

Nutz N' Boltz News

Fordnutz Cougar club is dedicated to the preservation of all Cougars and "Orphan" Ford and Mercury Vehicles

January/February 2002

Editor - Lois Edwards - E-mail: John-Lois@shaw.ca

Volume 6, Issue 1

Mailing address:

P.O. Box 24015 Airport R.P.O.
Richmond, BC Canada
V7B 1Y2

E-mail : fordnutz@bigfoot.com WWW: <http://clubs.hemmings.com/fordnutz/>

Pres. Scott Ferguson (604) 786-3673
VP Alex Bronevitch (604) 540-8531
Events Carla Bronevitch (604) 540-8531
Sec. Lorne Pirson (604) 594-0665
Treas. Vera Ferguson (604) 421-4518
Membership Brad
& Heather Whitaker.....(604) 524-9849
Editor-Lois Edwards....(604) 534-0984

Fordnutz is affiliated with the
Cougar Club of America and
The Classic Cougar Network.



IN THIS ISSUE

Feature Feline	Page 1
Calling all Members, Club Intro, Top Cat, Vice	Page 2
Events, Valentines' Dinner/Dance, The Den	Page 3
Secretary's Report (Nov/Dec), Birthday Cats	Page 4
Discounts, In the Kitty, History, For Sale	Page 5
Calendars Jan/Feb 2002.	Page 6

Please send your articles for the Nutz Letter C/O the club address.

NEXT NEWSLETTER DEADLINE IS: February 15th, 2002

MY 1968 COUGAR, by John Edwards

Photographs, by Alan Haaland



Back in 1983 I was able to buy my 1968 Cougar from my sister. She had bought another vehicle and was storing the Cougar at my parent's house. She had owned the car since 1975. It was in fairly good shape, totally stock with a white interior. I cleaned it up a little, put some mags on it and drove it for about a year. The next year I rebuilt a 351 Windsor for it, gave it a paint job and drove it for about 2 more years. By now I found a little rust in the floor and decided it was time for a total restoration. My original plan was to have it all done in a year or two. Unfortunately this didn't happen...

I totally disassembled the car, decided to put 2 x 3 Art Morrison frame rails in it with ladder bar suspension, I bought my wheels and tires (weld-wheels with n-50-15s on the rear) and then I ran out of money. The car sat in storage for the next 4 years because the house I had bought had no garage. When I had the chance to sell and get into a place with a 2 bay shop I was back on track finally! I do bodywork for a living so I started at the front end, making my own front aprons and firewall, new torque boxes, partial floor boards, rear quarter panels, rear floor wheel tubs, trunk hinges, stripped the doors, fenders, hood and trunk inside and out and did whatever was needed before painting all the complete underneath and jams blue. I put a 3.90 posi in it and c-4 tranny with a 2,200 stall. I went through the engine again adding some headwork, a better cam and intake, balanced the bottom end. I finally got it painted about a year ago. This was the first summer I had driven the car in 15 years! It's been a lot of fun and hope to get off to the drag strip this year. Seats, a different converter and some more performance parts are what I hope to do this winter.