

# 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 Cougar Club of America and The Classic Cougar Network.



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<b>NEXT NEWSLETTER DEADLINE IS JUNE 15th, 2001</b>	



**\*\*\*SPECIAL INVITATION—COME ONE—COME ALL\*\*\***

**Fordnutz Cougar Club Annual Car Show:** Invitation to Members, Associated Clubs, All Ford Fans, All Car Enthusiasts, Families and Sun Seekers. This is an event that you will not want to miss!!!  
The "FORDNUTZ COUGAR CLAW IN". **Date: August 12, 2001**  
Location: Softball City, Surrey, B.C. More info/registration forms, Pages 11 & 12.

**CAROLIN'S 67 COUGAR DAN GURNEY SPECIAL**



Left: left front, Right: engine compartment. Bottom left to right: Interior, Window Sticker, "Mercury Man" and right rear.



Photos by Scott Ferguson

**FEATURE FELINE****Carolyn's 67 Cougar Dan Gurney Special** *Story by Alan and Carolyn Laary*

We purchased Carolyn's 67 Cougar, Dan Gurney Special from Joseph Antalek (the original owner).

When he put in his order for this 1967 Cougar, at Metro Motors Ltd. in Port Coquitlam, BC, on March 10<sup>th</sup>, 1967, the options he ordered were:

Cardinal Red Paint—Black Interior Trim— Super 289-4V Engine  
Wide Oval Firestone Tires—Bench Seat—Door Edge Guards— Convenience Light Group  
Deluxe Seat Belts—Rear Bumper Guards— Power Steering—Power Brakes  
Merc-O-Matic Automatic Transmission—Wire Wheel Covers— Trailer Hitch

This brought the base price of \$3,434.00 up to a grand total of .....

**\$4,556.68.**

Joseph took delivery of the Cougar, putting it officially "into service", on April 27<sup>th</sup>, 1967.

The Cougar served him well over the next 20 years. He met, courted, and married a young lady named Helen. Somewhere along the way she became the primary driver. In 1986 the cat developed an annoying leak under the dash on the driver side (we know what that is all about), so the car was parked in a heated garage waiting patiently for the leaky cowl to be repaired. Sometime in 1987 Joseph had the engine and transmission rebuilt, and then parked the car back in that heated garage. The car sat for 12 years until Joseph came to the realization that he was never going to be able to get to work on his Cougar project, and reluctantly decided to sell it.

**This is where Carolyn and I enter the picture.....**

I saw the ad about the Cougar for sale. I wasn't in the market for another car, as we already had three Cougars, a Ford pick up, and a GM daily driver. Curiosity got the better of me and I decided to check it out. The car was in a garage, covered in a thick layer of dust and some empty cardboard boxes. The car was all there, still in one piece, and in fairly good original condition. Joseph and I talked about the car for a while and I told him I would think about it. As I was driving away I just couldn't stop thinking about the car. Carolyn said: "It was up to me."

I think I knew that I wanted to buy the car, but I needed a rational second opinion. So, I called Scott (Ferguson), who was manning the Fordnutz Club display at the "Tradex" in Abbotsford, to ask his opinion. I described the car's condition and options in detail to Scott, and he said that if the car was in the condition that I had described, for the price offered, that I should definitely buy it, even if I decided I didn't want to keep it. Perhaps somebody else in the Cougar community would love to have it. Well, that was all I needed to hear. I phoned Joseph, made an offer, and it was mine!

My plan was now to replace Carolyn's current 67 Cougar (Nutz Letter Spring 1998, Volume 2, Issue 2) with this one. I just had to convince her that this cat was superior to hers, or at least it would be when it was done. I explained my reasoning to her and she half-heartedly agreed. Now her "old" Cougar was on its way to Snohomish, Washington, to a classic car consignment lot. After a month and a half the car sold for a good price. With the exchange rate it came to more than we would have got in B.C.

The "**New Cougar**" needed the fuel system restored to be road worthy, so it could be moved to the new house we built in Maple Ridge, and that is how it sat for a year and a half.

With my blue 68 XR-7 finished in 2000, I turned my attention to the 67. I took the car apart and then it was off to the body shop where it was stripped down to bare metal to get all the original paint, and subsequent paint, off. With me block sanding and doing miscellaneous "grunt work", it kept my costs relatively low.

The car has 11 coats of paint, including all the primers, sealers, and three coats of Cardinal Red. Back home in my shop, she was reassembled and treated to a new brake system, front suspension rebuild, and the engine was compression tested. All the cylinders had between 140-145 pounds, except the number seven read zero. Oh, oh!! When I pulled the valve cover off I noticed that the intake rocker stud had worked its way out. The situation was corrected and compression now read 140. Needless to say I was a happy camper. The car has been restored true to its build sheet, except for installing all the features found on a Dan Gurney Special, including the chrome engine dress up kit, turbine wheel covers, Firestone wide oval tires, and the Dan Gurney signature decal. I decided to put all the DGS stuff on after I came across a NOS set of turbine wheel covers. It is currently running black wall radials instead of the original tires.

In my mind it is a far superior cat to its predecessor and Carolyn is starting to see things my way. Jordan, our 15-month-old son, gave his approval of "Oooh car!!"

**We have applied for collector plates; the process takes four to six weeks, which will bring us around April 27<sup>th</sup>, 2001. Which is 34 years to the day when it originally hit the road!**