



The Legend

WEB ADDRESS:

www.MusicCityMustangClub.org

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Jim Chism 615-446-0520

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Gabe Pizzillo 615-822-4729

Jerry Sullivan 615-876-4711

Joe Spivey 615-790-7817

SHOW CHAIRMAN

Rick Bosshart 615-595-6226

Joe Spivey 615-790-7817

MEMBERSHIP CHAIRMAN

Open

ACTIVITIES COORDINATOR

Rick Bosshart 615-595-6226

NEWS EDITOR

Lou Sullivan 615-876-4711

Message from the President.

TEN, NINE, EIGHT, SEVEN, ...

The countdown is on, the show is in sight (SIX, FIVE, FOUR). The Open Track Event is coming together. Now is the time to get it in high gear and really promote the events.

We will have plenty of show flyers and open track flyers at the meeting. I urge all of you to take these to your local parts house and get them to put them on their counter and help promote the events. If you can, try and get a commitment for some kind of giveaway door prize as well.

The little things are what make the shows successful. The big things get taken care of normally, but it is all of the little details that are time consuming and sometimes get forgotten. Please help ensure the success of the shows and get the word out.

If you are going to any car shows (Pensacola, SAAC Indiana, etc.) or any swap meets, pass flyers out and spread the word. It is very important that we get the exposure. Really talk up the Open Track Event. This is a unique opportunity for local enthusiasts to get out on the new Nashville SUPERSPEEDWAY and really experience some road course action.

I am excited at the possibilities that these events offer us as a club and look forward to them actually getting under way. "LET'S GET IT ON!!!"

THREE, TWO, ONE. It will be here before you know it. Lets get ready to blast off and have a wonderful National Show and Open Track Event.

Jim



NEXT MEETING: *Thursday, March 15, 2001
at Piccadilly Cafeteria on Murfreesboro Road @ 7pm.*

EVENT

March 17, 2001

Flag City Mustang Club hosts the 5th Annual Cherry Blossom Mustang and Ford Show at Macon Central City Park.
Contact Harris Vaughn (478) 474-2718 for information

March 23-25, 2001

22nd Annual Gulf Coast National Mustang Show
Pensacola, Florida

Contact: Russ Baxter (850)457-3916 for information

March 24, 2001

Music City Mustang Club shopping, driving, eating outing.
See information below

March 31-April 1, 2001

Carolina Regional Mustang Club—Charlotte, N.C.

April 21, 2001

Suncoast Mustang Club—St. Petersburg, FL
Contact Jim or Lucy Carroll at (813)884-8736

April 29, 2001

Georgia Regional Mustang Club—Jonesboro, GA
Contact Joe Krumpelman at (770)578-1354

May 3-6, 2001

Horsin'Around in Cowtown, MCA Midwest National
Kansas City, MO

May 25-27

Music City National, 2001, A Nashville Odyssey
Cool Springs Galleria, Franklin, Tennessee

CLASSIC (P)ART-ICLES



Call Bob Powers @ 356-8044 Between 5-8pm

1967 Mustang Coupe, 289 V8, Automatic Red with Black Interior \$4000.

4-14" Steel Wheel (4 lug) with tires \$120

Call Jerry Sullivan @ 876-4711

74 through 78 Mustang Parts

88 GT Parts, Front Clip, Rear & Side Aerodynamic Tail Lights \$1000

88 GT Four Lug Wheels & Tires \$350

88 Ten Hole Four Lug Wheels \$175

65 Mustang Convertible—Poppy Red—4 Speed—New Red Ring Tires—
Style Steel Wheel. Rust Free, Approx 85,000 miles, New Top
\$16,500

Call Richard Swaffort @ 952-5281

86 Convertible 3.8 6 cal. Automatic w/Air PB, PW, PT. New exhaust,
top, brakes, and paint \$3,000

Call Joe Spivey @ (615)790-7817

1970 Mustang tilt steering and AC dash, complete

New & Used Mustang Parts

641/2-68. Remaining stock of Norton's Restorations in Hendersonville. Most items 30% to 40% off of retail. Call Joe Spivey @ (615) 790-7817.

YOU'RE DRIVING ME TO SHOP Saturday, March 24

Shopping! Driving! Eating! Can it get any better than this? Well, yes it could if you were doing them in sunny Florida at the Pensacola National show. However, since many members do not have the opportunity to attend that event, here is an alternate activity for that weekend.

All Music City Mustang Club members are invited to partake in some shopping at PopDeluxe which is a pop culture collectable store. Afterwards, we will cruise to Joelton via the Ashland City River Road where we will consume mass quantities of pizza at Sullivan's Family Restaurant. Rain or shine, this activity is scheduled for Saturday, March 24. We will meet at 10 a.m. at the Wal-Mart parking lot off of Charlotte Pike. The directions from Nashville are as follows: **I-40 WEST** to **EXIT 201** (Charlotte Pike). Turn **RIGHT**. The Wal-Mart is on the **LEFT**. If you have any questions, please contact Rick Bosshart at 615-595-6226. Be there or be square.

7th Annual Mustanger's Weekend—March 2-3

By Robert Powers

The annual get together was once again held at the Capri Motel in Pigeon Forge this year on March 2-4. I arrived on Friday morning and saw a bunch of old friends and some new ones from other Mustang clubs. Friday night was set aside to meet all of the Mustanger's at the Hospitality Facility that the motel graciously allows us to use each year.

Music City Mustang Club members in attendance for the weekend were:

Rick & Andi Bosshart
Frank & Barbara Davis
Robert & Donna Powers

The Saturday morning meeting was held about 10:30am with 60 plus members from 9 different clubs in attendance. Those clubs in alphabetical order were:

Chelsea Classic Cruisers—Michigan
Derby City Mustang Club—Kentucky
Falls City Mustang Club—Indiana
First Tennessee Regional Group—Tennessee
Foothills Mustang Club—South Carolina
Model City Mustang Club—Alabama
Music City Mustang Club—Tennessee
Northeast Georgia Mustang Club—Georgia
Tennessee Valley Mustang Club—Tennessee

Officiating over the meeting were: Mark Marcus, President (FTRG)
Jim McFarland, President (TVMC)
Robert Powers, (MCMC)

Opening the meeting, Mark Marcus had everyone introduce themselves and tell their club affiliation. Discussions were then made on upcoming shows for the different clubs this year and Mustang Club of America topics of interest being handled by the attending MCA board members. A plaque for the longest distance was then presented to Dick & Millie Gillett of Jackson, Michigan with 562 miles (this is their second annual weekend). The meeting went on with Happy Birthday wishes to Frank Burnett & Ron Kinberger of Derby City Mustang Club. After the door prizes were given out, the winner of the 65 Convertible Limited edition model (donated by Mike & Gloria Bazan of DCMC) was presented to Sharon McFarland (TVMC). Plans were then made for other activities during the weekend and the meeting was adjourned.

Later in the afternoon 12 full carloads of members drove to Richie Miller's home to see his collection of antique cars, antique toys, and other memorabilia.

The next thing on the agenda for the day was a group gathering for dinner at O'Charlie's with 52 members taking over the restaurant. Everyone then came back to the hospitality room for more comradery.

Sunday morning is set aside to say your goodbyes until next year, but because I am an early riser, everyone was still asleep when I left. I hope to see them all again at the 8th Annual and I encourage any member of our club to come next year. Once you go you will surely want to return again.



TECH TIP

FUEL FOR THOUGHT, Part 2

by Rick Bosshart (rickandi1@juno.com)

I know some of you are thinking you have seen last month's article before. You are correct; take your right hand, place it over your left shoulder, and pat gently. With the upcoming show, I do not have a lot of time to devote to Tech Tips -- hence the repeated article. Hey, if television can do it, why can't I?

Hello again and welcome to another edition of Tech Tips. Neither *The Legend* nor I will be held liable for either the use or misuse of this information. I would like to blame, um, I mean thank Steve Longacre for the fuelish title.

Last month we described how the primary purpose of gasoline is to provide a volatile substance for the internal combustion engine. We also discussed how an engine's compression ratio is determined and why there are low compression ratio engines. Finally, we explained the process of detonation which is also known as preignition or spark knock. This month we will talk about what the octane rating means and decipher the hieroglyphic, $(R + M) / 2$, found on a gas pump. Did all of you pick up your secret decoder ring at the last meeting? If not, here is the code: a=a, b=b, c=c and so on.

In the middle Tennessee area, one normally sees regular gasoline at 87 octane, midgrade at 89 octane, and premium at 93 octane. These octane (antiknock) ratings are derived from the $(R + M) / 2$ method. Just what the heck is the $(R + M) / 2$ method?

According to Dee Rylee Oil Company at web site <http://www.deerylee.com/faq.htm>, "The Antiknock Index, commonly referred to as 'Octane', is a measure of a gasoline's ability to resist preignition, or engine knock. The Antiknock Index posted at the retail pump, such as 87 Octane, is the result of a formula which most closely depicts the average resistivity of the gasoline to engine knock. This average is displayed on the gasoline pump with a sticker showing ' $(R + M) / 2$ Method'. The Research Octane Number, or 'R' in the equation, is a measure of the gasoline's ability to resist knock at low speed under relatively mild operating conditions, such as city type driving. The Motor Octane Number, or 'M' in the equation, is a measure of the gasoline's ability to resist knock at high speeds and under severe operating conditions, such as towing a boat or climbing steep hills. The average of these two numbers defines how well the gasoline will resist engine knock under most conditions."

So what do these octane numbers mean to you? Higher octane numbers indicate less susceptibility to spark knock. Furthermore, in the late 1960's when the classic mustangs were ruling the road, the gasoline octane rating was derived only by the Research Method, not the $(R + M) / 2$ Method. According to the 1967 Mustang Owner's Manual, our engine's gasoline requirement is 99.8 octane by the Research Method! What does that requirement mean in today's gasoline? It means almost all engines from the classic mustang era will require premium gasoline to prevent spark knock. However, one should use the lowest grade of gasoline that prevents spark knock. If your engine is tuned correctly and 89 or 87 octane gasoline does not cause detonation, use that grade of gasoline and save yourself some money. Spark knock can also be caused by improper ignition timing.

This octane requirement is also true for today's newer cars. **HOWEVER**, never use gasoline with an octane rating lower than what is required and stated in the owner's manual; doing so can cause permanent engine damage.

Knock, Knock. Who's there? Oh, never mind.

DOOR PRIZES NEEDED

by Rick Bosshart
(rickandi1@juno.com)

Hello my little Door Prize Solicitors. The clock is ticking away; we only have 2 1/2 months until we will be hosting our show. As many of you are aware, one of my show responsibilities is the coordination of collecting door prizes to give away at the show. While I have approached many of the businesses in the Franklin area, I would greatly appreciate any help you can provide in soliciting door prizes from your area. If each family membership acquired just one or two door prizes, it would help ensure the show's success. To prevent duplicated efforts, below is a list of businesses I have contacted for donations. Most of the businesses are in the Franklin area. As you contact businesses and collect prizes, please let me know so I can update this list. Thanks for all of your help.

5 & Diner

Amerigo
AMK Products
Auto Value (Franklin)
Autozone (Franklin)
Baker's Auto Machine & Supply
Banana Boat (Playtex)
Barnes & Noble
Beethoven's Grille
Big Lots
California Mustang
Carlyle & Company
Carmike Cinemas
Chili's Grill & Bar
CJ Pony Parts, Inc.

Classic Auto Air
Clorox (Armor All)
Coachworks Collectibles
Coker Tire
CompUSA
Cool Springs Galleria
Copeland's
Costco
Cracker Barrel
Dallas Mustang
Dillards
Eagle One
Eastwood Company
Franklin National Bank
Gojo Industries, Inc.
Grooms Engines
Holley
Home Depot (Franklin)
J. Alexander's
JCPenney
Jiffy Lube (Lucor, Inc.)
Joe's Crab Shack
Jonathan's Grille
K.A.R. Auto Group
Kay Jewelers
Kirkland's
Kmart (Franklin)
Kroger (Franklin)
Larry's Thunderbird & Mustang
Lifter1
L & R Mustang
Logan's Roadhouse
Lowe's (Franklin)
Luby's Cafeteria
Mac's Antique Auto Parts
Macaroni Grill
Meguiar's
Merchant's
Ming's Chinese Food
Mustang Plus
Mustangs Unlimited
Napa (Franklin)
Nashville Conv. & Visitors
Bureau

National Parts Depot
Old Navy
Outback Steakhouse
Parisian
Pasta House
Pennzoil
Piccadilly Cafeteria
Primus
PST
Rafferty's
Recreation World
Red Lobster
Rio Bravo
Royal Dutch Collectables
Ruby Tuesday, Inc.
S & S Auto Parts
Sam's Club (Franklin)
SEMO Mustang
Solar Cosmetics Labs, Inc.
Sportman's Lodge
Sports Authority
Summit
SunCom
T.G.I. Friday's
Target (Franklin)
The Eastwood Company
The Ford Collection
The Paddock
Tony D. Branda
Tony Roma's
TiP Tools
Tractor Supply Company
Trees n Trends
Turtle Wax
Two Rivers Ford
Valvoline
Virginia Classic Mustang
Walmart (Franklin)
Wm. Co. Conv. & Visitor Bureau
WD-40 Company
Zales
Zymol

CAR SHOW FORM FOR MCMC NEWSLETTER

Submitted by Pete Kokemueller

I wish that I could attend every car show and car related function that I hear about, but much to my dismay, I can't seem to make them all. Many of you attend car shows and events with a friend, and you probably have a good time kicking tires or marveling at the quality of someone's restoration, but that's pretty much as far as it goes. You don't have the opportunity to relate your experience to too many people, you certainly don't write it down, so none of the rest of us gets to benefit from your experience or talk about it at a later date. Wouldn't it be great if everyone in the club contributed *SOMETHING* to the newsletter?? (I certainly know that it would make Lou's life easier!)

Below is a sample "record" that you can use to make a few notes about an event you attended, be it a car show or swap meet. Maybe you were lucky enough to find that oh so rare part you've been trying to find for years. We'd like to know! Please consider doing this once in awhile and send the completed form to Rick, or Lou or myself so that we can include it in the newsletter.

Date: _____ Event name _____

Location: _____

What impressed me most: _____

Persons I went with: _____

What I'd like MCMC members to know about this event:

Did you win something? If so, what? _____

So come on, we want this newsletter to reflect what our members are doing. Its **YOUR** newsletter, so help make it great!

'66 Fastback Suspension Rebuild, part 2

by PETE KOKEMUELLER

Well, as with most things involving my Mustang, *it always seems to take longer than planned!* Sound familiar?

The project that was supposed to get done over Thanksgiving, had to get pushed off until Christmas. Needless to say, we all got busy, and that plan didn't quite work out either, although I did get a few days to get started on the dis-assembly stage in December.

The good news is, its finally done, and I am very happy to report that it turned out better than I ever imagined! Point of reference for those of you that don't know me – I could care less about originality, my goal is to make it *better* than FORD made it. My motto, "FORD didn't always have a better idea". That having been said, I'm not quite to the restomod stage either, I do still want it to look as original as possible, but have the benefit of a few "enhancements" along the way. Here's what I did and why.

Back in September I wrote that I was tired of my '66 Mustang's "boaty" suspension. If you've ever driven a stock early Mustang, you know what I'm talking about. It takes to a tight turn about as well as the QE II. Of course, it didn't help that my thirty some odd year old springs were sagged and just about worn out, but face it, they weren't the best design to begin with.

I contacted Ron Bramlett of Mustangs Plus, and he gave me an education on suspension components and how they work together. After telling him what I was after (better handing, without too harsh a ride) he set me up with what I have come to believe is the perfect combination. I purchased one of their Magna suspension packages, specifically the 4 ½ leaf rear springs with mid-eye mount (lowers the rear 1 inch) the 620 front coils, also lowered 1 full inch, a ¾ inch rear anti-sway bar kit and their Magna gas shocks. Also included in this kit was a beefier front anti-sway bar and a complete set of their polygraphite bushings and coil spring insulators. (This is intended to be an advertisement for Mustangs Plus, but these folks were really helpful and they surly did know their stuff!)

Along with the aforementioned suspension components, I added new upper and lower control arms, new spring perches, new tie rods, new idler arm, and polygraphite strut rod bushings, all purchased from Canadian Mustang. I also used a combination of several articles published in Mustang Monthly to guide me, step-by-step, through the entire process.

The resulting ride is not at all harsh, but it is stiffer than a stock Mustang. The car hugs the corners better than I ever thought possible, but the ride through town is as smooth as can be. I could not be happier with the end result. The coil and leaf springs provided just the right amount of drop to keep the car in its low profile stance that I like, the cornering is greatly improved, and all those annoying squeaks are gone! The Magna gas shocks do a perfect job of smoothing out the bumps.

I wonder what rack and pinion steering would be like? Hmmm?

Redneck Family Tree

Many, many years ago, when I was twenty three, I got married to a widow who was pretty as could be. This widow had a grown-up daughter who had hair of red, My father fell in love with her, And soon the two were wed.

This made my dad my son-in-law and changed my very life, My daughter was my mother, for she was my father's wife. To complicate the matters worse, although it brought me joy, I soon became the father of a bouncing baby boy.

My little baby then became a brother-in-law to dad, And so became my uncle, though it made me very sad. For if he was my uncle, then that also made him brother, To the widow's grown-up daughter who, of course, was my stepmother.

Father's wife then had a son, who kept them on the run, And he became my grandson, for he was my daughter's son. My wife is now my mother's mother and it makes me blue, Because, although she is my wife, she's my grandmother too.

If my wife is my grandmother, then I am her grandchild, And every time I think of it, it simply drives me wild. For now I have become the strangest case you ever saw, As the husband of my grandmother, I am my own grandpa!



Meguiars' Plant Tour

By PETE KOKEMUELLER

Can anyone tell me where Meguiars' car waxes and polishes are produced? If you answered anywhere but Nashville, Tennessee you'd be wrong! Although every single bottle, of every Meguiars product carries the name of a city in California, that location is just the sales office. The one and only production facility for all of Meguiars' car care products is located just south of the airport in Nashville.

I had the opportunity to tour the plant with a group from the AACA this past summer, and if everything works out as planned, we will be setting up a tour for the members of the MCMC very shortly. The "price of admission", according to Mike Meguiar, grandson of the founder, is that everyone has to bring their car so the employees can go out to the lot and have a look.

We first walked through the warehouse, where we saw bales and bales of carnauba wax. Carnauba in its raw form is a yellowish, flaky substance that is bundled into bags the size of hay bales. It comes mostly from South America. Although the formulas themselves are closely guarded, we were told that there is no silicon used in any of Meguiars' products.

When we walked into the mix room, all activity stopped. It seems that the Meguiars' folks guard their mixing process as much as they guard their formulas. We were told that even if we could figure out what all the ingredients were, you would have to have the exact process in order to combined them into a stable mixture.

As I said, all of the Meguiars' line of products is made at this location. The day we were there, we saw them bottling "Final Inspection", a product I use regularly. They were also bottling Meguiars' liquid wax #26, an almost pure carnauba formula.

Hopefully we will be able to get a group of at least 15 or 20 folks together to participate in a tour. Since this is a production location, the tour will of necessity have to be during the normal work week, probably sometime in the late afternoon. If you think you might be interested, please let me know and I can get the ball rolling.

**MUSIC CITY MUSTANG
WELCOMES
OUR NEW MEMBERS
COURTESY OF TWO RIVERS
FORD**

**Lynne Sutton Smith
Nashville, TN**

**Mike & Jennifer Snellgrove
Nashville, TN**

**Carlos Perez
Nashville, TN**

**Paul & John Skeen
Lebanon, TN**

**THE FEED
BAG...**



Dessert

CHESS CAKE

- 1 Box Yellow Cake Mix
- 1 Egg
- 1 Stick Melted Margarine

Mix the above together. Press into 13 X 9 greased pan.

- 1—8 Oz. Package Cream Cheese Softened
- 2 Eggs
- 1 Box Confectioners Sugar

Mix above together. Then spread over mixture in pan.

Bake 40 Minutes at 325 Degrees.

TREASURERS REPORT

Balance, December 4, 2001		\$3,328.64
Receipts - Dues	\$ 240.00	
Accessory sales	91.00	
Show Regis.	1010.00	
Track Event	1625.00	
50/50	19.50	
	-----	\$2,985.50
Disbursements -		
Jan & Feb Newsletter	68.00	
P.O. Box Renewal	50.00	
Misc. Show Expenses	32.00	
Bank Charges	1.00	
	-----	(151.00)
Balance, March 5, 2001		\$6,163.14

Charity Nominations

.... The Charity Committee, consisting of Margy Spivey, Lou Sullivan, and Rick Bosshart, is taking suggestions for which charities the club will be supporting. The committee will compile a list of suggested charities, research them, select three or four, and present them to the board and officers for approval at the Monday, April 2 board meeting. If you would like to propose a charity, please contact any Charity Committee member with your suggestion by March 23. The current nominations are: American Red Cross, Baptist Children's Home, Campus for Human Development, Children's Miracle Network, Donelson Station Senior Center, Gilda's Club, Habilitation and Training Services of Robertson County, Nashville Church, Salvation Army, Second Harvest Food Bank, Senior Citizens, Inc., Toys-for-Tots, and YWCA.

Baby Shower for April Parsons

Date: March 17, 2001

Time: 11:00 AM

Place: Santa Fe's (4285 Sidco Dr)

Registered: Target and J.C. Penney's