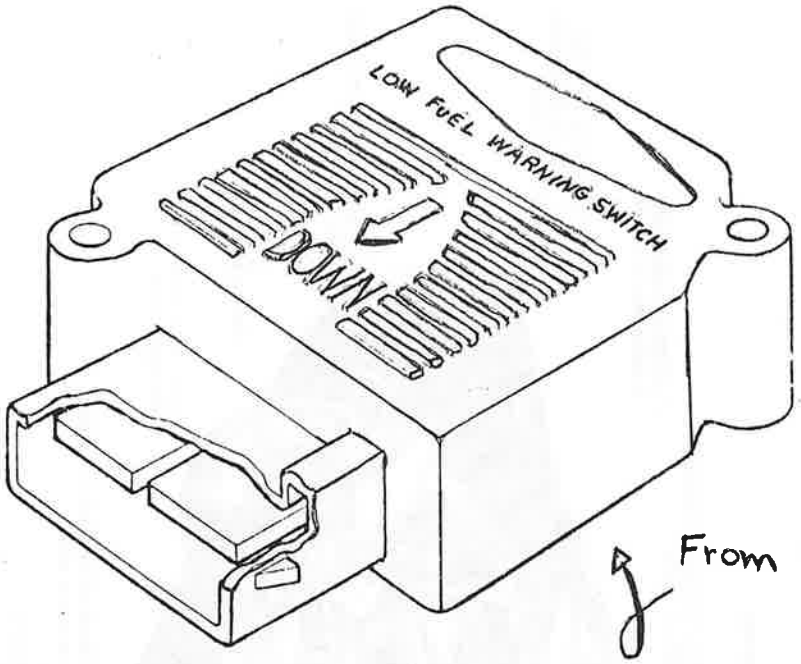
Choice of 5.5-in. to 8-in. rims
X **with racing tires**

Heavy-duty stabilizer

Heavy-duty Autolite shock absorbers

Motor Trend Magazine
February 1967

Fig. 1



From 1972-1976 T-Bird or Mark IV

FIG. 1 Low Fuel Warning Switch

Fig. 2,

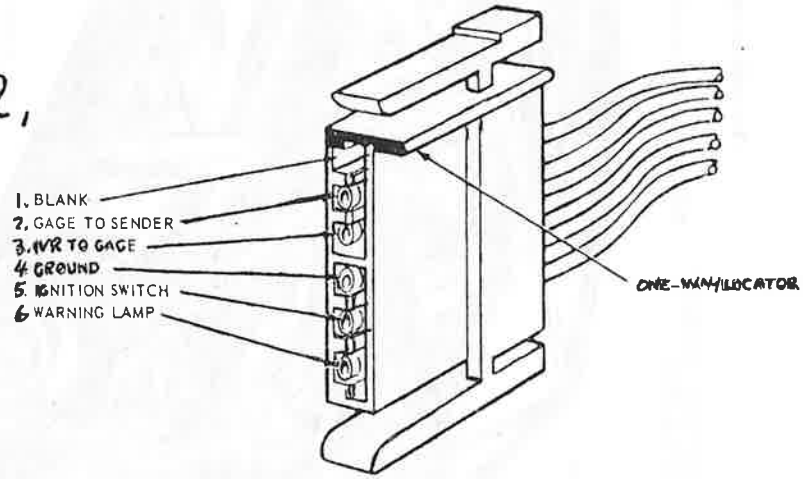


FIG. 2 Low Fuel Warning Switch Connector Terminals

Fig. 3

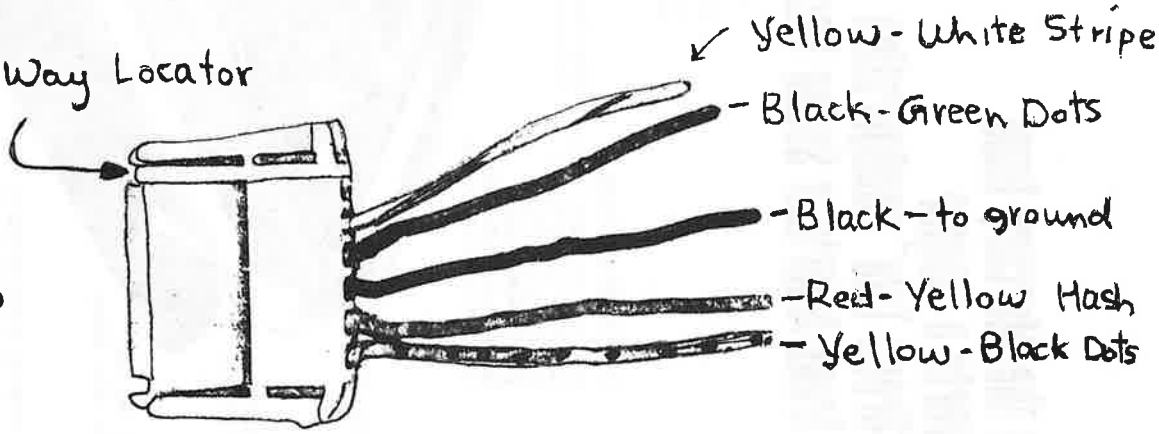


FIG. 3 Low Fuel Warning Switch Connector Terminals

b) Red w/yellow hash	----	Red w/yellow hash. Be sure to connect both wires which originally terminated in the relay socket.
c) Ground to relay panel	----	Black on module socket
d) Black/ green dots	----	Black/green dots (at rear of oil pressure gauge. This may require removing dash pad to reach this)

Note: this black/green dots wire connection is used to provide Instrument Regulated Voltage to the low fuel module, and the rear of the oil pressure gauge is the most accessable place; however the Inst. Volt. regulator terminal on the Temp. or fuel gauge will work just as well.

e) On the Low Fuel Module Socket---connect to--- On Cougar XR-7

Yellow w/ white stripe ---- Dark green-white dots.

Note: There are two wires which were cut from the old relay socket. One goes to the thermistor and one is the grounding "prove out" wire. Connect a test light to 12 volts from the XR-7, and one of the green-white dot wires. Turn the innition to START. Try this with both wires. The one which lights the test bulb is the "prove out" wire. Tape the end and ignore. Connect the other green-white dot wire to the Yellow w/ white stripe wire on the plug in socket.

FOURTH: Plug the low fuel warning switch module into the socket and install the module on the panel with screws. Button the relay panel and dash pad up.

FIFTH: Go to the fuel level gauge sending unit plug at the fuel tank and locate the Yellow w/ white stripe wire and the the Dark green-white dot wire. Cut the Dark green-white dot wire and connect the end from the front of the car onto the Yellow w/ white stripe wire. Do not cut the Yellow w/ white stripe wire, just splice in to it. Ignore the Dark green and white dot wire from the fuel tank, this is the old thermistor wire.

SIXTH: Now turn on the ignition switch to ON, not START. The low fuel indicator light should glow 3-5 seconds, then go out, unless there is less than ¼ tank full. It should stay on then. Job is complete.

As a little -get aquainted- feel to this issue of the Cat, I would like to introduce to our membership a fellow who has been with us here on the staff of the Cougar Club of America since its beginnings. You've read his work in the Cat, and maybe some of you have received some correspondance from him. He might also be on occasion referred to as our staff comedian, as many of his writings contain some "one Liners". Herewith, I'd like to bring to you his own story,

i Iz Yur Tecknicul DeeRecktoR, a compoziTion Personall (ha!)

BY DICK MARTIN

I'm Richard Martin, and I've been assigned the pleasure of TECHNICAL advisor of our club. No doubt, many of you are wondering about my background and qualifications to hold a position such as this. My love for Mercury products began in 1948, when my father became a new salesman for a Lincoln-Mercury dealership in Clinton Iowa, where he retired as a sales manager after 23 years. So I grew up loving his life. In 1966, I enlisted into the U.S. Air Force. During that time period I owned the original 1966 Cyclone Convert. that was used as the Indy pace car that year.

That same year I attended the L-M new car show in Chicago where I fell in love

with the new Cougars, and in 1968 I purchased one, an XR-7 for $3,600.

After being discharged, I attended a community college in Iowa. Then in 1973 I accepted employment with and aircraft company in Saudi Arabia. There I spent several years, buying Cougars through the mail, so to speak, through my father.

Upon returning to the states, I went into the business of restoring 1967-1968 Cougars, buying and selling them both for pleasure and profit. In 1977, I decided to continue my education by attending the University of Nevada, L.V. where I received a B.A. in August 1980. I presently am working toward an M.B.A. in Denver.

Over the years, Ive owned and worked on more than twelve Cougars, and not counting Comets, Mustangs and T-Birds. I can tell you where almost every bolt is on them and my knuckles still have memories of each. I hope my background will benefit our club. If there are questions that I can't answer,I'll sure try and find it out for you. Remember-- Keep it stock and it becomes a quide for others to follow. Change it and others will follow you to the Big Sand Box. Dick #19 HA!

Here's ol' #19 himself, standing astride a "Semi-Cougar". The Cougar's immatation is one of 200 1972 Montego GT. 351 CJ, 4 speed Traction-Lok, and Daytona Package.

CAT TRACKS TECHNICAL COLUMN

BY DICK MARTIN

Q) My headlights cut out when I hit a bump on the highway-Why?

A) Ford products have a built in weakness in the headlight switch. Replace the switch and it should be cured.

Q) I have installed numerous master cylinder kits and they all go bad after a couple of weeks.

A) The worst enemy to a master cylinder is dust/dirt and this usually scratches the walls of the cylinder. Once it is scratched, no rubber sealing kit is going to hold for long. Best bet is to buy a rebuit or new one. Rebore your old one before installing a new kit.

Q) My headlight covers don't go up and down together, is there a reason for this?

A) Basic problem lies in the vacuum tanks behind the headlights. Ford calls them motors. The rubber covers around the rods wear out or crack and cause the vacuum to equalize, thus no responce, or a slow responce. The motor is still available through Ford for around $35.00 --- and its a beast to install.

Q) Recently I installed a 780 C.F.M. Holley carburetor on my 390 2V motor. My gas mileage and performance is half what it used to be. Why?

A) First a 780 C.F.M. is way too big for a 390 or even a 428. Secondly, there is a big difference internally between a 390 2V and a 4V. The cylinder heads, the camshaft, the pistons are all different. A person has to change more than just the intake manifold to make his engine a 4V model. Unless youhave some money laying around, I'd put the two barrel back on. If you do decide to go ahead and modify your engine, put the 1966-68 Cyclone Spec's and build it to them. Find a good

set of high performance 428 heads. Also don't neglect to fix up your transmission. Its like an 80 year old marrying a 20 year old. One's tired and the others not, something will give !

Q) My Cougar's turn signal motor is very loud when it operates. How do I quiet it?

A) First, by using a light weight sewing machine oil on the cam lobes only. Second, Covering the signal package with a plastic bag like the orininal and sealing the end around the wires. Third, after replacing the unit back in the wheel well, suround it with something like housing fiberglass insulation. Make sure that the grain holes are not blocked also.

MEOW MIX

Tasty bits of information for
Cats and their owners, by #6

I had a complaint-- it seems that some of our members in reading an earlier Sign of the Cat, wrote to California Mustang Parts in Pomona Ca. and have yet to receive the promised Cougar Catalogue. Well, I haven't received mine either. It's going to take them just a little longer. In the meantime, one of the competitors listed in Mustang Monthly Magazine HAS been listing a couple of Cougar items, carpets and a few other items. C.C.A. members might also want to check them out.

As a side light to this, it would be appreciated if any Cougar owners have knowledge of any Mustang parts being also used, and available, that happen to fit and appear like Cougar parts. I have heard of floor pans being the same on 67-68 Cougars and Mustangs. One dealer mentioned to me recently that he specifically orders the Cougar floor pans for his Mustang customers as their easier to get, and plentifull. Please don't send obvious parts such as tires, internal engine parts, but more on the restoration level. Any similar upholstery items are especially wanted.

Do any of you know the names of the "other" cats built? Jaguar is one whats the name of the others? Write me your list of them.

Lately both Tom and I have really been getting alot of members photos. Sorry that we can't use them all as fast as they come in. We really like to see all of those Cats still out there. Your's will be used next. So don't feel that your was tossed, it will be used eventially. If you happen to have any old photos of unusual Cougars from the past please send those also. A bit of history doesn't hurt anyone.

Ever wonder what or where the first production Cougar was? It was a 67 GT, (390 engine 4V Carb.) and belongs to a Mr. Garland in Moncton N.B. Canada. He reports it is equipped with tilt steering wheel, but no air conditioning. Vehicle identification number is 7F915500001. Was stored a few years, then Mr.Garland bought it in 79. Do any other members know of the whereabouts of other early Cougars or predecessors?

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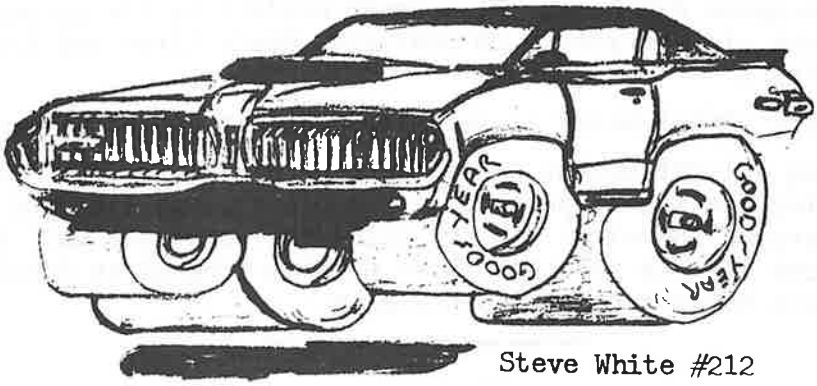
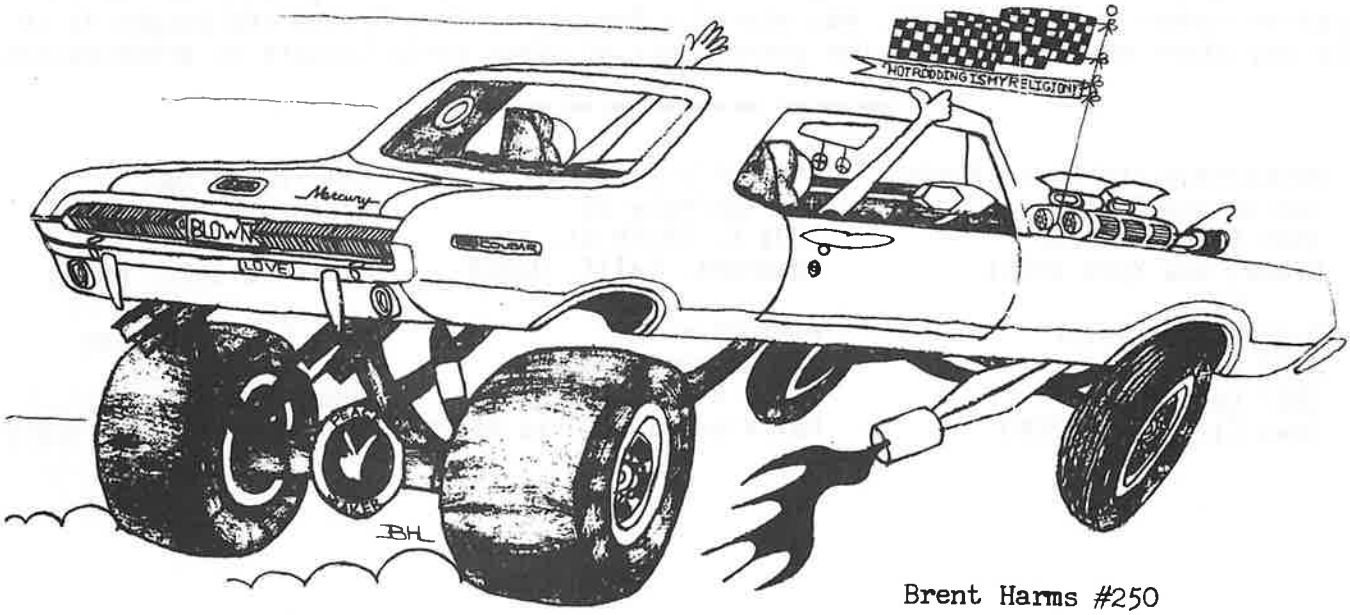
6820 N.W. 6th Dr.
Des Moines, Iowa 50313



Steve White #212

Mike Rivers #405

Cougar Drawings contributed by Members. Nice work, guys. Do we have some more artists out there? Send in drawings or articles and pictures out of magazines to share with all the Members.



Brent Harms #250

Cougar Club of America

1526 Ericson Place
Bronx N.Y. 10461

1982

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COUGAR CLASSIFIEDS

Want: Headlight Vacuum motors & Switch ('68). Write Bill Stepenak, MacGregor Dr., Mahopec, NY 10541

Sell: '67-'70 fenders, doors, hoods, etc. No rot or rust, dipped & primed. Write: Edwin Arnett, c/o AutoParts Locating Ser.,3509 E. Almond St. Orange, CA 92669.

Want: Trunk lid moulding ('70). Write: Hal Schwartz, 1763 W. Main St. Norristown,PA. 19403.

Sell: '69 XR-7, 351W 4bbl., rally wheels, a/c, p/s,p/b,am/fm. Write: Jack Woodruff, 333 North 5th St., San Jose, CA. 95112.

Want: Black Eliminator & 428 from '69 Stipe Kit, both sides. Repro-O.K. (Repro kit I bought had lg. cut-out letters ('70), not sm. solid ;69 type. Any suggestions to cure the ping of premium (?) gas. Write: Jim Stagner, 1530 Ameluxen Av. Hacienda Hgts. CA 91745.

Want: Wish to contact other early production '68 owners. Are cast iron door hinges proper? Correct seats? Write: John Stepp, 3763 Gloucester Dr. Tucker, GA. 30084.

Want: Literature on '69 Cougars, sales, etc. Write: Michael Bauer, 1502 W. Yakima Ave, Yakima, WA. 98902.

Want: For '70 XR-7...New fr. bumper #DOWY 17757-A, New hood grill DOWY 16C706-B. Write: Fred Howell, Jr., 190 Eastover Av. SE, PO Box 186, Concord, NC. 28025.

Want: Rear Spoiler ('70 Elim.). Also sales brochures for '70. Write: Tony Bankston, 140 Lewis St. Rossville, GA. 30741.

Sell: (1) used XR-7 hubcap, gd. cond. #D1 WA 1130-EB $7.50, includes shipping. Write: R.W. Russell, 12 Lasky Rd., Beacon Falls, CT. 06403.

Want: Hood scoop for Elim., hood grill & r/s grill for '70. Write: Paul Geotis, 142 W. Main St., Dudley, MA. 01570.

Want: '69 XR-7 Conv., state cond.,color, equipt., & price. Call eves; write: Scott Plowman, 736 Franklin S., Hutchinson, MN. 55350. PH. 612-587-4750.

Want: For '69..L/r $\frac{1}{4}$ panel #DOWY 6527841-C, Gas cap dr. lower moulding #C9WY 65405A48-B, Gas cap dr. ornament # C9WY65405A86-A, & tail lt. housing and $\frac{1}{4}$ window trim. Write: Carey Rittenger, 60 Belmont Av. W., Kitchener, Ontario, Canada N2M 1 L4.

Want: AM/FM stereo for '70. Will buy, or have AM/8 Tr. to trade. Write: Don Skelly, 1315 Adams St., NE, Minneapolis, MN. 55413.

Sell: '68 XR-7, v. nice, original papers incl., Grecian Gold, Wh. top, minor dents, dings, bad fr. seats. Rest like new, 302H-Po.,C4, a/c & overhead console, Fac. 8 track stereo. Write: Larry Carrel, 16979 Cresta Dr., San Diego CA. 92128. Ph. 714-487-3726 aft. 6pm.

Sell: (4) '68-'67 Chr. steel style wheels, (5) '69-'70 St. styl wheels..Exc. beauty rims, caps. Call: Ben (Ph.)714-789-2488, or SASE 166 Durgin St. Ramona, CA. 92065.

Sell: '72 CONV., Lt. Blue, dk. blue int., 351C, auto., new top, some rust, but restorable, $1000/ best offer. Write: C. Whitcher, 1084 Hooksett Rd., Hookset NH. 03106, or call 603-624-1196.

Want: AM/FM Stereo. Write: Jim Allman, 35-100 Date Palm Dr., # 13, Palm Springs, CA. 92264.

Want: Info about XR-7G sun roofs, roof emblems. All letters answered. Write: Ed Baier, 445 Westfield Rd., Baltimore, MD. 21222.

COUGAR CLASSIFIEDS

Sell: '70 parts..2 vinyl hi-back buckets $50,Rear seat #10, Gauge cluster $18 (PP.),AM radio $15, fr. shocks (like new) $5 pr. (PP.) Write Mike Britz, 559 Hickory Ridge Ct., Des Peres, MO. 63131. Ph. 314-822-2315.

Sell: '69 XR-7, 428 SCJ RamAir, 4 spd., 29,000 orig. mi., Wh./w blk top, leather int., tint windows, PS, PDB, AM radio, fac. mags, $3500 or trade for H-D Motorcycle, 1200 dresser, sidecar rig, trike any year. Write: Tom Jacobellis c/o C.C. of A. Ph. 212-892-3849.

Sell: '71-'73 NOS Perfect rim-blow Steer. wheel. Write: Karl Baker, PO Box 1472, Fair Oaks, CA. 95628. Ph. 916-944-4716.

Sell: 'rolling body, gutted, hit in fr., back perfect. Best offer ever $200. Write Robert McGinnis, 7426 Tabor Ave., Phila. PA. 19111.

Sell: '67-'68 replacement turn sig. sequencer $30, '67 St. style wheel $50 pr., ;69 deck lid $20, '69 Drivers Dr. $20, '69 tail-lights $10 ea. Write V.R. Yarberry, 7105 Winans Dr. NE, Alburquerque, NM. 87109.

Sell: Blk leather seat bottom #C8WY6562900 NOS $65.(Non-Member) Call Paul Eberle 518-438-3085.

Want: PICTURES OF EVERY TYPE COUGAR MADE, TO PUT TOGETHER 'COMPLETE BOOK OF COUGARS'. Write: Troy Dann, 6166 Larry Way, N. Highlands, CA. 95660.

Want: '67 Dash Pad (Color not important) Write: Don Pierce, Dons Paperbacks, 1013 San Mateo. SE, Alburquerque, NM. 87108.

Want: '70 Elim. Stripe Kit. Write Robt. Gielowski, 63 Helen St. Cheektowaga, NY. 14206.

Sell: '70 Instr. panel w/o clock $20, '69-'70 LH remote mirror $10, '69-'70 glove box dr., w/latch-plas. box-Dk Grn $6, Sun Visors (Dk Grn) $6 pr.,'69-'70 under dash ash tray (Dk Grn) $5, '69-'70 Arm rests (dk. grn) $6 pr., '70 Wd Grain dash plate w/Cougar sign, w/o clock open. $5, '67-'68 Tl. light $10, '70 fr. bumper $50, '69-'70 Dash pad (dk grn, fair con) $20, '70 Hdlght Drs w/back $25 pr., '70 inner grill pcs. $10 pr.,'70 Fr. corner pcs. w/chrome w/o 'Cougar' $12 pr.,'69-'70 Rt. back corn. pc. w/o chrome $5, '69-'70 Gas tank lid insert w/handle $4, '69-'70 Warn. lt. insert (center of dash) Dk Grn. $2, '70 in-dash Lighter socket $1, other dk. grn. int. parts. Will trade for or buy..rear or fr. spoiler, hood scoop, or '69 fr. bumper. SASE Ken Johnson, PO Box 1306, North Platte, NE. 69101.

Want: '70 Elim. Stripe kit (complete) BLACK. Write: Rod LaBahn, 610 3rd Ave. SE, Lamars, Iowa 51031.

Sell: '69 Eliminator, 428 CJ, 20,000 mi., C6 Tranny (8,000 mi.), repainted car, Exc. Cond. $2700. Write: Phil Thompson, 652 Fingerboard Rd., Staten Island, NY. 10305. Phone 212-981-8542.

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