

# From The Horse's Mouth

*The Newsletter of the Sacramento Area Mustang Club*

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## President's Corner

*A Message from Traci Thaler*

I had this [lame] friend named Mark Shephard, who some of you may know as the SAMC President. He bought this cool silver '05 GT Mustang and all I wanted to do was drive it. He kept on saying "buy your own."

I was tired of hearing this, so one day on a Sunday drive we drove through the Roseville Auto Mall. When we saw a dealership that had a Mustang, we would drive into the lot and go look at it.

The Mustang had to be a V8 with manual transmission. We saw one on the Ford dealership under an awning. The salesman took my license and went on his way to go get the keys so I could test drive this Mustang.

While the salesman was trying to maneuver it from under the awning, he scraped up the front passenger side right fender. Needless to say, I immediately walked away and didn't buy a car that day.

I finally found my blue Mustang GT, so we pull into the lot. Luckily, it is a V8 with a manual transmission. I took it for a test drive, and from then on I was sold on buying it. I love the power my '06 GT has. I have had Mr. Blue Streak for a little over one year. In my opinion, it is very fun to drive and worth every penny.

## Sacramento Area Mustang Club's Credo

*More important than the Mustangs – are the new friendships each of us as members will make. It doesn't matter if you have a 64 ½ or a modified late model Mustang. It doesn't matter if your car is concourse quality or marred with rock chips.*

*What does matter, is that we all are pointed in the same direction. There shall be no idle complaints about fellow members. The motivation must be for us to succeed as a group.*

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## Past Events

## Upcoming Events

### March 2015:

- **3/5:** Board Meeting
- **3/18:** General Meeting
- **3/21:** Jackson Rancheria Brunch and Preston Castle Tour
- **3/27- 3/29:** MCA National Car Show

### April 2015:

- **TBA:** Board Meeting
- **4/15/2015:** General Meeting
- **4/18/2015:** Mustangs Plus Car Show
- **TBA:** Delta Loop Drive & Poker Run

### May 2015:

- **5/9** Sacramento Mustang Parts Show and Shine
- **5/16** Biggest Little Car Show
- **5/17:** Fast Fords and Muscle Mustangs
- **5/24** Delta Loop Drive
- **5/30:** Ione Show and Shine

## Event Details:

### Recurring Events:

Sacramento Raceway has events every Wednesday night. Coming up on March 18<sup>th</sup> is a night exclusively for Mustangs!

Every Saturday is Cars and Coffee at 195 Placerville Road, Folsom CA 95630 (Next to the In-n-Out off of the East Bidwell exit of HWY 50).

### May:

On May 9<sup>th</sup>, Sacramento Mustang Parts is hosting a Show and Shine from 10 AM to 2 PM. They are located on 4631 Auburn Boulevard in Sacramento.

On May 16<sup>th</sup>, Suisun City is hosting the Biggest Little Car Show, put on by the Golden

Hills Mustang Club. The show is at the Waterfront Plaza in Suisun City, California. For more information on this event, go to <http://www.visitsuisuncity.com/event/biggest-little-car-show>.

On May 17<sup>th</sup> is Fast Fords & Muscle Mustangs at Sacramento Raceway. Contact Mark Shephard if you would like to know more. Sacramento Raceway is located at 5305 Excelsior Road in Sacramento. For more information on this event, go to <http://www.sacramentoraceway.com/FastFords15/fastfordsmustangs15.html>.

Finally, May 30<sup>th</sup> is the Show and Shine at Eagle's Nest Airport in Ione.



# Meet Our Members!

<b>President</b>	Marc Shephard	(916) 407-9623
<b>Vice President</b>	Traci Thaler	(916) 369-1461
<b>Secretary</b>	Fran Richardson	(916) 425-9480
<b>Treasurer</b>	Kevin Williams	(916) 204-1580
<b>Newsletter Editor</b>	Dusty Stetina	(916) 955-2593
<b>Member at Large</b>	Norm Axtell	(916) 259-5760
<b>Member at Large</b>	George Rea	(209) 460-1641
<b>Sergeant at Arms</b>	John Davenport	(916) 381-4555
<b>Webmaster</b>	Larry Steuckrath	(916) 207-7473
<b>MCA Representative</b>	Jane Crowden	(916) 961-7155
<b>Event Coordinator</b>	Cindy Lenz	(916) 759-5772
<b>Membership Coordinator</b>	Zach Richardson	(916) 425-9480

**Traci Thaler**

*SAMC Member Profile*



**Member of SAMC Since:** 2014  
**My First Mustang:** “Smurf,” a 2006 Mustang GT  
**Current Mustang(s):** “Smurf,” a 2006 Mustang GT  
**Favorite Color for a Mustang:** Silver  
**Dream Car:** A Nissan 370Z.  
**Awards Won:** None.  
**Favorite Driving Music:** Anything fun to sing along with!  
**Favorite Food on the Road:** I can’t eat and shift gears!  
**Top Speed on a Racetrack:** Over 110 MPH, but I was the passenger!  
**Best thing about SAMC:** The Vice President! I’m kidding of course. It’s a friendly and social club, and I enjoy that.  
**Favorite Car TV Show:** All Girls Garage.  
**Farthest Place You’ve Driven To:** Suicun City in California.

**General Announcements:**

We are selling raffle tickets at the General Meetings to members that attend. Prizes are to be announced, with prizes changing from meeting to meeting. Tickets are 2 for \$1, or sold in larger bundles of 10 tickets for \$5, 20 tickets for \$10, and 40 tickets for \$20. Support the club and win cool stuff!

As always, we are looking for submissions to add to the newsletter. Overall, we have gotten great responses and feedback on the new direction we are taking with submissions from members. As always, these submissions are greatly appreciated and awesome to have.

Articles received are filed away and will be posted in future issues of this publication. We have a recurring section on enhancing classic Mustangs that we are very excited to publish.

## Classic Convertible Mustangs

*A Restoration Column by Terry Johnsonr*



This is my current '65 convertible Mustang restoration project. This is my 2nd Mustang, as I had a '66 coupe when I was in college in 1968. In between my two Mustangs, I have restored a 1961 Corvette, and a 1967 Austin Healey 3000.

This car was a "barn find" where the last 25 years it was stored in Red Bluff. Fortunately, the previous owner started the engine every so often so I haven't had to do much on the engine. The interior was still good except for the carpet, and thankfully there was no rust anywhere.

The car was painted red when I bought it in Feb. 2014. It was built in San Jose in Feb. 1965 and

still has the California black license plates. In checking the data plate (which was barely attached) it showed a "K" code exterior paint which is not red but Silver smoke gray.

I have since discovered that only 3% of 1965 convertibles were painted that color. My paint guy discovered that it had been painted 3 times since new and so he took it down to bare metal before he repainted it. Depending upon the light angle it has a silver or blue or gray tint and is now gorgeous.

Since I am into originality, any parts that I have replaced have been OEM. I have spent the last year restoring the car back to its original condition and have replaced the tires, brakes, fuel tank, carpet, chrome, starter, fuel pump, radiator, hoses, and rebuilt the transmission and carburetor. I have learned a ton about the 65 and 66 models and am amazed at how inexpensive and available OEM parts are for these cars.

I will enjoy this car for awhile, but I am still looking for my next Mustang. It will be a '65 GT convertible with an "A" code engine. Can't afford a "K" code convertible!!!

## Capay Valley Almond Festival

*By David Slayton*

On Sunday February 22<sup>nd</sup>, a group of 14 Mustangs left the Ikea parking lot at 7:30 am for the Almond Festival in Capay Valley. To change things up this year, I decided to go the old river route. I don't know if you have been that way, but it is a nice ride and a throw back to the way it used to be. The road follows the river for several miles on its way to Woodland, and some of the houses along the way are overwhelming in their size.

This road becomes Main Street upon entering the city. As always, the signal lights forced our group to break apart. Once we all got to the other side of the light, it was smooth sailing (or should I say, smooth driving). We arrived in Esparto around 8:30, and headed directly to the breakfast hosted by the Future Farmers of America. For of \$7.00, these kids prepared an omelet filled with ingredients of our choosing. Pancakes, sausages, orange juice and coffee was included, making that \$7.00 a great deal.

After breakfast, we wandered around the town going from the car show across the street to the vendor area just up the block. While some in our group called it a day, others continued up the valley to take in the events at other locations. I expected to find something going on at each of the towns up the valley because this was the 100<sup>th</sup> anniversary of the Almond Festival. Sadly,

this was not the case. I don't know if it was because of the date, or the wind, but the only other place that had anything to offer was in Rumsey. We stopped and toured the meeting house in Rumsey, bought a few items and after about 30 minutes were back on the road toward lunch.

At the half way point to Highway 20, we pulled over and I gave a brief description of the geology of the valley. How it formed and what makes it unique. This valley is so unique that both the geology departments from both Sac State and Sac City take field trips to study this area. At the top of the valley, Highway 16 ends at Highway 20. Turning right here will lead you back toward Highway 5.

Before we got to the intersection of Highway 20 and Highway 5, we stopped at Granzella's for lunch. Because we did not have reservations, we had a wait of about 30 minutes after we arrived. As always, the food was excellent and the conversation was stimulating. We left around 2:45 and took Highway 5 back home.

I think that all in all, this was a good day. I want to thank all who made the trip with me this year, and I look forward to next year.

**Editor's Strip:****Quest for Gold at The Canyon, Part I***A Recurring Column by Dusty Stetina*

"The Canyon" is the affectionate name given to a stretch of twisty mountain road in the backwoods of northern California. The people that live there have been there forever, and there's a certain clique of locals that combine the unique trait of country boy tenacity with an extensive knowledge of cars to create the most interesting petrolheads you'll ever meet.

I'm not going to tell you where The Canyon is, because I'm going to keep it a secret. What I can tell you is this: You'd have to drive a long ways through beautifully wooded curvy mountainous backroads to get there. Once you do, strap in for the ride of your life.

What you have to understand is that The Canyon is the Nürburgring for local boys. Passersby just know it as a fun road they can ride through on motorcycles and fast cars and have a good time. But to the locals, this road is more than a strip of asphalt to pass the time.

This road is their home, their own personal racetrack. The hills are alive with the sound of music from their cars: The roar of the V-8, the rasp of the straight six, and the burble of the boxer. And the petrolheads who colloquially refer to this road as The Canyon? They're running through The Canyon in lightweight, low powered, flickable cars and competing with each other to set record times.

If you've driven fast only in a straight line, the curves will scare you. If you've driven on curves before, then the sheer drop you face for one slip

up will scare you. If you've been dropped down off a cliff before, I don't know what will scare you. Perhaps riding in the car that sets the record in The Canyon will terrify you.

I have decided to challenge The Canyon. There's a record time that has been set by one of these boys, and I, the outsider, have decided that I'm going to be the one to break it. What's this record time? Well, as we looked at the time and viewed the course, we mutually agreed that my racebike couldn't beat that time. Well, shit. Let's try using a Mustang!

What kind of car do I have to beat? It's lightweight. Mid engined, with rear wheel drive. Oh, and it has a tuned race motor and a prototype racing coilover suspension. Porsche? No. Ferrari? No. Lamborghini? No. A 1985 Toyota MR2? Yes.

In the strangest head to head test we have ever done here at SAMC, we are going to see if a modified 1985 Toyota is faster than a stock 2010 Mustang GT. Worst case scenario? The Mustang goes over the cliff and my insurance company gives me a new one.

Best case scenario? Mustang wins, and until my record is broken, everyone that has ever said "American cars can only go fast in a straight line" will have to shut their stupid word holes. You see, I'm not doing this for bragging rights or chest pumps. I'm doing this for America.



## Restoring Classic Mustangs:

### How to Get Rid of Squeaks in Your Classic Mustang

*A Recurring Column by Bob Seawell*

Ever pull into a fast food drive through and hear squeaks and groans coming from your suspension? Sometimes it sounds like a small bird is chirping. Well, you're not the only one. These common squeaks are warning signs that your Rubber bushings are worn out. Once worn out, not even a lube job will quiet them. Sure, a spray of WD-40 "fixes" it for a couple days, but is it really fixing it? Worn bushings can cause poor handling, loose steering, poor gas mileage, premature tire wear, and could create dangerous situations during hard braking.

Usually these squeaks and squawks are coming from your upper control arm bushings that usually wear out first and make the most noise. In extreme cases, they will make clunking and rattle sounds on bumpy or uneven roads. Next may be your lower control arms, coil spring perch mounts, sway bar, strut rod bushings, shock mounts, and leaf spring bushings. The rubber bushings just wear out, deteriorate, or crack from the massive amount of force placed on them, as well as being exposed to years of ozone, oil, heat, and UV rays. You really need to get them checked out and most likely replaced.

As Mustang owners, we are blessed with an endless supply of factory style, even concourse OEM correct parts, as well as a multitude of aftermarket replacement parts. Before just replacing a worn out bushing or component, see what is available and make a plan. Usually if one bushing is worn, others are worn also, or nearly there. Consider replacing springs and shocks since you often have to remove them anyway during the replacement process. If you have ever wanted to make some upgrades, or ride improvements, now is the time. If you are replacing your spring perches, I would highly recommend paying the extra and going with roller bearing spring perches. I'll discuss these more in a future article.

In the rare case where you may have recently replaced these bushings with Polyurethane material components, and they are squeaking, there is only so much you can do. Poly bushings (often Red in color) are great for performance applications because they are a harder material than the original rubber components and do not flex or shift as rubber bushings do. This equates to less flex and a faster response time of the suspension reacting to road conditions.

Rubber bushings have more flex and give which produces the nice soft (Factory), smooth ride, as they were designed. But when worn, they create loose, squeaky, sloppy driving. Poly bushings are very hard, create a stiffer, better handling ride, last longer, but if not greased properly during assembly and routinely during use, they will always chirp and squeak.







When using polyurethane bushings, it is important to be grease them up before installation to help reduce squeaks and friction. You should only use lithium based grease on polyurethane. Petroleum based greases will actually eat a poly bushing away, so this is why it is so crucial to use the right grease. You can actually be doing more harm than good by greasing your poly bushings with the wrong kind of grease. Engine oil and power steering fluid leaks will also speed up the deterioration and destroy both rubber and poly bushings. This is another good reason to not let oil leaks linger too long. When installing new polyurethane products, please follow the guidelines below.....

1. Apply a generous amount of lithium based grease to all contact areas of the bushing
2. Reinstall the bushing into part and the corresponding sleeve if applicable. Lube the sleeve or shaft as well.
3. Install part on vehicle



Most lube shops will use petroleum lubricants, so it is important that whoever does future lube jobs, be aware of this and has the proper lithium based grease to do the job. Many lube technicians may say they have the right stuff, assuming it is, but really have no idea. Have them verify, and even show you before lubing. Standard rubber bushings can use either lube material. Once installed, often there is no way to re-grease them. Many poly bushing applications do not have pre-installed lube fittings (Zerk fittings) to allow for the occasional lube job. It is recommended, depending on your driving habits, to perform occasional maintenance on poly bushings to remove them and re-lube with lithium grease if no zerk grease fitting is available for that particular bushing. For hard to get to bushings, door hinges, trunk and hood hinges, lithium spray lube products are available.

A tip I learned while vintage road racing over 35 years ago was to drill a small 1/8" hole at the poly bushing metal mounting sleeves or brackets without zerk fittings (sway bar mounts, leaf spring bushings, coil spring perch) and lightly insert a 1/8" zerk fitting.



Usually there is no need to pre-tap the hole. The zerks, which have a tapered thread, just need to go in a couple of threads into the metal housing, but never into the bushing itself, unless the bushing is stationary and does not move. It's OK to drill an 1/8" hole (shaft) into the bushing, depending on its size, to transport the grease all the way to the center of the bushing where it rides on the metal. The sway bar rotates inside of the frame mounted bushing and the bushing does not move. The leaf spring bushings move and rotate around the leaf spring mounting bolts and shackle bolts and need the grease added occasionally as well. Some manufacturers of poly coil spring perch mounts are including a zerk fitting already built in. It only took the industry about 30 years to figure it out.

This will keep your poly bushings from squeaking; well at least as much as you can prevent them from making noise. They will always find a way to squeak, but in my opinion, the better handling, longer lasting, and performance look is a better upside than the occasional chirping of a poly bushing. Now you're ride is ready for future lube jobs and happy motoring. If you have squealing from your brakes, see my upcoming article on Mustang Brake systems. Be safe and drive it like you stole it!

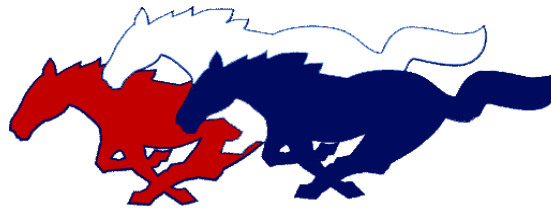


**Parts For Sale:**

*Please contact the Newsletter Editor to place an ad here for any parts you have laying around that you'd like to sell or give away to members.*

**Adding to the Newsletter:**

*Please contact the Newsletter Editor with any submissions you would like to publish in the newsletter. Summaries of past events, editorials, how-tos, personal essays, and anything Mustang related is welcome and will be published! Please help make this paper as good as it can be!*



***Sacramento Area Mustang Club***

***PO Box 41081  
Sacramento, CA 95841***

To Our Valued Supporters:

The bearer of this letter is authorized by the **Sacramento Area Mustang Club**, (to be referred to as “**Club**”), to solicit donations on behalf of the Club to be used at our 19<sup>th</sup> Annual “Mustangs & Fords at the Marriott Car Show”. In past years, we’ve had over 150 cars, several merchant vendors, and music by 101.5 KHITS radio station. This year’s event will be held on Saturday, June 20, 2015, at the Marriott Hotel in Rancho Cordova, CA. Proceeds will be donated to various nonprofit organizations in the area including, the California Auto Museum, the Sacramento Jazz Society and the Automotive Student Service Education Training (ASSET) Scholarship Foundation at Consumes River College.

We appreciate your generosity. We hope that your business will be able to be a sponsor for the entire event, or for one of the 50+ award categories’, or just help us with promotional items to be handed out at the car show. On the day of the show, your business will be announced over the PA, listed on the donor board and featured in our event program. Your business will also be featured in the Club’s monthly newsletter, which is included on our website.

Please provide a business card and an email address with your donation so we can contact you.

The Sacramento Area Mustang Club is registered with the State of California as a non-profit organization. (Non-profit number C1915058)

Thank you in advance for your consideration,

/s/ Traci D. Thaler  
Vice President  
Sacramento Area Mustang Club  
(916)369-1461

