

Music City Mustang Club, Inc.
Wes Duenkel, Newsletter Editor
702 Crief Drive
Goodlettsville, TN 37072

OCTOBER 2003

The Legend

www.MusicCityMustangClub.org



NEXT CLUB MEETING

Thurs., October 16, 7pm

NEXT BOARD MEETING

Oct. 18th @ 2 Rivers Ford

Club meetings are held at the Piccadilly Cafeteria (615-367-4640),
874 Murfreesboro Road, Nashville, on the third Thursday of the month (except December).

PRESIDENT'S MESSAGE

Our second Two Rivers Ford Show-N-Shine will take place this coming Saturday the 18th of October. Once again, Two Rivers is pulling out the cooker and grilling up the hot dogs and burgers for the Music City Mustang Club. I sincerely hope that all of you will try and make it and show our appreciation to John Barker for their continued support of our club. The activities will start around 9:00 am and run until 3:00 pm. See you there.

On a related note, we will be hosting a dyno day at the Delk Performance Garage on October 25th. I have the sign up list from the last meeting and will be contacting you to make the arrangements. This will be a fun day with lots of excitement and disappointments when the true dyno numbers hit home. It can be a very humbling experience. We will get started at 8:00 am and will have use of the dyno until 5:00 pm. The Delk's have been more than gracious for extending their Saturday hours

just for us. Please be at the meeting this week for all of the details.

We will hold a brief MCMC board meeting at the Two Rivers Show-N-Shine on the 18th. Nothing earth shattering, but a few things that we need to go over as the year winds down. Time will be announced at this week's meeting.

Once again, I want to remind all of you to get with Joe Spivey at this weeks meeting if you are interested in helping to lead this club into the future. The Board Elections and Officer Elections will take place at the November meeting, but Joe needs to put together a slate of candidates ahead of time.

I guess that is about it for now. See you this Thursday.

—Jim

The Legend

www.MusicCityMustangClub.org



The Newsletter of the Music City Mustang Club

The Legend is published monthly by the Music City Mustang Club, Inc. (MCMC), Nashville, Tennessee. MCMC was organized in 1980 by, and for, the owners and lovers of Ford Mustang automobiles. All Mustang owners and enthusiasts are welcome to join. MCMC is a sanctioned regional group of the

MUSTANG CLUB OF AMERICA.



The NEWS



UPCOMING ELECTIONS

It's that time of year again, and we need everyone's help. If you want to contribute to the function of our club by running for one of the offices listed to the left, now's the time to speak up! Please call Joe Spivey at 615-790-7817 before November 10th, 2003.

IT'S A BOY!

Be sure to congratulate April and Rob Parsons on the new addition to their family (and this one doesn't park in the garage)!

Ian Nikolas was born October 3rd weighing in at a healthy 8 pounds 7 ounces and 21 inches long!

Congratulations!





OFFICERS

PRESIDENT
Jim Chism..... 615-446-0520
TradWnd@aol.com

VICE PRESIDENT
Scott Lickteig 615-867-1058
frosty347@earthlink.net

SECRETARY
Nish Peters 615-867-1426

TREASURER
Barbara Davis 615-227-5671
rfdcobra@bellsouth.net

BOARD OF DIRECTORS

Frank Davis.....615-227-5671
Becky Golliver.....270-781-1888
Mike Golliver.....270-781-1888
Danny Meadors.....615-907-9072
Ken Peters.....615-867-1426

ACCESSORY SALES
Rick DeBusk615-356-3841

ACTIVITY COORDINATORS
Barbara Davis615-227-5671
Margy Spivey615-790-7817

HISTORIAN
Jason Boshers931-379-0426
jboshers@charter.net

MEMBERSHIP CHAIRPERSON
Frank Davis.....615-227-5671

NATIONAL DIRECTOR
Scott Lickteig615-867-1058

NEWSLETTER EDITOR
Wes Duenkel615-851-0706
wes@duenkel.com

SHOW CHAIRPERSON
OPEN

WEBMASTER
Tracy Reynolds615-251-8020



Upcoming Events

**Natchez Trace
Cruise 'n Picnic**
October 19th

Fall colors reflecting off shiny cars will be the name of the game this upcoming Sunday as the MCMC winds through the 'Trace. All participants are to meet at the Loveless Café off of Highway 100 at 1:00 pm on Sunday, October 19th.

This is an "informal" club event, so bring lunch and drinks for your family and a dessert to share.

Planning on joining us? Then call Sally Longacre at 615-834-9246 to make sure we don't leave you behind!



NATIONAL EVENTS

September 27
Motorized Mayhem
Show and Swap Meet
Tennessee Expo Center
10 am to 5 pm
Contact: Scooter, 615-896-2708

April 15-18, 2004
Mustang 40th Anniversary
Celebration
Nashville, TN

LOCAL AND REGIONAL EVENTS

October 19
Cruise/Picnic on Natchez Trace
Meet at Loveless Café on
Hwy 100 at 1:00 pm
Bring lunch for your family, and a
dessert to share!
Call Sally Longacre at
615-834-9246

CRUISE-INS

Bellevue Mall Cruise-In
Saturday Nights, 5-9 pm
March 29th to October 11th, 2003
I-40, Exit 196 (Highway 70 South)

Contact Tom or Tim at
615-646-0848 or
bellevuecruisers@hotmail.com

**"Backyard Burger"
Cruise-In**
Saturday Nights, 5-9 pm
I-65, Hwy 96 west, turn south to
Publix/Atlanta Bread Co. parking lot



immaculate interior, 3rd owner, female driven, 95,000 miles, excellent condition, never wrecked or smoked in, Flowmaster exhaust, stock motor, tinted windows, garage kept. Asking \$10,000.
Call Danny 706-764-1540 (Aug)

2000 Roush Mustang \$10,000
Roush Stage 2 Mustang GT; Warranty, Excellent exterior and interior as well as 4 excellent Z rated tires, red/black top and charcoal interior, 5 speed, always garaged, 28,000 miles, adult owned and pampered, \$43,000 + tax new, all Stage 2 options, VIN # 1FAPP45X3YF, NON SMOKER driver.
Contact Rick at 800 533 5969 after 11 am; Wk; 678 467 7224 Cell; 678 455 6026 Home. (Sep)

2000 Mustang \$7,800
Red, auto, power windows & seats, 1 owner, lady driver, non-smoker, 87k miles, great condition, Call Cathy at (615)453-6188 (Oct)

PARTS FOR SALE

71-73 f'back doors w/glass, extra good \$300 pair
67-68 f'back door glass "tinted" \$200 pair
4-V intake for 2.3L Ford \$175
87-93 LX taillights \$40 each
83-93 truck decks \$100 each
83-93 doors \$100 and up
83-93 hatch \$90 and up
83-93 electric window motors \$30 each
Call Jerry or Rita Shaw at 931-845-4088 (Aug)

1968 289 block (crank/pistons installed), with '68 289 heads, no cam, lifters. 1986 5.0 (roller motor), upper/lower intake, bare. 1986 5.0 truck upper/lower intake with throttle body and injectors. '86 truck 5.0 oil pan. Moving soon, make offer (Sep)
Call Rob Royster at 615-285-0119.

1966 Mustang Coupe parts car: 6-cyl auto, drivetrain complete; running when parked; pony interior option; good glass and other parts: \$600
1970 NOS driver's side coupe quarter panel: \$250
1971-73 NOS gas cap; in Ford box; perfect: \$75

1965-66 NOS taillight bezel: \$100 pair
Call Sam Hunt at 615-269-4868

PARTS WANTED

Driveshaft, tranny yoke, tranny dipstick tube and dipstick for a C4 w/V8 and a strut rod for a 66 Mustang Coupe.
Call George at 615-907-1171 (Jul)

1966 Coupe for her first car. 1966 200 ci 6 cylinder motor and C-4 transmission for a 1966 Coupe.
Call Dale at: home 373-9734 or work 251-8411 (Jul)



**HAVE SOMETHING TO SELL?
LOOKING FOR A SPECIAL PART?**

If you have a car or parts to sell, or need some special parts to finish your project, contact the Newsletter Editor, Wes Duenkel at wes@duenkel.com



CARS FOR SALE

1966 Mustang Coupe **\$5,000**

new tires, rims, upholstery, carpet, dash board cover, instrument panel, starter, heater core, and newly built carburetor; runs good; car in Henning, TN. Call Paula Hickman 731-693-4535 (Aug)

1966 Mustang Convertible **\$4,000**

White, tan top; blown engine; new tires; sharp wheels; body in excellent condition. Nothing wrong except engine. Contact Connie Campbell campbell@auburnleather.com (Aug)

1966 Mustang Convertible **\$OFFER**

6-cyl 4-speed; good shape
Call Joe Spivey at 615-790-7817 (Oct)

1966 Mustang **\$6,500**

automatic; maroon with white interior. Excellent condition; (possible show car?) owned for 18 years; daily driven for last 5
Call Gavin at 731-422-3609 (Oct)

1967 Mustang Coupe **\$CALL**

289 2V, automatic; light blue exterior with blue interior (original colors); factory A/C, PS, PB, console, vinyl roof; complete restoration with new paint, interior, suspension, engine, trans, chrome, tires, etc; totally new with approximately 5,000 miles since completion; car was completed and sitting in a garage in Huntsville Alabama; everything works, cold A/C, etc;
Contact: Steve Denney, 256-882-7788 ext 316 (days), 256-508-1697 cell, 256-536-1922 evenings (Oct)

1968 Mustang GT Fastback **\$6,000 OBO**

Gulfstream aqua with a deluxe interior; 302; four speed transmission; could easily be converted into a daily driver or would be a good candidate for a ground-up restoration. Price range is approximately 6k. Located in Raleigh, North Carolina. Call William at 919-786-7449. (Jan)

1968 Mustang GT Fastback **\$10,000**

4-Speed, power steering, deluxe interior, upper console, build sheet and buck tag on car. Factory 4-barrel heads,

factory dual exhaust, factory tint on windows, turn signals in the hood. Full instrumentation including: 8000 RPM tach, clock center dash indicator lights (including belts, door, fuel, etc).
Call Dale Cathey at 931-432-5028 (Apr)

1979 Mustang Turbo Coupe **\$4,500**

Immaculate body, have new parts for restoration, choice of three engines (2.3 Liter Turbo, 2.8 V6, '69 351 Windsor w/ COE heads), 8.8 rear end with 373 gears, 4 wheel disc brakes (new calipers), full skirting kit, new whale tail; Call MATT at (615) 834-9279 (5pm-10pm during the week or any time on the weekend). (Oct)

1986 Mustang SVO **\$7,000**

black, with standard gray cloth interior; 45,9XX miles, in excellent condition; Steeda springs, aftermarket chip, turbo timer; complete paper history, Koni adjustment tool, car cover, original Ford springs, wires, hoses and belts; ice cold air, and runs and drives great; 30 MPG; Call Andy Corum at (home) 615-740-8206, (work) 615-889-9215

1992 Mustang LX Convertible **\$7,250 OBO**

SPECIAL SUMMER EDITION. 5.0 engine with automatic transmission and air conditioning. Red exterior with white leather interior. White top. White wheels. 85,000 miles. Good condition. VIN: 1FACP44EINF173087. Contact: Jason or Laurie Marks, 615-778-0028 (home) or 615-943-2779 (cell). (Sep, Nov)

1993 Thunderbird Super Coupe **\$2,600 OBO**

Semi-rough; new heads put on \$1,500; not a wreck—just hasn't been maintained; drives.
Contact: Jerry or Rita Shaw, 615-845-4088 (Aug)

1995 Mustang GT **\$10,000**

Aqua, black interior; 97K; 2nd owner; new tires; cobra wheels; tinted windows; headers, H-pipe, Flowmasters, chip; everything works; Alpine CD stereo; will sell for \$9000 w/o stereo.
Contact: Ken Peters, 615-867-4126 (Sep)

1995 Mustang Cobra **\$10,000**

black, black leather interior, side exhaust, offroad x-pipe, 3:73 gear, Eibach lowering springs, K & N air filter,



Tech Toolbox

This month I am starting a section named "Tech Toolbox." If you have a tech tip to share with everyone, contact the Newsletter Editor

Holley Carb Tuning Tips

Courtesy of Holley Carburetor Co.

How do I find the "list" number on my carburetor?

The list number for most performance and factory 2 and 4 barrel carburetors will be found stamped into the upper right hand corner of the airhorn or sometimes called the choke tower. On the 4150 HP models that do not have a choke tower the list number will be stamped into the mainbody behind the throttle linkage. This number is used to identify the carburetor and also used when needing service parts or renew kits.

How do I adjust the fuel level on my carburetor?

Setting the fuel level should be the first thing you do before attempting to make any further adjustments. The float level should put the fuel level just below the bottom of sight plug hole. You will make the adjustment with the vehicle on a level surface and the engine idling. You will first remove the sight plug, then to make your adjustment you will need to loosen the lock screw on the needle and seat. This will allow you to turn the adjusting nut to raise or lower the float level. Each hex flat on the nut will change the float level approximately 1/32". When you have the fuel level just below sight plug hole you will then tighten the lock screw and reinstall the sight hole plug. Make sure you have a shop towel handy in case you have any fuel leaks from the Sight plug or needle and seat adjusting nut.

I have a camshaft with a long duration and a high lift. It will burn your eyes at a idle. What can I do?

The most common cause is an improperly rated power valve. You will first need to choose the correct power valve for your application. A simple rule of thumb is 1/2 of your idle vacuum (13" of Hg @ idle would require a "6.5" power valve). Big cams

often require you to raise your curb idle screw to obtain the same given rpm that you had with a stock camshaft. If you are having a problem with the air/fuel mixture screws not making a difference then what happens is with turning the curb idle screw in farther this will sometimes cause the throttle plates to open too far and they will uncover the idle slots. This will allow it to bypass the idle circuit and start pulling fuel from the transfer slot. To correct this problem you can raise the secondary throttle plates a little with the secondary adjusting screw allowing more airflow into the engine. This will allow you to lower the primary throttle plates so you will be able to get back into the idle circuit. Another method would be to drill a 1/64" - 1/8" hole in each of the primary throttle plates on the side closest to the transfer slot. This will allow extra airflow into the carburetor also allowing you lower the primary throttle plates.

My vehicle has a stumble from a dead stop. What can I do to cure this?

The most common cause of a stumble is not having an adequate accelerator pump shot. The first thing to do is to look at the discharge nozzle and make sure you are getting a good strong pump shot. If not then you need to inspect the pump diaphragm for a hole or tear. You will also need to make sure that the pump passage is clear from any trash or debris. First you will need to check the adjustment on the pump. To do this you will open the throttle all the way (WOT). Push the pump arm lever down and then adjust the pump override spring to obtain .015" clearance between the pump arm and lever. If you are having a stumble and no black smoke out the tailpipe then you will need to increase the shooter size. If it stumbles and you are getting black smoke from the tailpipe then it will be necessary to decrease the shooter size.

I have a vacuum secondary carburetor that bogs when the secondaries come in. What will cause this?

Bogging and hesitation are caused by the secondaries coming in too quickly. You can install a heavier secondary spring and this will prevent the secondary from coming in too soon. If the engine is sluggish in response at full throttle then the secondaries may not be opening soon enough. You will then need to go to a lighter spring.

How do I know if a vacuum or mechanical carburetor is best for me?

For streetcars the vacuum secondary carburetor works best on midweight or heavyweight cars with an automatic transmission. They are more forgiving than a double pumper is because they work by sensing engine load. The mechanical secondary carburetor is best on a lighter car with radical camshaft and a lower gear and manual transmission or on a car that is going to be used for racing purposes.

After I shut my car off and come back out the next morning there is gas on the throttle shaft and puddled on the intake. What causes this?

This is usually caused by percolation. This is when the engine is shut off and the engine temperature rises it causes the fuel to boil in the bowl and leak out of the boosters. There are a couple of things you can do to cure this one is make sure the fuel level is not too high. You can also lower the fuel level about 1/8" below the sight plug hole and this will cure it sometimes. The heat from the engine will rise into the carburetor sometimes and will cause the fuel to boil. Installing a phenolic heat spacer between the carburetor and the intake or a heat shield can cure this. These parts will prevent heat from getting to the carburetor and boiling the fuel.