

IEMC MUSTANG



'Stang of The Month: Mike Wright's '66 Shelby

In college I owned a 1966 G.T. fastback, with a hipo 289 engine. One night a couple of budding young criminals stole, striped and burnt the car. Luckily, as one can imagine, the two were the swiftest bunnies in the pack and they were arrested very shortly after the act. I was able to get back most of the parts but unfortunately the body was beyond repair.

Since then I had always been very impressed with and, would love to have owned a G.T. 350. So, I started looking into the possibilities of finding one that was in the price range of my meager college kid's budget. Since there was not an over abundance of Shelby Mustangs in Montana, I contacted a friend of mine in Seattle and asked him if he could find one in a little larger population center. He was a bit of a car nut with, a number of connections and within a week he had found a couple of '66 G.T. 350's and a '65 for me to look at .

I flew out to Seattle and looked at the cars he found. The first one he showed me was a black and gold Hertz car, with only about 30,000 miles on it, however it appeared the mileage had occurred a quarter of a mile at a time. The next one he showed me was the '65, which was in much better shape, but after negotiating, it was still about \$400 more than I could afford. The 3rd one he showed me was a blue '66 with white stripes and in excellent condition. The owner let us take it for a test drive and this was my first introduction to a Shelby.

We drove it down to a freeway entrance ramp which was on rather steep grade. I stepped on the brakes to slow down and nothing happened. As my anxiety level sky rocketed I applied increasingly more pressure on the brakes and finally the car came to a stop. At this point I had white knuckles, a death grip on the steering wheel and was sweating profusely. After a short drive on the freeway we headed back, noticing that steering the car at lower speeds was a little a kin

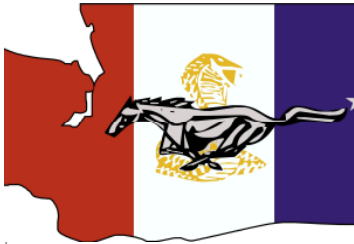


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March 2018

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Spokane, WA



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Stang of The Month (Cont.)

to wheeling a broad sword. When we got back to the owners address, he was mentioning all the improvements and upgrades he had made to the car, including repainting it and putting in new breaks at which point I had to ask, "you put in new breaks", he smiled and commented, "you've never driven a Shelby before, have you?". I had to admit that this was my maiden voyage. He went on to explain that it came with semi-metallic racing breaks and a reduced steering ratio, which took some getting used to. Even with these draw backs, I really liked the car and the price wasn't too much more than what the insurance settlement had given me, so I purchased the car.

When I got back to Montana I started to learn a lot more about the '66 G.T.350s. First, the car came with a cervo c-four transmission and a duel chambered master cylinder and did not have the 715 Holly carburetor which was my understanding was stock on the '65 and '66 Shelby Mustangs. I had heard that the automatic and duel chambered master cylinders were primarily equipment on the Hertz cars. This was 1971 and at that time there were horror stories about "Rent-a-Racers" being brought back to the company with small holes in the rear floor boards, where roll bars had been attached (roll bars were required on most race tracks) and therefore these were cars that were to be avoided. However it was my understanding that all these cars were black with gold stripes and had the designation of G.T. 350H on the rocker panels. Since I had a leak in the top of the gas tank and I replaced it. At that time I noticed that there was blue paint on the rim where the gas tank was attached to the body of the car, therefore I felt confident that the car was originally blue and, in my mind, not a Hertz car.



After driving the car for about a year on Montana roads and picking up a number of rock chips I decided to repaint the car. In sanding and prepping the car for painting I discovered evidence of gold striping around the insides of the wheel wells. By this time I had joined the Shelby Owners Association, so I called them and they informed me that I was wrong, there approximately 55 blue Hertz cars manufactured. They were even able to tell me that the car was rented out of San Francisco and had a couple unique features, such as; over ride traction bars and an emergency brake warning light in the passenger's compartment.

When I repainted the car I installed the original gold stripes, but my Shelby ignorance again reared its ugly head. I knew the stripes on the white cars were guardsmen blue, so I thought that was the correct shade for the main color on the cars. Although I noticed that the shade was a noticeably darker blue than it had been, I chocked this up to faded paint. Later it pointed out to me that the stock shade was sapphire blue.

Over the years I have made a number of changes to the car only to find out later that the changes were not correct. In 2005 the car was again repainted, engine rebuilt and balanced and the interior restored. This time I learned from my past mistakes and researched everything I could to make sure it was stock, right down to the break warning decal above the ash try on Hertz cars. Hopefully I have finally corrected all my past screw ups.

- Mike Wright

ACTIVITY CALENDAR

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 .

April

3rd – 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.

13th to 15th Speed Show at the Fairgrounds – More info to follow.

17th – Monthly Run – Prospectors – 12611 N Division, Spokane – Meet there at 6pm. – POC: Chuck & Mary Oliver – 464-3144.

March Birthdays

6-Barry Barton

29-Rocky Gibbs

6-Ron West

31-Michael Easterday

9-Vi Sundin

10-Susan Ragon

11-Allen Bunge

11-Misty Dolezal

12-Brian Barton

12-Diane West

14-Linda Wert

17-Denny Jones

18-Mark Turner

23-Larry Lawton

24-Carlene Searfoss

25-Ronald Tison

26-Cortney Galbraith



The Prez Sez...

By Carl Sontowski



We had an exciting Membership Meeting in February. At our meeting the idea of a club calendar for 2019 was brought up and had an outstanding endorsement. We now need to get those Mustang pictures that we are all so proud of to Kim Frank by September so we can get all 12 Mustangs included and have our calendar made in time for the Christmas party. Unfortunately I was out of town for the Feb 20th run to 5 Guy's. I hope everyone that attended had plenty to eat, good comradery and a safe trip home. We are looking forward to our first fund raiser of the year, the silent auction March 31st at Darcy's. Darcy's management said they can accommodate about 75 people so please sign up early to reserve your spot. The upper level of the room is being used for the auction items as in the past. We are still looking for somebody to take over the collector car auctions. We have one new member who is willing to help even though he has not worked or been to an auction. This is huge fund raiser for the club we sure could use somebody with auction experience to take this on.

I had a nice visit with Gus Johnson on Feb 14th. We talked about the Memorial Day car show at the dealership; he was very pleased and indicated they can accommodate 25-30 cars. We would like to have a good representation of years, so bring out those classics even if they are not in pristine condition. We would like to have our corral lined up by year oldest to newest. Gus will be bringing this up with his marketing team so we can get an exact date. I also brought up the parts department discount. Gus will remind his manager. Let's go to Gus Johnson's and get those late model Mustang accessories at a good price and have them installed - or do it yourself to show off your individual Mustang at the show and inspire others. Over the years I have gotten many good ideas by looking at other cars seeing what others have done. I also presented the idea to Gus about giving anyone that buys a Mustang from his dealership a free one year membership to our club. Francine Dober has been working on a special membership application for this.

Can you believe we have 10 couples on the activities committee let's give them a 2018 cheer! This year is the clubs 35th Anniversary; we are working on a cruise and dinner to honor the founder Carl Lind. We would like to make this an annual event.

Your Officer Team has been working on many new and exciting ideas for the club. I have something spectacular to present at the March meeting. I don't want to put it in the newsletter just yet. All I can say is come to the March meeting to find out what it is.

- Carl

Meeting Minutes
February 6, 2018
Francine Dober



Darcy's Restaurant 7:00PM.

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

President Carl Sontowski called the meeting to order. Pledge of allegiance recited by the membership.

Summary

Carl introduced guest speaker Tim Ehrgott representing Thrifty Auto. He invited / chose our club as one to participate in their car show. Package options: set up a template square, be responsible for your own table and awning. Promote your club all you want, club history, membership drive, etc. To bring back that old car show feel again. Pricing packages offered, basic \$100 or \$350 for 10X20 space with room for a prized car. Suggested that show participants get a photographer and make a calendar utilizing Thrifty Auto's reputation as a way to raise money. Thank you. Carl thanked him for coming and presented him with one of our newsletters. Tim 509-217-8780.

Vice President Barry Barton is the man with the Mic.

Nadine Smith introduced Scott & Tracy Barton from Missoula checking us out as potential new members. Welcome.

Carl- Motion to approve last months minutes, second, approved. Thank you.

- Annual treasury audit is scheduled: Carl- Jerry will have vouchers for expense reimbursements, please fill out and sign. Receipts for cash payments, be patient. Checks for dues are appreciated and will be your receipt.
- Auctions: Carl- we have 3 scheduled. Needs lead as I step down. I will be there working and help you get started. Will give \$20 Darcy's gift cards through a drawing to volunteers: 1 for Airway Heights, 3 for Coeur d'Alene on Father's Day, 1 for Spokane Fair Grounds. Allen Trusley volunteered to help. Thank you.
- Activity alerts: Carl- POC Michelle Huck will send out e-alerts, give her enough lead time to send out in a timely manor. Ron West is the activities chairman, contact him and the activities committee if you have activity ideas.
- IMM: Carl- club rep's will attend a Spring meeting April 14th in Calgary and report back to the membership. We are slated for 2021. Two years prior to that we will set up a planning committee. Barry provides computer programs and spread sheets for IMM. Thank you. This year's show is in Edmonton Labor Day Weekend.
- Carl presented Shaun Huck with certificate of appreciation for serving as club Secretary 2016 and 2017. Officer certificates were presented last month, Shaun was not present.
- Treasurers report: Jerry Dobson- per January board meeting, vouchers will be used now for expense reimbursement, must fill out and sign. Receipts will be given for cash payments. Financial report given. Dues are coming in. Made memorial donation for Glen Little. Purchased five \$20 Darcy's gift cards for the auction draw. Thank you.

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Meeting Minutes (Cont.)

February 6, 2018

Francine Dober

- Recap Celebration of Life at Darcy's January 20th for Glen Little. (He passed away November 16). Sharon Marier (ex wife) extended a thank you from the family to everyone who attended; friends, club members, neighbors, and colleagues. He was a teacher at Riverside. They had two children, Shari and Chris. He so enjoyed the Mustang club. His car was going to be at the celebration but weather didn't permit. (Steve Baeumel bought Glen's 89 GT convertible). Request that memorial donations be made to St. Jude's Hospital for children. Thank you everyone for coming.
- January Run to Rancho Viejo Mexican on the 16th: Allen Trusley- many attended occupying a long table, good food, good conversation and a lot of fun. Great to see everybody. They really fill your plate!
- Activities: February Run, Carl- Five Guys on the Newport Highway at 6PM. POC Chuck and Mary Oliver. Ron West recognized the 9 couples volunteering for the activities committee: Ron (chairman) & Diane West, Craig & Christine Binkley, Tom & Catherine Eickmeyer, Greg & Shannon Goeden, Denny & Sharon Jones, Chuck & Mary Oliver, Tom & Marcia Morris, Ray & Nadine Smith, Ken & Vicki West. A lot of things being planned. March Run is to the Dragon Inn in the Valley, 6PM, Tom & Marcia Morris POC. Trying to rotate north side and valley. March 31 annual Auction, Dinner and Bingo night at Darcy's. Get the INCCC calendar at the Show No Shine.
- Show No Shine: Jack Bean- February 24th, tickets \$38. Held at Mirabeau, giving a special \$87 room rate. Social hour 5:30PM. Mel Craven made motion to spend \$200 on basket for Show No Shine, second, discussion, all in favor, passed. Vicki and girls will arrange it. Mel & Jana will deliver it. This year's theme is Monster Mash.
- Speed and Custom Show: Jack Bean- Fairgrounds April 13 -15. Is the club interested? Favorable. He will check to see if we still have time to enter. Simple theme, stanchions with ropes and club banner. 10+ interested in entering, space for 5. Will draw 5 names from hat as final entrees and announce at the end of the meeting. Bruce Stirn made motion for club to pay half of \$65 entry fee per car, second, discussion, favored, passed.
- Silent Auction, Dinner, Bingo Night is Saturday March 31: Denny Jones- Committee is Denny & Sharon Jones, Cliff & Sharon Marier, Ken & Vicki West. Sign up sheet passed. Let Denny know if you need to cancel. Michelle will put out an e-Alert and Barry has it on the website calendar. Sharon Marier contacted owner Annette, must limit attendance 70 to 75 people for space safety. Entertainment, lasagna or chicken fettuccini, green salad, garlic bread, dessert, coffee, tea and punch. All other beverages are on a personal tab. \$16 each + tax and gratuity gets you dinner and 1 bingo card. Additional cards \$1 each. Ray and Nadine Smith are donating a small bingo machine. Can come later for bingo and auction only, let Denny know. This is a fund raiser. Each member should bring at least one auction item. New or gently used. Discussion and questions answered. Social hour starts at 5PM, dinner 6 to 7 followed by bingo and silent auction results. Raised over \$1000 last year.
- Health and Welfare: Vicki West- shared thank you notes from St. Jude's Children's Hospital and Bill Aultmeyer executive director of Union Gospel Mission for our December donations. Sharon Marier and family thanked the club concerning Glen Little's Celebration of Life. 70th Birthday Card passed for Mike Tostenrude, Vicki's brother and member from Vancouver, WA. Sue Manly sent wellness cards to Marcia Morris and Marsha Sundberg.

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Meeting Minutes (Cont.)

February 6, 2018

Francine Dober

- Membership: Carl- Nadine Smith and Rhonda Giardina are the POC's for membership. NEW: a printed handout * The Topics...Very Brief Explanations...Of What We Are Talking About * will be given to new members and visitors attending a meeting for the first time so they will have a better understanding of what we are talking about.
- Motorsports: Barry Barton- all is quite.
- Apparel and Merchandise: Doug Pickett and Zac Zaccanti, not present.
- Sharon Jones shared a thank you note from Sally's House in appreciation of our Christmas donations to them.
- Website: Up to date. Barry gave compliment to February "Stang of the Month" and encouraged members to read the story. Calendar is current. Committee descriptions are posted and will be in the March newsletter. Lots of people stepping up this year, but always room for more. By-laws, how the club operates, are on the website.
- Facebook: Michelle Huck- it's doing well, growing, gaining "Likes". Check for events and can post yours. Let her know if you have any ideas. She is also the events coordinator and historian, iemcevents@outlook.com. Happy to answer questions or route to where they need to go. Keep sending pictures.
- INCCC: Jack Bean club rep- There is an urgent need for a kidney donor for brother of Gents car club member, if interested or need more information see Jack. The scholarship auction needs volunteers. He has 3 scholarship applications with him. An El Camino club is starting up in Spokane. City Council squeezed out North Idaho Classic's sponsoring of the Coeur d'Alene Show. The club may bring back River City Rod Run. More details to follow.
- Newsletter: Kim Frank- introduced Barry's idea- new article "Who am I?" guess the child photo. Tom Morris guessed correctly and won the inaugural Hershey award for identifying Gary Gunning. This will be fun, send Kim your baby pictures. We will produce a club calendar for 2019 featuring the "Stang of the Month" cars on the month they appeared in the newsletter. Idea from suggestion box by Francine Dober. Great Christmas gifting idea. Projected for November delivery. Details to follow.
- New Ponies: Ron and Diane West got a 2016 Green Pony from Gus Johnson. Has Eco boost premium pack with 4,000 miles. Their 07 is for sale. Ray Smith bought Nadine a new Hyundai Tucson.
- Hot Wheels in Millwood: Carl- Barry Barton and Dave Brink are leads- others should step forward and help with registration, parking etc. Barry- Planning meetings will be scheduled in a few months. Thank you for helping past years. It can be fun again and we can raise a lot of money for charity.

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Meeting Minutes (Cont.)

February 6, 2018

Francine Dober

- Memorial Day Mustang Club Car Show: Carl- line up maybe 15 to 20 cars at Gus Johnson Ford parking lot, older to newer. Very informal. Keep that in mind. Will talk to Gus. He is a big supporter of veterans. More planning, date and details to follow. Club veterans ask to stand, honored by applause. Thank you very much.
- IEMC Data File Update Form: Barry– spoke of his responsibility to maintain the member roster. Passed clip board with data form and full roster so members could make changes if needed. Information used to keep the roster current which is important to all.

HA Award: unclaimed.

Disbursements: Carl won the members draw. Door prize tickets drawn & prizes claimed. 50/50 won by Tom Shores.

- Speed and Custom Show: Carl- the 5 names drawn from the hat for entry are Tim Franz, Ray and Nadine Smith, Kim Frank, Jack and Toni Bean, Bill and Diane Stocks.

Carl asked everyone to stand in a moment of silence for Glen Little. Glen was a very beloved member of this club for 16 years. Thank you, God Bless you.

Meeting adjourned.

Thanks to those who attended. Next meeting March 06, 2018.

Recorded and submitted by Francine Dober Secretary

*There is no man living who isn't capable of doing more
than he thinks he can do.*

Henry Ford

BINGO AND AUCTION NIGHT

SATURDAY, MARCH 31, 2018

5:00 – 9:00 PM

DARCY'S RESTAURANT

Arrival time is 5:00 pm with SOCIAL MINGLING (no host bar) until 6:00 pm.

DINNER: 6:00 – 7:00 pm

Lasagna or Chicken Fettuccine

Green Salad

Garlic Bread

Dessert

Coffee, Tea & Punch

COST: \$16.00 (includes tax & gratuity) per person. Please have exact amount. Cash/Check Only!

BINGO: 7:00 – 8:30 pm

The club is renting Bingo cards and a Bingo cage for the evening.

One Bingo card is included with dinner. Additional Bingo cards may be purchased for \$1 each. Prizes will be awarded.

SILENT AUCTION: 5:00 - 8:45 pm

Silent Auction items should be GOOD QUALITY; new or gently used. A minimum of at least one auction item per couple is encouraged to make our evening a success. Items need to be paid for at time of pick up. Monies from the Silent Auction will go towards end of the year charitable organizations.

DRESS ATTIRE: Casual

SIGN UP OR CANCEL DEADLINE: FRIDAY, MARCH 23, 2018.

Denny & Sharon Jones – 325-3844 - e-mail daskjones@msn.com

A Friendly Reminder – It's Dues Time for 2018

If you haven't already done so, it's that time of year to renew your dues.

Some may ask "What do my dues do for me as a member?" Here's a list of just a few of the key benefits: Monthly delivery of the IEMC Newsletter, an invite via alerts to all club activities, fun cruises and other cool events to share with fellow members, a club subsidized annual picnic, \$9-10 off per person on a great buffet at the Christmas party, etc. Heck, for two people that makes the actual "out of pocket" cost about \$2 per year.

You are an important member of the IEMC family. You may simply pay the \$25 annual dues at a monthly club meeting or mail a check to: IEMC / Treasurer, P.O. Box 13591, Spokane Valley, WA 99213-3591.

Hope to see you out there!

Who Am I?

Here's one of our very own club members at a very early age. Can you guess who it is? Here's a hint: He started life on a rock solid footing and now has concrete ties to his work and this club.

Send your guess to: kfrank@valley4th.com and if you're the first correct guesser you'll win a prize at the next monthly meeting.



The Horsepower Quest

Part 2

By Rocky Gibbs

The Dodge/Plymouth 426 hemi was introduced in 1964 solely to win NASCAR. The aerodynamic winged 1969-70 Dodge Daytona and 1970 Plymouth Roadrunner "Superbird" were built solely to win NASCAR. Ford/Mercury and GM fielded special models for NASCAR in the 60's as well.

The demise of the muscle cars, prompted by new environmental laws, fuel economy rules, and insurance cost in the 70's led to a horsepower "vacuum" in the latter 70's, and the 80's, and 90's, with very few exceptions. By the latter 90's, technology had evolved to provide the fuel injection systems, ignition systems, overhead cams and variable valve timing that provided greater horsepower, emissions compliance, and increased fuel economy, all to a degree not imaginable in the classic muscle car era. However, the single most important development is the modern ECM or PCM (depending on the manufacturer), is the computer that monitors and controls everything related to the engine and transmission.

Consider an example; the carbureted 1968 428 Cobra Jet vs today's fuel injected 5.0. The 428 was rated at 335 brake horsepower (conservatively). In SAE horsepower that was likely 25% less. Today's 5.0 is a 302 and is rated (for 2018), at 465 horsepower. The 428 got dismal fuel mileage, and was cranky on the street. Today's 5.0 rates in the mid-20's for fuel mileage, is emissions compliant, and is very street able, yet provides huge power. The future is indicated by Ford's "ECO" technology, which is really the turbocharging of smaller engines such as V-6's and now even in-line 4-cylinders as in the Mustang since 2015. Modern technology now provides adequate to super horsepower from small displacement engines. The V-8's of our lifetimes are facing extinction.

Another critical factor of modern technology is the lubricants and new metallurgy. Modern chemical based lubricants provide greater lubrication, increased heat resistance, and longer lubricant life. Metallurgy provides examples such as Ford's process of adding a special sprayed metal coating to the cylinder walls that reduces wear, while allowing tighter piston ring tolerances and smaller and fewer piston rings which reduce cylinder friction.

The PCM's along, with ever improving fuel injection and ignition, provide modern power that was unimaginable decades ago, and is fuel efficient, has low emissions, and great drivability. For many Mustang owners, nothing more is needed. Keeping it stock doesn't violate warranties, nor run afoul of emissions compliance, nor degrade street ability, and is repairable at your local Ford dealer. For some though, the desire for more power is still there and next we'll explore methods to gain power.

Adding Horsepower

Some old and new methods exist to add power. Your choice is likely driven by your power gain goal, car purpose, and the cost of the modifications.

For the older pushrod carbureted engines, proven changes such as cam swaps, headers, larger carbs, can add power increases. Easily installed fuel injection is now available for these engines which will eliminate the chronic carburetor issues, fuel economy and street ability. New ignition systems eliminate the old wear prone points, providing increased spark energy and reliability.

More extensive changes may involve changing or shaving heads, changing crankshafts or boring cylinders to increase displacement, polishing and porting the heads, and other mechanical mods. Even valve springs can be "tuned" for better performance.

For the newer OHC engines all those same technologies are available as well. However, the most increase comes from adding boost. Boost has been applied to cars for decades, mostly in the form of supercharging. We've all seen hot rods and classic muscle cars with the big blowers sitting atop the engine, usually with dual 4-bbl carbs on top. A few auto manufacturers experimented with supercharging in the 50's and 60's, and some even the 30's, but they were complicated systems and weren't well accepted. Modern boost systems are different because of computer control of all the engines systems controls and sensors.

In this feature I'm going to focus on the street able power adders, those being super, and turbo chargers. Another technology is Nitrous Oxide (NOS). Its only use really is for racing, and mostly drag racing. The NOS control systems are complex and the PCM tune is critical for engine survivability. It's a method to provide a significant power boost for a few seconds only. Not good for street driving.

Super and turbo chargers have been used in the aircraft and diesel

diesel engines dating back to at least the 1930's. Many WWII aircraft were supercharged. They provided more power and higher flying altitudes. The modern diesel locomotive began in the 1930's and different manufacturers used either super or turbo chargers. Today's diesel locomotives use turbochargers only. Most of the diesel semi-trucks today are turbocharged.

How do these devices provide added power? You should understand that an internal combustion engine is basically an air pump. It takes in air, adds fuel, compresses the charge, fires and expels exhaust. Bigger displacement engines move more air resulting in more power. The air taken in is dependent on atmospheric pressure which can provide only so much engine air. Boost devices add increased air (boost) in addition to what atmospheric pressure can provide. Add increased fuel to the increased air, fire it and you get more power. It's that simple in concept.

The difference between super and turbo chargers is their drive system only. They both add air to the engine. Superchargers are directly engine driven, usually by a belt. Turbo chargers are installed in the exhaust system so that the exhaust flowing from the engine turns an impeller driving the air impeller on the other half of the turbo head. Both systems do take engine power to drive them. Historically, the supers use more engine power than the turbos, but with the modern devices, that is not a given anymore. There are pros and cons to both systems.

Turbo supporters historically felt them superior because of less engine power needed. Their downside was the time required to "spool up." Imagine an engine at idle or low RPM, and you mash the pedal to wide open throttle (WOT). At that instant the exhaust flow is low and the turbo is spinning more slowly. As RPM increases the exhaust flow increases spinning the turbo faster enabling more boost. This time delay is called "turbo lag." Modern turbo systems utilize new technology to reduce the "lag" and today's systems can spool up very quickly. Turbo control systems are more complex than super systems as they have to manage both exhaust and air flow. There is also added heat in the engine compartment due to the additional exhaust piping required for the turbo. These issues can be dealt with but they consume additional engine compartment space and add complexity. Turbo system certainly can be street able as Ford's ECO systems show, but I'd suggest serious consideration before adding turbos to your street car. Turbo systems tend to be a more expensive as well due to additional components and their complexity.

Critical to performance with any boost are four main factors. Fuel quality, fuel octane, added intake heat, and ignition timing. Fuel quality means no water or contaminants. Octane must be the minimum the car is tuned for. In a proper tune ignition timing will be retarded by the PCM at higher RPM's if it senses improper fuel parameters or increasing intake temperatures. Any, or a mix of those values being incorrect and not PCM compensated for, will lead to cylinder detonation which damages or destroys engines. Supers and turbos contribute greatly to higher intake temperatures as part of boosting. Physics dictates that compressing air causes it to heat. That's why intercoolers are required to cool down the intake air before entering the cylinders. Superchargers come in two varieties, positive displacement (PD) and centrifugal (centri). For example, the units on the Gen V GT500's are PD's. Most PD supers use air to water intercoolers. Most Centri's use air to air intercoolers. Many drag racing cars with PD's even use ice to cool the intake between runs.

PD's have been the more common, but centris are gaining in use. The two types differ in how they make boost. The PD uses twin rotating interlocking impellers that accelerate the air between them and the housing. The centri take in air and compress it. Gearing between the drive pulley and the impeller increases the centri impeller speeds to over 60,000 RPM. While there is some boost at low RPM's, centris build boost as RPM's increase.

Disclosure: I like centris for the street. The PD's significant disadvantage is how much it heats the intake air, and absorbs heat soak from the engine. Testing has indicated the added intake air heat can be as much as 170 deg F if before intercooling. This is why drag racers like cool down time between runs. As the intake air temperature increases, performance goes down as the PCM dials settings back for engine safety. Auto manufacturers like them because they are less expensive for them to buy and many people think they look "cool" in the engine valley between the heads because they replace the intake plenum. They are not necessarily less expensive in the aftermarket. Its main advantage vs centri's is that instant torque is available at lower RPM.s. That's well suited for drag racing but perhaps not so much for street driving. I've talked to owners of such cars and they state they have to be very careful starting aggressively on street tires to prevent wheel spin. No matter what the car, the driver always has to know the car and its characteristics.

(Cont. next issue)

Fellow members - Please consider serving on a committee to help our club “get the job done”. You don’t need a special skill set, just a desire to help. It’s a great opportunity to meet and interact with fellow members in a fun way.

Just ask any Officer how to get involved.

Inland Empire Mustang Club Committee Descriptions

Activities Committee (4-10+ members)

This committee is comprised of members who have volunteered to help establish and promote activities for the club. At the beginning of the year the committee meets to help set the club calendar for the coming year. Additional meetings are held during the year as required (normally 2-3 meetings per year).

The Committee Chairperson helps coordinate the planning and release of information about events. This to help ensure activities are included in the Club Calendar, Newsletter, and that Activity Alerts are sent to members promptly.

The committee seeks input from club members as to activities of interest and includes those in their planning.

Auction Committee (1-2 members)

Assisting in collector car auctions is one of the largest fundraisers for the club (typically about \$2K per year).

The committee coordinates club support (typically 15 – 25 members) for the three auctions held per year. During each auction they serve as the focal point for the club to ensure members are knowledgeable as to what to do and also serve as the focal point for contact/coordination with Silver Auctions.

Health & Welfare Committee (2-3 members)

This committee is the focal point for reaching out to members in need and to the community. They should be notified and in turn release information to the club (in accordance with the member’s wishes) concerning serious medical issues, deaths and other needs as appropriate.

Additionally, this committee is the focal point to recommend club donations to charities at the end of the year. The committee accepts member input and then recommends to the IEMC Board charities and the amount for each. Once the Board concurs the donations are presented to the club for final approval.

Membership Committee (1-2 members)

This committee greets visitors to our meetings and introduces them to the membership. The purpose is to help visitors feel welcome and offer them an opportunity to get to know others and subsequently join the club. The committee attempts to find a common interest with others in the club and possibly have them sit together. This provides visitors with an opportunity to get to know other members, making them feel more welcome.

Another aspect of the Membership Committee is to do the Member Draw at monthly meetings. The purpose of the draw is to encourage members to wear their name badges. To be eligible for the draw members need to sign the numbered attendance sheet. At the end of the meeting the committee draws a number and that person or couple will be awarded \$10.00, provided they are wearing their name badges.

Motorsports Committee (3 or more members)

This committee provides a channel for club members to interact and participate with fellow members in safe, sanctioned events related to performance driving. The types of activities include Road Racing, Drag Racing and Autocross events. Realizing that some will never get a chance to participate directly, the committee works to provide a channel for members to experience the activity thru rides or just being there to share in the vehicle preparation between sessions. Additionally, any members that choose to just relax, visit and have fun are welcome and encouraged to attend.

CLASSIFIED ADS

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

Bead Blasting Service: Items up to approximately wheel size. Use soft copper slag. Will pick and deliver with small fuel charge. Contact Mike Taylor, 509-892-1187(h), 509-993-7588(c), mikiet71@quest.net

Ron West
Independent Insurance Producer
Serving the Medicare Market
Supplements, RX & Advantage Plans
2510 N. Pines Rd. Ste 205
Spokane Valley, WA 99206

(509) 994-1683
rdwest1969@hotmail.com
Member of Associated Agents Group



18502 E. Sprague
Greenacres, Washington 99016
509-924-9824 • Fax: 509-892-0100

State Farm®
Providing Insurance and Financial Services
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

IEMC Officers:

President: Carl Sontowski (509)768-0731 carls69olds1@gamil.com
Vice Pres.: Barry Barton (509)468-8730 barryjbarton@comcast.net
Treasurer: Jerry Dobson (509)924-4278 dobberjd@comcast.net
Secretary: Francine Dober (509)220-5239 francinedober@gmail.com

Newsletter:

Kim Frank (509)954-4398 kfrank@valley4th.com

Auction:

Carl Sontowski (509)768-0731 carls69olds@q.com

Motorsports:

Barry Barton (509)468-8730 barryjbarton@comcast.net
Gary Gunning (509)922-2596 grgnng@comcast.net
Kim Frank (509)926-7364 kfrank@valley4th.com

Historian & Facebook:

Michelle Huck (509)928-9554 iemcevents@outlook.com

Website:

Barry Barton (509)468-8730 barryjbarton@comcast.net

Activities Committee:

Ron and Diane West (509)467-0205 Krazydog69@msn.com
Craig & Christine Binkley (509)464-2000 craigbinkley@gmail.com
Tom and Catherine Eickmeyer (509)467-0825 tomandcatherine@aol.com
Greg and Shannon Goeden (509)921-6412 greggo@feltsfield.com
Denny and Sharon Jones (509)325-3844 daskjones@msn.com
Tom and Marcia Morris (509)924-5544 tzmorriss@comcast.net
Chuck & Mary Oliver (509)464-3144 chuckoliverjr@comcast.net
Ken & Vicki West (509)328-8376 packy1945@gmail.com
Ray & Nadine Smith (509)999-6617 nadineandray@comcast.net
Cliff & Sharon Marier (509)466-7864 csmarier@comcast.net

Health and Welfare:

Vicki West (509)328-8376 westwatercolor@gmail.com
Sue Manly (509)238-6332 manlydairy@hotmail.com

International Reps:

Carl Sontowski (509)768-0731 carls69olds1@gmail.com
Doug Picket (208)660-3091 doug00@msn.com

Club Apparel:



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.

