

IEMC MUSTANG



'Stang of The Month: Shay Cummings' 1965 Coupe

I have had a love of mustangs since around the age of 11. I started gaining an interest in cool cars but did not really know very much about them. I would sit in my room for hours and draw what I thought a cool car would look like and they would always look like a mustang! Over time I gained knowledge about cars through tinkering on my own cars, reading magazines, and talking with friends etc. and gained a love for cars, trucks, and pretty much anything with an engine! But through all of that, I have always had a really big soft spot for the mustang.

My personal favorite is the original '64 1/2-'65 look. That car in particular has been my dream to own for as long as I can remember. I did not think, due to the prices that are often accompanied with these cars, that I would ever be able to own one. I had always thought that I would probably one day buy a Mustang and would be very excited about it, but would likely be a little disappointed that it is not really the one that I actually wanted.

One day last summer, in mid June, I went to look at a job (I am in insurance restoration). This particular job was to help a previous customer figure out what to do with the estate of her late brother whom had left her and her sister in charge of his estate. This estate was full (very full) of an assortment of collectibles, garbage, and items that needed to go to Goodwill. I was there to help them figure out what we could do to help sort and complete this task. While I was there we went out to the garage and I set eyes on what I knew to be my favorite car!!! I was instantly in love! At the same time I couldn't help but feel like there is no chance that I would be able to attain this car.



(Cont. next page)

February 2018

Official Publication of the Inland Empire Mustang Club

Spokane, WA



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Stang of The Month (Cont.)



I asked them what the plan was for this car and they said they were going to be selling it. I asked what they knew about the car, and they said that it was their brother's favorite car and he had owned it for a few years, they didn't know how many. The one thing they were not sure about was that he had lost the keys to the car about 7 or 8 years ago, and it had not been started or moved since!

The car was in great shape and I tried not to let myself get too excited as there was not much of a chance, so I went about my business figuring out the job. Over the next week or two I couldn't help but think about and talk about that car! So much that my wife, 5 daughters and a few friends kept prompting me to call them and make an offer and see what happens! Finally I got the guts up to call after doing a ton of research about what to expect with a car that has sat for that long. It looked like it could be just fine or really bad, or a mixture of both! I decided I would make an offer for what I could afford explaining what I had learned.



Initially, they said they were expecting to get more for it. I told them I totally understood, and that if they changed their mind I would of course be interested. I was kinda bummed out but thought this was probably how it would go. However two days later, I got a call out of the blue, it was the sister saying, "If you want it you can have it at that price." I let her know that I would be over in a couple of hours!!!

I went there with a friend to tow the car home and we looked it over and decided we thought it might be able to run! We checked and changed some of the fluids installed a new battery, and hot wired the car to find it started and ran!!! Needless to say I was ecstatic! I drove the car home, and have been on cloud 9 ever since! My wife and I decided it would be our 21st anniversary present to each other. There are lots of little things that need to be touched-up/repaired and some items that I plan to clean up and or upgrade, but overall I have a great little driver that we get out as much as we can!!

I am loving being a part of the Mustang club and look forward to a part of the different events to come this year, and look forward to meeting many of the members and learning much more about mine and many of the other mustangs out there!!

- Shay Cummings

ACTIVITY CALENDAR

February

6th – Monthly Membership Meeting at Darcy's in the valley - 10502 East Sprague Avenue (In the old University City Mall). The meeting will be at 7:00pm as usual. Come early to eat and visit.

20th - Monthly Run - Five Guys – 9502 N Newport Hwy – Spokane – Meet there at 6pm – POC: Chuck & Mary Oliver 464-3144.

24th - Show no Shine – POC – Jack Bean – 927-8574 – More info at Feb. meeting.

March

6th – Monthly Membership Meeting at Darcy's in the valley - 10502 East Sprague Avenue (In the old University City Mall). The meeting will be at 7:00pm as usual. Come early to eat and visit.

20th - Monthly Run - Dragon Inn – 12909 E Sprague – Spokane Valley – Meet there at 6pm - POC – Tom & Marcia Morris – 924-5544.

31st – Auction & Bingo at Darcy's – POCs: Denny & Sharon Jones 325-3844 – Ken & Vicki West – 328-8376. Starts at 5pm – Dinner at 6pm followed by Bingo and Auction . More info to follow.

February Birthdays

- | | |
|-----------------------|-----------------------|
| 1-John Markley | 23-Carol Sweitzer |
| 1-Melanie Pickett | 25-Juliet Kirkpatrick |
| 2-Jim Fox | |
| 3-Tom Eickmeyer | |
| 4-Clark Gemmill | |
| 4-Diane Stocks | |
| 6-Isabella Zaccanti | |
| 9-Gary Intinarelli | |
| 11-Bill Stocks | |
| 11-Michael Tostenrude | |
| 12-Mike Reents | |
| 14-Pat Sweitzer | |
| 17-Debi bender | |
| 17-Shari Pasco | |
| 19-Thomas Herron | |



The Prez Says...

By Carl Sontowski



We had a great January meeting; first I would like to thank Ron West for stepping up to head up the activities committee and Ronda Giardina to assist with membership. We need two members to do an audit on the treasury from last year. This usually takes a couple of hours.

Remember membership dues are due by the March meeting. Dues are \$25 per family for one address. We have an IEMC data update form; this is for updating you're personal information. If your address, phone number, email or you got a new Mustang we need it to update the club roster. Barry Barton has updated the website and contact list I would suggest checking it out. We are also looking for pictures of your Mustangs for the newsletter, website and Facebook. We are proud of our cars lets show them of on social media.

The club still needs someone to take over the responsibility for the Silvers auctions; this is a huge fund raiser for the club last year it brought in \$2400.00. We had a board meeting Jan 9th one thing we discussed was the \$20.00 gift draw for participating we decided to award \$20 Darcy's gift cards instead of cash. We also decided to give away 3 gift cards for participation at the Coeur d'Alene auction. Barry Barton and Dave Brink have volunteered to organize the Millwood car show; this is also a big fund raiser for our club. I am working with Gus Johnson Ford to have a Mustang car show at the dealership on Memorial Day weekend for a few hours. I would like good participation on this because Gus has been very generous with our club in sponsoring our Millwood show as well as the international that we hosted at Northern Quest Casino in 2011.

Talking about the International: the show is in Edmonton this year, Barry Barton and I will be attending the spring meeting in Calgary in April. Let's give Jerry Searfoss and the Management and staff of Rancho Viejo a big at-a-boy for hot chocolate run Jan 16th. The food and service was awesome and about 40 people showed up. Let's think about where to go in February as we need suggestions.

On Jan 20th there was a celebration of life for Glen Little. I can't comment on it at this time because I am writing this before the event. The family however has asked for donations for St Jude's Children's hospital instead of flowers.

Don't forget that the fun does not happen without you!

- Carl

**Meeting Minutes
January 2, 2018
Francine Dober**



Darcy's Restaurant 7:00PM

President calls the meeting to order. Pledge of allegiance is recited by the membership. No new members or guests.

Incoming officers: President Carl Sontowski, Barry Barton Vice President, Jerry Dobson Treasurer, Francine Dober Secretary.

Board of directors: Gary Gunning, Dave Brink former Vice President, Tom Eickmeyer, Tom Morris former President, Ken West, Gary Wheeldon.

Certificates of Appreciation presented to outgoing officers of 2017 by Tom Morris: Shaun Huck Secretary not present, Jerry Searfoss Treasurer and Dave Brink Vice President. Carl presented to Tom Morris. Carl thanks Tom for mentorship last couple of weeks. Recognition given to Barry for making the plaques for the past 15 years.

Carl recognized Club Longevity. He joined in 2003, 15 years. Members are asked to stand at 5, 10, 20 and 25 years of membership for recognition. Vi Sundin long standing member since the beginning, 1983.

Summary

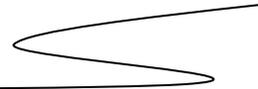
- Motion to approve December minutes made by Carl, second, approved
- Treasurer's report given by Jerry Searfoss. Ending year with normal balance. Handed over to Jerry Dobson
- Christmas Party report: About 80 attended. Nadine (absent) thanked for doing a good job. We had a great time.
- Ron West volunteered to lead Activities and will book next year's Christmas Party at Darcy's. Thank you
- A Hot Chocolate Run destination is needed for February 20th. Will be decided at the next meeting. January 16th run is to Rancho Viejo Mexican on E. Sprague a 6:30. Jerry Searfoss POC
- Reminder: Glenn Little's Celebration of Life is January 20th at Darcy's 2 to 4:00. Carl made a motion to allocate \$60 for flowers which was approved unanimously
- Auction committee needs lead as Carl steps down. 3 are scheduled. Raised \$2400 last year important to our gifting
- Rhonda Giardina volunteered to help Nadine with Membership duties. Thank you

Meeting Minutes
January 2, 2018
Francine Dober



- Rhonda Giardina volunteered to help Nadine with Membership duties. Thank you
- IMM report given by Carl. 2017 will be in Edmonton Alberta Canada Labor Day weekend. Spring rep's meeting in Calgary, he and a second member will attend and report back. We are up in 2021
- Motorsports: Barry, quiet / off season
- Historian / Facebook: Michelle Huck (absent) always needs pictures
- Website is current, check often. Barry adds that a "New Member's" article with pictures will be implemented following a suggestion by Gary Wheeldon. Thank you
- INCCC February "Show No Shine" report is given by Jack Bean. He has tickets
- Kim Frank needs cars to feature in the newsletter "Stang of the Month" article. You will get a keepsake hardcopy. If you are not getting e-mails let him know. He also has a few hardcopies at the meetings
- New Ponies: Kim Frank got a new truck, 2007 Ford F150 Lariat
- Hot Wheels in Millwood is booked for Saturday July 28th. Lead and volunteers are needed. 22 classes are available for purchase at \$40 each, see Dave Brink. Income helps fund activities and gifting
- A sign design was chosen to be placed outside of the meeting entrance. Thank you Pam and Rocky. Rocky states that he is the INCCC web-master and has added a "changes" option to that website. Check calendar for shows and events
- Jerry Searfoss suggested adding a "Mustang" category to Hot Wheels which was favorable. Barry Barton suggested maybe a few Mustang classes, favorable. To be discussed later with results to follow. See Jerry if interested in a die cast car, \$25
- Health and Welfare reports: Vicki and Ken West personally delivered donation checks to Ronald McDonald House and Shriners and read thank you notes from them plus Honor Flight. 3 others out of area not heard from yet. Sue Manly reported on visit to Meals on Wheels, read notes from them and Spokesman Review Christmas Fund yjay split donation between Volunteers of America of Spokane and Catholic Charities of Spokane. Auction funds make this gifting possible. Please volunteer for auctions so we can keep this going. Vicki and Sue will remain POC's.
- A board meeting is scheduled for January 9th at Perkin's restaurant downtown, 6PM
- Club dues are due - delinquent after March 1st. Keep your membership active and name on roster for the newsletter. Consider all the activities you get in return for about \$2 a month; Picnic, Christmas party, events, activities and gifting options

Meeting Minutes
January 2, 2018
Francine Dober



- Credit and acknowledgment given to Gus Johnson for all of his support and generosity. President Carl suggested we hold a car show Memorial Day at Gus Johnson dealership, vote favorable, will follow up and report back
- Mark Lidbeck \$30 license tabs effort failed, will try again next year. Thank you
- “Committee definitions” will be sent out, published in the newsletter and on website - members should step up
- Door prizes and disbursements: HA award to Royal Myhre. Members draw \$10 to Mike Bishop. 50/50 Tom Morris.

Meeting adjourned.

Thanks to those who attended. Next meeting February 06, 2018. Hope to see you there.

Submitted by Francine Dober Secret

Coming together is a beginning

Keeping together is progress

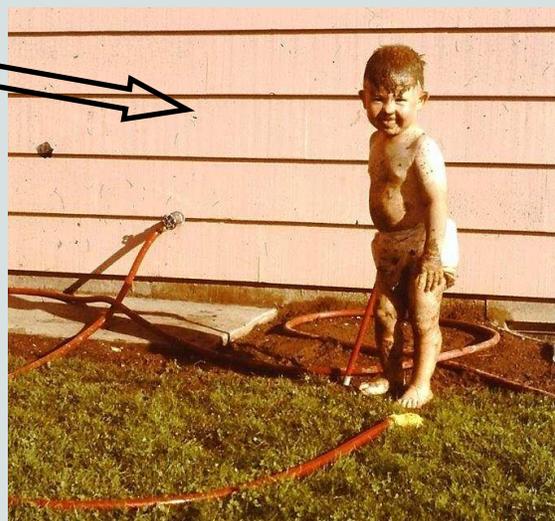
Working together is success

Henry Ford

Who Am I?

Can you guess who this IEMC club member is? Submit your answer to the newsletter editor at Kfrank@valley4th.com. The first correct guess received will win a prize at the next monthly meeting. Must be present at the meeting to win.

If you've got childhood pics of yourself or other club members and would like to play along, submit them to the same email address above.

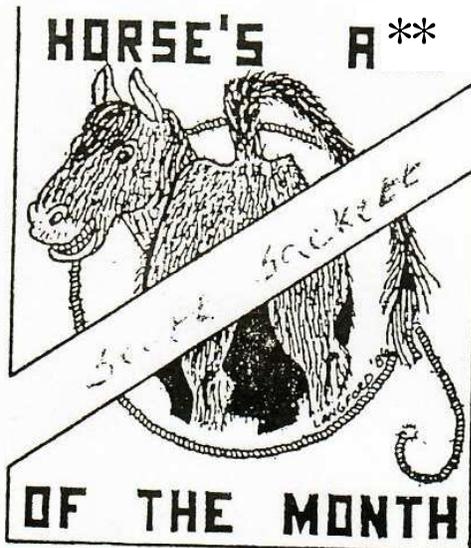


Back in the Day...

(A look at IEMC Newsletters of the past)

From February 1988...

-H.A. AWARD of the MONTH



The Horse's A** trophy is an award dedicated to the Inland Empire Mustang Club member who holds the distinction of the best screw-up for the month.

The "H.A." trophy is given strictly for fun and is not meant to offend anybody.

Contact a board member with your recommendations. Who knows..... YOU may be next.

This months award goes to none other than your's truly the editor of the newsletter Scott(But oficer it's a brand new car)Sackett It semms Mr. Sackett was proceeding south on Crestline at somewhat of an excessive forward momentem when one of Spokanes finest wittedness him and proceeded to shoot at him with his new radar gun . Well the officer noted that the legal speed limit on Crestline is 30 mph the new gun said Mr. Sackett was going in excess of 40 mph (47 to be exact)this promoted the officer to turn on his lights and pull Mr.Sackett over. All Scott could say was "But sir it's a new car and I'm not used to it" RIGHT!!! Needless to say I got the ticket.

The Horsepower Quest- Part I

By Rock Gibbs

Some Mustang owners at some point in time think about increasing the power of their cars. In what follows I'll explore some history of the horsepower quest in general and discuss today's methods to add more power. My discussion of boost devices relates only to the modern OHC engines as used in the Gen IV and newer Mustangs. The "gearheads" in the club likely know all that I discuss, but this article is intended for those not so familiar with the history and today's power options. If you wish to comment, pro, con or add information on any topics included herein, consider this your invitation to write your own articles for this newsletter and add to the collective knowledge of the membership. You could also write an article on another topic as well. Kim will welcome your article.

Power can be added in several ways and often the type chosen is based on the power level desired and one's budget. Types can be modifications to engine mechanicals, fuel and ignition systems. Other types are swapping in a larger engine or using power adders. While power adders have been in use for many years, we live in a time when it's easy to add huge power to otherwise stock engines, with boost. Boost is available by supercharging or turbocharging. The technologies vary only in their drive mechanism; the result being more air/fuel into the engine for power increases.

Adding power has been in vogue beginning at least during Prohibition when, gangsters, bootleggers, and moonshiners all wanted more power so to evade the authorities. Modern "hot rodding" began post WWII. Many returning GI's had acquired mechanical skills and experience in the war and found the available supply of pre-war used cars to be a means to use those skills at something of interest to them. The pre-war cars were cheap and plentiful, and easily modified for more performance.

Their tricks included removing weight and adding horsepower. Every pound removed from the car added performance. They stripped cars of their fenders, hoods, and other "unnecessary" material. They began experimenting with ways to increase engine horsepower. These people developed many of the techniques and parts that evolved into manufactured parts available to all. Some of those manufacturers became well-known names in the growing hot rod industry and exist today.

One of the favorite engine choices of these hot rod pioneers was the Ford flathead V-8. They were plentiful, inexpensive, and easily modified to significantly increase horsepower. We of a certain age remember images of those early hot rods with a flathead V-8 and triple Stromberg 97 carbs atop the engine. A company named Ardun developed OHV hemi cylinder heads for flathead motors that added much more power. Recreations of those heads are being produced today.

In 1949 GM introduced the modern OHV V-8 engine with the Cadillac having 331 c.i. 160 horsepower, and Oldsmobile having 303 c.i. 135 horsepower "Rocket 88." Soon those engines began showing up in those hot rods for more power. Drag racing has happened since soon after cars began, but the beginnings of legal drag racing on a dedicated track began in the late 1940's and early 1950's. What do drag racers want? More power! Those same V-8's soon were running down those tracks, along with other engines; perhaps most notable the Chrysler "Hemi" introduced in 1951. Other forms of racing such as road course and oval track all made use of these higher horsepower engines and used vehicle weight reduction.

Continuing development by the auto manufacturers and the growing aftermarket, provided ever increasing horsepower gains. Ford introduced their OHV V-8 in 1954. Chevy rocked the market with their introduction of their 265 OHV V-8 in 1955. Engine sizes and horsepower continued to increase. In 1958 Chevy introduced the 348 that evolved into the 409. Ford entered the horsepower race in 1960 introducing the 360 horsepower 352 Interceptor Special, featuring 10.6:1 compression and solid lifter cam. This 352 was a member of the Y block family that ran from 1954-1964 and included more sizes ranging from 330 to 391. The FE series ran from 1958-1976 and included the 390, 406, 427, and 428. I remember a person in my hometown bought a new 1962 Galaxie convertible having the 406 with tri-power yielding 405 horsepower. The 385 series was produced 1968-1998 and included the 370, 429, and 460. The infamous Boss 429 was a special FE version equipped with "semi-hemi" aluminum high-flow heads. It was built solely for NASCAR use and did not run well at low RPM's. NASCAR power is intended only to run at top RPM for a 500 mile race; not to be street driven.

An interesting facet of the '60's horsepower race was the "artificial" top rating of 425 horsepower. By the mid '60's Ford had the 427, Chrysler the 426, Chevy their 427 and earlier 409. All were rated at 425 horsepower. It's now believed that each of these engines yielded much more than 425 horsepower. The "425" was not a coincidence. It's believed that auto industry leaders colluded in agreeing to not advertise more than 425 horsepower due to fears of being called to Washington DC to be grilled by congress over auto safety. Even by the mid-1960's the industry was feeling the heat that would later come to kill the horsepower race just a few years later.

The modern muscle car beginning is generally credited to the Pontiac GTO in 1964. It was the definition of a muscle car; that being big power in a smaller, lighter car as compared to the full size cars of the day. Also remember the term "muscle car" of the era, applied only to those cars built by the auto manufacturers, not cars modified by the aftermarket, many of which could outperform the factory cars. The Mustang released in 1964, was not a muscle car. Lee Iacocca had a different vision and it was wildly sales successful through 1966. By 1967 the Mustang was feeling competitive performance pressure; hence the 1967 enlarged model to accommodate the 390. Competition further forced the introduction of the 428 in 1968.

GM, Ford and Chrysler all had histories of jumping in and out of sanctioned racing depending on the company management at any given time. Sometimes they fielded factory teams, but more often, supported selected private race teams. These tactics lead to the development of the "factory" race cars; special models only available to selected racers. Cars were developed for both drag racing and NASCAR, and at the end of the 1960's, SCCA racing. The Dodge/Plymouth 426 wedge powered altered wheelbase drags cars of the early 60's dominated their classes. Ford produced in 1963 a special 427 Galaxy designed for racing, and later created a similar Fairlane. Ford produced the Boss 429 Mustang specifically for NASCAR use, and the BOSS 302's for SCCA racing. Ford produced the 428 Cobra Jet and 428 Cobra Jet SJ for drag racing. Ford also built, and still does build, Mustangs specifically for professional drag racing.

(Cont. next issue)

CLASSIFIED ADS

Place your ad here - Free for Club Members!
Send your item info to kfrank@valley4th.com

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Independent Insurance Producer
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Spokane Valley, WA 99206

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rdwest1969@hotmail.com
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Greenacres, Washington 99016
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Home Office, Bloomington, Illinois 61710



Greg Fosse Insurance Agcy Inc
Greg L Fosse, Agent

7307 N Division, Suite 301, Spokane, WA 99208-6559
Bus 509 467 4600 Fax 509 467 4632
greg@gregfosse.com
www.gregfosse.com



The greatest compliment you can give is a referral.

Submissions due by the 20th of the month. Classifieds: Free to members or brought forth by member. Renewable every three months. Business cards: \$20 for 12 months.

Send payment to the club Treasurer. E-mail ads to the Editor.

CONTACTS

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Club Purpose and General Information

Inland Empire Mustang Club (IEMC)

Club Purpose: Our club exists to promote the enjoyment and preservation of all Mustang automobiles. There's no limit to how many Mustangs or other Ford-powered automobiles you may register. Ownership is not required. However, enthusiasm is definitely encouraged!

Club Mailing Address: VIA Pony Express

IEMC

P.O. Box 13591

Spokane Valley, WA 99213-3591

Monthly Stampede:

The IEMC holds a monthly get together the third Tuesday of each Month. Check the IEMC website, Activity Alerts and this newsletter for details.

Club Website:

www.inlandempiremustangclub.com

The site features contacts, publications, photos, stories, ads, an updated/current calendar of events and many other items of interest.

Newsletter:

The award winning IEMC MUSTANG is the official club publication. An electronic version is sent monthly to everyone who has an e-mail address. A condensed black and white version is mailed to those members who "opt in" for a hard copy each month. E-mail your contributions (articles, photos, classified ads, business cards) and questions to the Editor by the 20th of the month.

Advertising Policy: Submission deadline is the 20th of the month. Business cards \$20 for one year. Classifieds: Free to members, renewable every 3 months. Send payment to IEMC Treasurer, e-mail ads to the Editor.

Meeting Place: (1st Tuesday, Monthly)

Darcy's Restaurant

10502 E Sprague Ave

Spokane Valley, WA 99206

Meetings are held on the first Tuesday of each month. It's an excellent time to meet fellow club members and make new friends. Meetings start at 7:00PM. Come early (by 6:00pm) to eat and visit. All family members are welcome to attend and join the fun.

Membership Dues:

Membership dues are \$25 per calendar year, per household. Your membership includes family members that reside with you that are under the age of 25. Each membership includes one associate family member for voting purposes. Dues are pro-rated, based on what part of the year you join.

Mustang Registry:

Please help us maintain a current Pony registry. This is a real help to the club for planning events and will give you an opportunity to have your ride featured in the club newsletter. Ask any club officer for a copy of the Mustang Registry form. Turn it in at club meetings or mail to the IEMC.

