

# Nutz Letter

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

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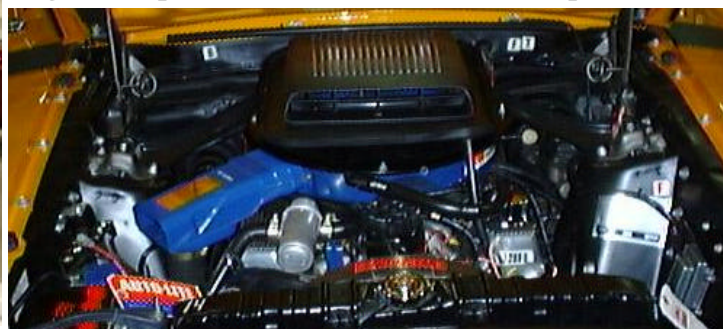


## IN THIS ISSUE

Feature Feline	<a href="#">Page 1</a>
Intro, Top Cat, Vice, "Den", Events	<a href="#">Page 2</a>
Kitty, For Sale/Wanted, Secretary's report	<a href="#">Page 3</a>
Member Discounts, Sec cont	<a href="#">Page 4</a>
Car -Doc	<a href="#">Page 5</a>
Merchandise order form	<a href="#">Page 6</a>
Two month Event Calendar	Page 7-8
Internet year long <a href="#">Event Calendar</a>	
Please send your articles for the Nutz Letter C/O the club address. <b>NEXT NEWSLETTER DEADLINE IS JUNE 15th, 2000</b>	

## Dave's Outstanding 70 Boss 302 Mustang

Left, In the Fordnutz display at the Fraser Valley Collector Show at the Tradex. Below, a picture of the engine compartment (notice the shaker scoop).



### Story by Dave Stevenson, photos by Scott Ferguson

My Mustang sickness all started back in 1971. After graduating from high school and working for six months I bought my first Mustang, a 65 convertible 4 speed. I've owned at least a dozen since. Everything from a 64 and a half to a 93 5.0L. But, my prize car is the Boss 302 that I purchased in 92. The Boss was originally sold at Fogg Motors in New Westminster, BC. The second owner lived in Mission and had it painted red. The third owner lived in Chilliwack and changed it back to Grabber Orange. The fourth owner called White Rock home and had it for five years. That's when I came into the picture. I have had some decent cars, but they just couldn't compete against the big boys. I needed to make a statement and the Boss could do just that, but first I wanted to enjoy the car. I even raced it at mission raceway (14's @ 95 MPH). In 1995 I began the restoration by stripping it to bare metal. This included new quarters and wheel-houses, as well as the tail light panel. The engine was rebuilt in 1993, so it just needed to be detailed when I had it out to do the engine compartment. I found the stock smog unit and bought Poly Glass tires and all the other goodies that were needed to finish the job. She has been to Red Deer Alberta, Spokane and Yakima, Washington, all under it's own power. She has been a consistent winner at shows including a couple of Best of Show awards, the most recent was at the Spanish Banks All Pony Round-Up 99. I get a big kick from speaking to people about the car and answering questions. Here are some specifications on my Boss; 290 ft lbs of torque @4300 RPM and 290 HP @ 5800 RPM, 780 CFM carb, solid lifter cam, forged pistons, dual point distributor and vacuum advance/retard system. All 70 Bosses have a front sway bar measuring 15/16" and the rear is a 1/2" around. They also are equipped with a 4 speed top loader with a modified Hurst shifter, staggered rear shocks, and a 31 spline 9" differential. My Boss was ordered with a black standard interior, clock, AM radio, fold down rear seat, shaker hood scoop, front and rear spoilers, rear window slats, and 15" Magnum 500 wheels. There were 1,628 Boss 302's made for 69 and 7,013 for 70. My new project is a 69 Mustang Mach 1 with a 428 CJ. I passed on a 70 Boss 302 Eliminator to get this car. Sorry Cougar fans, this is my first big block (Ed. note: Dave is destined to own another Cougar in the future). I think Scott and Barry are doing a great job and we should all support the Fordnutz club. (Ed note: thanks for the kind words, Dave. You know we will do our best)