

# Nutz N' Boltz News

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

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Fordnutz is affiliated with the  
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Please send your articles for the Nutz Letter C/O the club address.

**NEXT NEWSLETTER DEADLINE IS: February 15th, 2003**



Above, Shawn and Stephine's white 69 XR-7 convertible. Shawn has "slightly" modified this 390 drop top with all sorts of go-fast goodies.

## "FE Powercat"

Shawn and Stephine's 1969 Cougar XR-7 Convertible S Code  
Story and photos by Shawn Boyd

Some of you may be wondering what would possess someone to turn a cougar convertible into a modified street machine. Back in the mid 80s I was taking horseback riding lessons at an indoor arena in Richmond. One of the instructors asked me if I was interested in buying an old Ford convertible. I said no, but he kept asking me and I finally consented to look at it. The car was sitting outside with a tarp over it, off came the tarp and low and behold there sat a 1969 Cougar XR-7 convertible, which grew on me by the minute. It looked like it had been there a while. It was in ok shape other than the door panels and the fact that the door glass

was out of it, also it had been painted using Tremclad. I popped the hood on this cat to reveal a 390 4V that looked in good condition. The car fired up and ran not bad, a deal was struck and I drove it to the closest gas station, filled it up and drove her home. I used the car as my daily driver in the summer but parked it in the fall and winter. One nasty winter day in the late 80s a windstorm hit. The wind blew a tree the size of a telephone pole over and it landed right on my cat. The windshield broke as did a couple of the convertible top frame braces, and the pass door window and regulator. The body escaped with only branch scratches but I was pretty frustrated and came close to putting an ad in the paper to sell it as is, comes with free cord of wood

(you remove) I changed my mind and had it towed to a local body shop and went scrounging for parts. I made the mistake of telling the body shop that there was no hurry. I got the car back two years later, although it was stored inside a body shop is not the best environment. The interior had a fair amount of over spray on the leather seats and the carpet. I used the car sparingly over the next few years until a local drag racing club formed, which I joined. We rented the local airport runway, bought a Christmas tree and started to hold a couple of 1/8 mile races a year. I didn't have a race car and no coin to go out and buy one so I dragged the cat out of hiding. The car didn't like being run

(Feature Feline Continued on page 2)

Below, a rear shot of the Boyd's fearsome running cat.



*(Feature Feline Continued from page 1)*

that hard and it started to push blue and it got worse each pass. It was the original engine with about 90000 miles on it so I couldn't really complain too much. Being in the auto parts industry I figured it would be good advertising to make the car go a little quicker. I decided to put in my 427 engine that I had bought, however my mind changed when I was having trouble finding pistons and rings for it. Like a dummy I sold this rare power plant to a guy putting a cobra replica together. I went a little crazy on the cougar, took the 390, bored it out, stroked it out with a 428 crankshaft, dropped in 11 to 1 comp forged pistons, radical cam, alum intake, water pump and cylinder heads, high volume oil pump windage tray, deep pan, Holley carb, K&N air filter, headers, 3" full exhaust, 2400 stall converter and a B&M shifter. After our next drag race my transmission blew up on the way home. I put a B&M race transmission in and a 3000 stall converter, and dropped a NOS kit into it and a 3.91 posi rear end. The next race the car ran quick but went a little sideways every time a hard shift was made, back to the drawing board with some new leaf springs, urethane bushings and a set of sub frame connectors, battery relocated to the trunk and a fibreglass hood to save weight. The race we had this August I only got in two runs and my trans blew again. I didn't care much for the 3000 stall converter on the street, so I had another c6 trans rebuilt and went back to a 2800 stall. Got it going just in time for the fall meet at Ashcroft. The car ran in the 12s on street tires without nitrous. My goal is to get this cat to run 10.9 in the quarter with nitrous and slicks, after that I am going to turn it back to a stock outer and interior since I kept all of the stock parts and have been slowly buying up others that I need on E-Bay. I will detune the motor slightly, but probably won't make it too much slower because of my need for speed. The car won't be fun to race anymore because NHRA changed the ruling on convertibles, it used to be 12.9 but they bumped it to 13.9 and no faster unless the car has a roll cage and 5 point seatbelt harness system. I am not willing to take this classic and put that stuff in so I am going to retire it and race my 64 Comet Caliente instead. I have had this cat for 20 years and am looking forward to meeting some of the other Cougar nutz in the club.



Above, Shawn has done a great job modifying the car with the thought that he would be able to return it to stock if he decided to. Below, the engine that makes this kitty ROAR!!.

