

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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Please send your articles for the Nutz Letter C/O the club address.
NEXT NEWSLETTER DEADLINE IS: Aug 15th, 2003



Above, Scott's red 89 Mercury Cougar Supercharged XR-7.

Supercharged XR-7

Scott Ferguson's 1989 Cougar XR-7 SC

Story and photos by Scott Ferguson

I'd been thinking about replacing my '85 Cobra Mustang for a while because, you see, the Mustang is fun in dry weather, but rain and ice is a whole other story. If one isn't careful, the back end could be found passing the front end. Fellow Fordnutz member, Kim Friesen, had told me about a red Cougar that his neighbour was selling so I looked at the car but found the price was more than I wanted to pay. A few months later, he told me that the owner had run it through the auction at the Fraser Valley Collector Car Show in March this year but it hadn't bid up very well and didn't sell. He also told me that some young guy, later identified as Brad Fedoruk of the Super Coupe Club, had offered Rick (the owner)

about \$1500 but was turned down with a statement of "Make it \$2500 and you've got yourself a deal". Brad didn't have that kind of money on him so he couldn't do it at the time. Kim phoned to tell me this and I immediately decided that the car was definitely worth \$2500, so I made arrangements to go out and have a closer look then take it to Lorne Pirson (our secretary and resident Fordnutz super-duper mechanic). Except for one known mechanical problem, Lorne gave it a clean bill of health and said that if I didn't buy it, he would think very seriously about it himself. I took the car back to Rick, told him that I was very

interested but just wanted to think about it overnight. I called him the next day to clinch the deal. A couple of days went by before I could arrange for transportation to pick it up, but on Friday, March 7th I picked it up and drove it home. En route, I hit a little bit of a snowstorm on the freeway and discovered that this car had lots of jump, just like my Mustang. So here I am, the proud owner of a supercharged V6 1989 Mercury Cougar XR7. It goes like stink and gets decent gas mileage just as long as the supercharger isn't working too much. This car has almost every available option from the factory including: a 5 speed manual transmission, A/C, P/S, P/W, PDL, tilt,

(Feature Feline Continued on page 2)



Above, the Supercharged 3.8 Litre V6 engine.



Above, the Cougar has all the creature comforts you could ever ask for in this relative sleeper.

(Feature Feline continued from page 1)

cruise, AM/FM cassette with CD and Premium Sound, 4-wheel disc ABS, traction control, dual-power grey leather seats, alloy wheels, keyless entry, etc., etc.

The “minor” mechanical problem (where the car would run in a non-optimal way), was something I knew Lorne could handle if he could ever find the time to work on it. On my first long-distance trip away from home, I wished he’d found the time before I left. My mom, Vera, and I had decided to go to Renton, Washington to attend a Cascade Cougar Club meeting. The car ran beautifully on the way down, but on the way back, around Mt. Vernon suddenly it just died. I got the car onto the shoulder of the highway and tried my best to get it started, checking over various electrical/mechanical components to ensure they were plugged in (a-r-r-r-g-h) but to no avail. It was now

time to figure out how I was going to get this beast back home. I phoned Bruce Haaland who suggested Berk’s Towing from Bellingham whom I contacted and was told they would have a truck there within an hour. Sure

enough, before the hour was up, the tow truck was there, we were hooked up and rolling again. I also called Kim Friesen who said he would meet us at the border with his truck and trailer to transport us to Lorne’s. We unhooked the car on the US side of the border, talked to the Canada Customs guy, paid the tow truck driver way more than I thought I should, pushed the car across into Canada and onto Kim’s trailer, and now we were on our way again. We dropped the car off at Lorne’s and Kim gave Vera and me a ride the rest of the way home. Well, Lorne had the problem figured out, got the parts, and I was back on the road again two days later. Mind you, it still has the original mechanical problem I knew about when I originally bought the car, but other than a little inconvenience once in a while, it really is a great car.

Apparently it’s also popular with “dirt bag” thieves. I was coming back from work recently and saw the dome light on in my car, then it went out and I knew someone was in my car. To make a long story short, they didn’t get the car, but they did do almost \$500 damage in their attempt. When I first got the Cougar I took Alex Bronevitch out in my new ride, and he liked it so much, he decided to buy a ‘91 Cougar himself, which now serves him as his daily driver.