

Nutz Letter

Fordnutz Cougar club is dedicated to the preservation of all Cougars and "Orphan" Fords and Mercurys

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Newsletter Editor - Scott Ferguson

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E-Mail : fordnutz@direct.ca World Wide Web Site : <http://mypage.direct.ca/f/fordnutz/>



Mailing address:
P.O. Box 24015 Airport R.P.O.
Richmond, B.C. Canada
V7B 1Y2

Pres. Scott Ferguson (604) 444-3408
V.P. Alan Laary (604) 588-8147
Sec. Lorne Pirson (604) 594-0665
Treas. Vera Ferguson (604) 421-4518

IN THIS ISSUE

Member's Vehicle Spotlight	Page 1
Intro, Top Cat, Sum up	Page 2
"Den", The Cougar Vice, Sec. report	Page 3
Coming Events	Page 4
For Sale, Club Merchandise	Page 5
Other Chauncey, More Power	Page 6
Cascade "Prowl" registration form	Page 7&8
"Crazy" registration form	Page 9&10
"Can-Am" registration form	Page 11&12

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

ALAN'S 1968 COUGAR XR-7



Left, Alan's Aqua XR-7 after he got it home in April of 1997.

Right, the rear view of a nice original rust free Cougar, a rarity in these parts.



Well with Carolin's car finished (the're never done are they) our first experience with these cars left me with the Cougar bug, so I kept my eyes and ears open looking for another victim. After looking at few cars and finding the same old thing, rusty and neglected Cougars I came across an ad in the Buy & Sell that sounded promising: MERCURY Cougar XR-7, 302 4 bbl, auto, dual exh., PS, PDB, tilt away wheel, fact a/c, orig. California car, exc. body & int. \$3200.00 o.b. o. With my curiosity peaked I called, a lady answered and explained it was her son's car and he wouldn't be home for an hour or so, I asked if it would be OK for me to come over anyway and take a look. She agreed and I was off. As I pulled up to the house, there it was, parked at the top of the driveway, it looked a lot better than the other ones I followed up on. With my pessimistic side saying, looks good from far, but far from good, I knocked on the door to let the people know I was going to take a closer look. The first place I looked was under the vehicle, no rust, clean and solid. Then under the hood, same thing all the usual rust prone areas where solid. The doors where locked so I could only look through the windows but it appeared to be clean and all there, then I noticed that all the windows where sun-x tinted windows. Well that was enough for me the car was sold. A short while later the owner showed up and told me about the car, he explained that he had bought it a few months earlier from a fireman, now the present owner needed money for school. He said that the car ran fine but had a few problems, such as the passenger side door was stuck closed and the front end made a few strange noises when you where driving. I took it for drive and sure enough when you accelerated it made that noise but it sounded minor, also the steering was a little sloppy, the odometer read 10,000 miles, I assumed it was actually 110,000. We came to an agreement with the price, he had a new carpet which he included in the deal I asked if he had some WD-40, I rolled down the passenger side window shot some WD on the latch area and worked the lock up and down after a couple of minutes I heard a "click" sound and sure enough the door opened. A closer look under the hood showed a flex fan that rubbed the shroud when you accelerated, easily repaired. When I got the car home one of the first places I went was to my friends front end shop, we realized that the master cylinder had leaked from the back and had dripped on the rubber steering dampener which at this point was rotten and the source of the sloppy steering. I replaced it and the problem was solved. I sent the VIN to Scott Ferguson and a week later he phoned and said, "Guess what I used to own that car". Scott also told me that it had the speedometer changed and the true mileage was about 74,000. Well that made my day. I've been collecting parts for the car and it will slowly be restored to occasional driver condition.

Story and photos by Alan Larry