

The Mustang Mirror

**May
2017**

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MEMBER OF THE MONTH

JOICE LANGE



This 2013 Mustang belongs to Joice Lange . I've always wanted one, just had to wait until I found the body style that I liked.

It was purchased at Berge Ford in 2014; Berge did most of the "bling" on it. It came with 16" factory tires and rims. I waited over three months to get the rims that I wanted and put 17" tires on it. A moon roof was added so I could enjoy this beautiful Arizona weather.

I also added a Borla exhaust system, keyless entry, hood scoop, and the stripes as well on the side. I would someday love to get a Shelby GT. Berge Ford told me about the Copperstate Mustang club , so I joined. It's been a fun club and the members are nice. It's fun to see all of the Mustangs going down the road together when we take our trips.

COPPERSTATE INFORMATION

BOARD OF DIRECTORS 2017

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CLUB PHOTOGRAPHER:	Greg Nelson	
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CLUB WEBSITE:	www.copperstatemustangclub.com	
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The Mustang Mirror is a monthly publication of the Copperstate Mustang Club, Inc. Submission deadline is the 20th of every month and can be sent to the club PO Box 50309, Phoenix AZ 85076.

Be sure to contact an officer or board member for the many benefits of belonging to The Copperstate Mustang Club!

NEW MEMBERS CORNER

MEETING MINUTES

Board Meeting - 04/06/2017

Meeting was called to order by President Tom. Officers present were Gordon, Ethel, Alyce. Board members present were Becky, Dan, JoAnn, Greg, Phyllis, Ron.

Treasurer report was given by Ethel. Ron reported bi-law changes are written up and will be presented to club members by email and available at the club website and at the meeting. The June general meeting will have the voting on the changes. Gordon talked about the idea of the club crying towel. Several ideas were discussed and it was decided to have all club members get the choice of the proper name for this award. A towel with writing, lug nut towel, or a certificate were several ideas. Tom suggested we have cruises for the club or just a breakfast gathering. Volunteers for the idea are needed. Parade participation by club members would be a good way to promote the club. Fabian is coordinator for the parades. Many items about our show on April 15th were discussed. 48 chairs will be ordered and 6 tables. Becky has food and wants help with the cooking. Suggestion of balloons on signs was given by Joice. This would get attention for people passing by the show lot. Dan said we have 2 vendors signed so far. Greg reported 21 cars preregistered. Lots of volunteers are needed for show. Tom asked Dan to give a talk at the general meeting about electrical wires in our cars. Dan will do this. Everyone encouraged to signup new members at show or wherever mustangs are seen by passing out club business cards or applications. Becky said the hotel raised the charge per person for the Holiday party by \$2. A motion by JoAnn to go with the party location as previously discussed. This was passed. Phyllis suggested having a racing division to get new members interested in the club. No further discussion took place. June general meeting was decided on for the ice cream social after the meeting. Paul and Ethel will bring treats for the May meeting. Meeting adjourned.

General Meeting - 04/09/2017

Meeting was called to order by President Tom. Officers present were Alyce, Ethel, Gordon, Catherine. Board members present were Dan, JoAnn, Phyllis, Becky, Greg and Ron.

Meeting opened with Pledge of Allegiance to Flag led by Tom.

Treasurer report was given by Ethel. Family memberships are now at 61. We have a need for 2 alternate board members. Anyone interested talk to Tom or other officers or board members. Tom asked members to promote the club by passing out club cards, show brochures, or applications to people you meet driving a Mustang.

The Sat. April 15th show was discussed. Volunteers are needed and asked to sign sheets to work parking, food, trailer, check in, tear down or other places you can help. A 50/50 drawing will take place. A large item to be raffled will take place. Chris has the trophies for presentation. Dan will do music. JoAnn registration, Becky food and all the others that have volunteered to help make the show a success.

Tom presented Joyce and Gerald Young member of the month certificate. Tom also asked others that have a car to feature contact him or Chris. Tom told all that the voting on bi-law changes will take place at June 11th meeting and also that the ice cream social will take place the same day. He also reminded all the May meeting will be May 21st.

Gordon said he would take all suggestion for the new award like the crying towel. Chevie talked about Verde Canyon trip. Bob mentioned Holbrook trip. Dan gave a excellent presentation of electrical harnesses under your car hood and how and what to look for to prevent problems. 50/50 was won by Joyce.

Thank you to Bob and Alyce for refreshments. Paul and Ethel will bring refreshments for May.

Meeting adjourned.

Holbrook Cruise and Wigwam Motel



Our JUNE cruise will be overnight in Holbrook, Arizona, June 3 and 4 where we will tour the Petrified Forest and Painted Desert. We then will spend the night at the historic Wigwam Motel in Holbrook. This motel of fifteen separate wigwams opened in 1950 on "Route 66". They are well maintained and clean. The motel has reserved nine of the wigwams for our use. Queen bed units cost \$69.00 while twin full bed units cost \$76.00.

Reserve your wigwam NOW by calling the Wigwam at (928) 524-3048 and register with Christy for a room reserved by Robert Ancell of the Copperstate Mustang Club. This cruise begins at 8:00 AM at the Home Depot parking lot located on the Southeast corner of US 60 and Power Road in Mesa. We will travel east on 60 to Globe, Arizona, for a break; then continue on 60 through the Salt River Canyon to Showlow for another break and lunch. From Showlow we'll take Hwy 77 North to Holbrook. The Petrified Forest is just east of Holbrook where we will have plenty of time to absorb the nature and history of this National Park.

Questions?? Call Bob Ancell.
480-983-2510



VERDE CANYON TRIP UPDATE

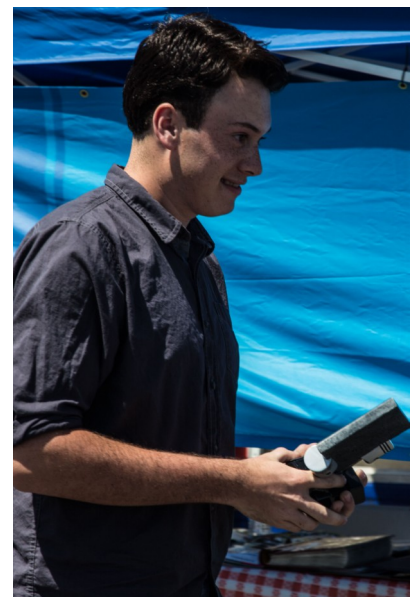
On Saturday May 6 we take our trip to Verde Canyon. The starting place is I-17 exit and Happy Valley Rd at 8 AM. On the east side of I-17 is a RED ROBIN parking lot. We will meet there and all drive by caravan on I-17 north to Rock Spring Restaurant at Exit 242. This restaurant is on the West side of I-17. We should arrive 8:30-9 AM. They will have a room set up for our breakfast. Breakfast is \$11 each including tax and tip. It includes eggs, bacon, sausage, pancakes, orange juice and coffee. At 10 AM we will resume the cruise north to Cottonwood Exit 287 west. Follow the signs to Rail Depot where they have reserved parking for our members.

Questions call Chevie Home 602-992-3612 or cell 602-319-7214.

Spring Show 2017



Spring Show 2017



Spring Show 2017



Spring Show 2017



Spring Show 2017



You've probably heard about the big recall that GM is having due to defective ignition switches. There is not the first car having problems with ignition switches.

1964 ½ to 1966 Mustangs are prone to defective ignition switches. The ignition switch is made up of two pieces, (1) the first section is the switch tumbler section which is the mechanical section. (2) The rear section is the electric contact section. This is where the voltage is switched from on-off, ignition and start positions. The tumbler section is connected to the electrical section by three "tabs" unfortunately these tabs become loose with age causing the two sections to separate. This is where the problem begins:

The rear section (the one with the wires) falls off (drops down) and comes into contact with backside of the dash. When this happens it shorts the main positive wire in the car to ground. There is no fuse in this circuit. When this happens, and this happens more often than you can imagine the main harness from the ignition switch to the battery burns up. This becomes a major problem.

The main interior harness, the headlight harness, and the voltage regulator harness are all damaged beyond repair.

Important – disconnect the positive battery cable before you start working on the car.

Two things that you can do to prevent this from happening are:

Replace your electrical switch section with a new replacement. Use electrical tape to wrap around the black plastic section to the metal section. Go around 6 or 7 layers to provide a second layer on contact between the two pieces. Note: If the connector on the wiring harness is bad/broken there are now replacement connectors available.

Place 2 or 3 layers of cloth duct tape to the backside of the dash panel from the bottom of the hole that the switch mounts into to the bottom edge of the dash panel, this will prevent the wire section of the switch to make contact with metal backside of the dash. While you are checking out the ignition switch problem and your looking under the dash look for any other damage that may be lurking there.

Remember our Mustangs are 50 years old now – not everyone before us took the kind of care that we do. If you have any questions, need parts or advice give me a call. Good Luck.

Dan M.

Next month –Ignition problems in Fox Body Mustangs

The Trans-Am Wars 1966-1971

Chapter Three – 1967, The Rise of the Professionals, Part 1

Whereas 1966 saw privateers racing production sedans with little factory support, 1967 was altogether different. Full factory-backed entries from Ford and Lincoln-Mercury, along with a factory “back door” effort from Chevrolet’s Research and Development team (R&D) for the Penske Racing Camaro, brought a higher level of professionalism with tremendous leaps forward in technology and outright speed. In 1966, U-2 cars could compete for outright wins; in 1967, the majority of the factory U-2 cars became “moving chicanes” for the factory O-2 racers. Skilled amateurs were being replaced by professional drivers, some of whom had already become “household names” like Dan Gurney and Parnelli Jones. Others, like Mark Donohue, Peter Revson, and Jerry Titus would join their ranks. The Trans-Am series expanded from seven races to twelve as track promoters recognized the popularity of the cars and their star drivers to attract large crowds – and large crowds meant more ticket revenue at the gates. No matter how hard the SCCA wanted their series to remain as club racing events, professionalism was taking the Trans-Am by storm and there was no going back. Star drivers and factory backing were changing the rules and forcing the independents to the back of the field.

Despite the Cougars being “over-bodied” when compared to the Mustang, Bud Moore, a racer with a long track record of winning in NASCAR and drag racing, was hired by Lincoln-Mercury to create Team Cougar, the first fully professional race team to join the Trans-Am series. Bud Moore Engineering’s (BME) vast repertoire of NASCAR knowledge was immediately transferred into the Cougars. They were fast. Team Cougar was introduced to motorsports journalists in flashy presentations with press kits – including one photograph of a real cougar stomping a toy Camaro with its right front paw and snarling. In a brilliant marketing ploy, Team Cougar offered rides to journalists in the race cars. When regular drivers Gurney and Jones would not be available due to other racing commitments, Team Cougar informed motorsports writers that upcoming stars Peter Revson and Ed Leslie would fill in as replacements, along with NASCAR great David Pearson. The team received nationwide coverage in all of the large markets, thereby ensuring more fans knew about races coming to their area. Bud Moore’s approach raised the bar for other competitors. With BME’s commitment and star driver lineup, other teams either increased their involvement and became faster or they were soon out of the game.

Due to Shelby American’s commitment to Henry Ford II’s ultimate goal – another win at Le Mans in 1967 (Ford finally won sports car racing’s biggest event in 1966 after three years of trying in which Shelby led the way) – Shelby’s Mustangs stuck with the tried and true for their 1967 Trans-Am effort. New competition parts were tested to make the cars faster and more durable. The lead driver was Jerry Titus as a result of his success bringing the championship to Mustang in the 1966 finale at Riverside. Supporting drivers were Dr. Dick Thompson and Ronnie Bucknum, both good drivers, but not in the same league as Gurney and Jones.

Chrysler had officially pulled all support from Dodge Dart and Plymouth Barracuda at the end of the 1966 season, but the “back door” allowed Chrysler’s engineers to provide some new parts to be tested in regional West Coast amateur races. The cars were fast and won races, but the events were not attended by other Trans-Am teams. A false sense of security was created; and in actual Trans-Am events, save for the opener, Darts and Barracudas put on a very poor showing – if they even appeared.

Penske Racing, formed in 1966, had been successful in sports car racing, but had never taken on the effort of converting a sedan into a successful race car. When Roger Penske asked lead driver Mark Donohue if he was interested in building a Camaro for the Trans-Am series, Mark could only reply “Yes,” even though he had zero experience converting a sedan into a race car. Making the problem worse, Chevrolet had introduced the Camaro only one month before the first race at Daytona. Penske sent one of his employees to purchase a new Z/28 Camaro from a local dealer and the team got to work. Using their methodology of tearing a car apart to understand it better, the team set to; but more often than not, they were testing while racing. As Penske refined the Camaro through the season, the car improved in both competitiveness and reliability due to Chevrolet’s R&D team’s clandestine help, and because of Donohue’s relentless pursuit to determine what the car needed to feel “right” as a race car.

The Trans-Am Wars 1966-1971 Cont.'

For all competitors, 1967 would be a season of constant development from a technical standpoint. Engine horsepower was pushed to the limit, but the real focus was on the chassis and suspension. Chassis stiffness was critical and limiting flex would lead to better suspensions that enabled faster cornering speeds. Due to their experience with NASCAR stockers, Bud Moore's mechanics installed full roll cages in their Cougars, rather than just roll bars, since they knew a full roll cage would greatly increase chassis stiffness. The other teams eventually followed, and roll cages were soon the norm for the leading teams. With chassis stiffened, teams focused on making the cars lighter and suspension geometry more conducive to better handling. The front and "rear doors" to Ford and Chevrolet were wide open as the development teams in Detroit manufactured new parts to be tested and raced. Gear ratios were another focus point, and teams found that different driving styles required different gearing. A war between Goodyear and Firestone advanced tire technology, resulting in stronger, wider, and lighter wheels to accommodate increasing speeds and wider tires. As the cars became faster, the problem of braking became more apparent. Since the race cars were sold to the public with rear drum brakes, Trans-Am teams were forced to use rear drums, which were a large limiting factor in brake effectiveness. Brake balance was a continual source of frustration and heat buildup was a "killer."

For the first race of the season at Daytona, Donohue guessed at spring rates and made his Camaro as stiff as possible. It was a good guess as the high banks and long straights of Daytona required a stiffly sprung car. Mark qualified third behind the factory Cougars of Gurney and Jones but ahead of all the Mustangs. At the green flag, Donohue quickly jumped ahead but quickly fell out of contention when brake problems arose after only fourteen laps. The Cougars and Mustangs took over and raced hard, but 300 miles of racing require a degree of sympathy for the car. Taking care of his equipment and playing a waiting game, Bob Tullius' Dodge Dart prevailed for the win and took home \$2500. Second was independent racer Craig Fisher in a Camaro; third was Jones in a Cougar; and Titus' Mustang fourth. This was the highlight of Tullius' Dodge effort for the year. In subsequent races when he did compete, except for a fifth at Marlboro, Tullius would not finish due to mechanical problems. Tullius and Dodge were done for the series, but race fans would see Tullius again in later years with his beautiful Group 44 Jaguars.

In the four-hour race at Sebring, Titus' Mustang took pole, the race win, and \$1500. Despite driving what he later recalled as "the worst handling car I had ever driven," Donohue muscled his Camaro to second on the same lap. Ed Leslie was the top finishing Cougar in third, three laps down.

Race Three at the Green Valley Raceway 300 was run in extreme heat but proved a Cougar benefit as Gurney and Jones finished 1-2, taking \$1250 and \$400, respectively. Thompson's Mustang was third, three laps behind; while Donohue's Camaro finished fourth, another three laps in arrears.

With Jones and Gurney racing at the Indianapolis 500, Peter Revson filled in admirably for Team Cougar and won Race Four and \$1,250 at Lime Rock. Finishing second and third were Donohue and Titus, both two laps down in the four-hour race. After the race, Penske Racing set up a clandestine test with Chevy R&D attaching recording instruments to the Camaro to determine the cause of the car's bouncing. Donohue thought the test proved nothing, but Chevy engineers gained valuable knowledge in what the car was doing – and not doing.

Race Five was the Mid-Ohio 300 and run on the same weekend as the 1967 Le Mans 24 Hour race. Gurney was away in France, as was Donohue (Gurney, partnered with A.J. Foyt in a Ford Mk IV, won Le Mans and that finish still remains the only All American win in the French classic; Donohue was fourth, also in a Mk IV.) At Mid-Ohio, Titus won \$1,350 for his win, but a post-race inspection showed Titus was extremely lucky. His Mustang didn't have one drop of oil left in the engine and could not have gone another lap. NASCAR star David Pearson proved NASCAR drivers could also turn right and finished a close second on the twisting Mid-Ohio circuit in a Cougar. George Follmer, subbing for Donohue, finished third, three laps back in the ill-handling Penske Camaro.

Race Six at Bryar Park saw Revson take his second win of the season in the 250-mile race and collect \$1,250. Thompson was third in a Shelby Mustang, four laps back. The highest-placed Camaro, an independent entry, was tenth, eleven laps back.

Next: 1967 The Rise of the Professionals, Part 2

Sources: *Trans-Am, The Pony Car Wars 1966-1972* by Dave Friedman; *The Cars of Trans-Am Racing, 1966-1972* by David Tom; *The Unfair Advantage* by Mark Donohue with Paul Van Valkenburg; *Mark Donohue: His Life in Photographs* by Michael Argetsinger; *Dan Gurney, The Ultimate Racer* by Karl Ludvigsen.

MCA SHOW 2017 - TUCSON

Hoofbeats in the Desert

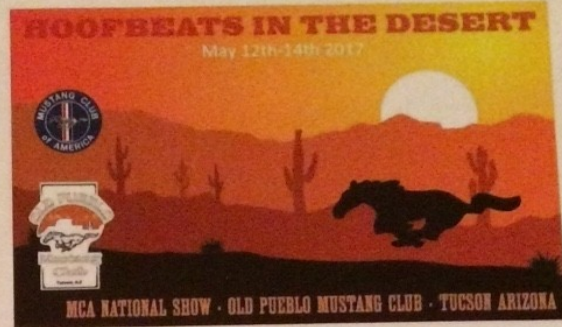
MCA National Mustang Show

May 12-14, 2017

Casino Del Sol Resort

5655 West Valencia Road,
Tucson, Arizona

*Come and Join
in the Fun!*



MORE INFORMATION: www.oldpueblomustangclub.org

REGISTRATION: <https://motosho.com/event/5441cb895b8cd>

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www.arizonafisherhouse.org

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CALENDAR OF EVENTS

- May 4** **Monthly Board Meeting at Berge Ford** (US60 & Mesa Drive). Meeting will start at 6:45pm in the upstairs room. All are welcomed to attend.
- May 6** **Trip to Verde Canyon Railroad.** 8:30 Breakfast at Rock Springs then on to Verde Canyon Train. Cost Approx. \$85.00 – Coach Seating \$65.00(seniors) a group rate is being negotiated. Please contact Chevie Neeper at 602-992-3612 if interested.
- May 9** **Taco Tuesday will be at Café Rio in Gilbert.** The café is at the corner of Gilbert Rd and Base-line. Great food come join us at 6pm. Any questions call JoAnn 602-828-0370.
- May 12-14** **MCA National Show - Hoof Beats in the Desert - Tucson, AZ:** Hosted by the Old Pueblo Mustang Club. Casino Del Sol Hotel & Casino. Go to:
<http://oldpueblomustangclub.org/Hoofbeatsinthedesert2017.html>
- May 14** **Copperstate Club meeting MOVED** to May 21 so everyone can celebrate Mother's Day with family.
- May 19-20** **Historical Route 66 Car show in Williams, AZ.** Go to www.historicalroute66carshow.com for more information.
- May 21** **Copperstate Club General Meeting** at 1pm at Mount Olives Church 3546 E. Thomas Rd. We will have refreshments to enjoy.
- Jun 1** **Monthly Board Meeting at Berge Ford** (US60 & Mesa Drive). Meeting will start at 6:45pm in the upstairs room. All are welcomed to attend.
- Jun 3-5** **Trip to Holbrook, AZ .** Stay at Wigwam Motel overnight. Contact Bob Ancell at 480-983-2510 if interested. This will be a great cruise.
- Jun 11** **Copperstate Club General Meeting** at 1pm at Mount Olives Church 3546 E. Thomas Rd. This will also be the “Ice Cream Social” for the club..
- Jun 17** **Yavapai Classic Cruisers 17th Annual show Prescott, AZ .** Held in downtown at Mile High Middle School. You can e-mail suburban59@msn.com for more information.
- Jul 6** **Monthly Board Meeting at Berge Ford** (US60 & Mesa Drive). Meeting will start at 6:45pm in the upstairs room. All are welcomed to attend.
- Jul 9** **Copperstate Club General Meeting** at 1pm at Mount Olives Church 3546 E. Thomas Rd. We will have refreshments to enjoy.



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