



VOLUME 15, ISSUE 6

JUNE, 2015

Terry's Tidbits and Tales

Hello Mustangers!

Hello Mustangers – its June and we are finally putting together consecutive dry days together! The dryer weather is welcome news as it gives us all a reason to get the ponies out and exercise them as intended by the designers and engineers at Ford.

The cruise to Canon City to see the VMCCA car show held at the Holy Cross Abbey on Saturday May 16th came off without a hitch – the sight of the line of 12 Mustangs heading south on CO



115 in the early morning sunlight was automobile art in motion. Sharon and I were the in our van with our three granddaughters (ages 5, 2 and 11 months) on board, along with drinks and snacks for the club meeting and bring your own sack lunch that followed our meanderings thru the sea of very old and very new cars and trucks that made up the Abbey car show. The park the Ross and Dotty found to have our picnic lunch was beautiful, easy to get to (for most) and plenty of parking for the ponies that made the trip. Thanks to all the members that made the trip and attended the meeting afterwards.

Eight RMMC members participated in the RMMR warmup autocross held at PPIR on Sunday May 17th – Hap Schadler, Stew Harding, Brandon Short, Sara Sugrue, Cathy Short, Steve Fowler, Marc Short and myself. All of Rocky Mountain Mustangers placed first or second in their respective classes with Steve Fowler posting the fastest time of the group at 1 minute 9.9 seconds. The other participating Mustang clubs better watch out at Steamboat



Continued...

Springs – RMMC is ready to rock and take home some trophies at the Roundup! Thanks to all the members that participated in the event – it helped the Pikes Peak Sports Car Club make money on the event – which is really important for their small club!

Our next event on Saturday June 13th is the cruise thru Garden of the Gods and then out to Mimi's for our club meeting.. Polly Roberts sent out a reminder with all the details via email to the membership so plan on attending and enjoy the drive!

Weather outlook as I write this is up in the air – normal for Colorado – but here's hoping for a dry afternoon on Saturday.

The 27th annual Rocky Mountain Mustang Roundup is almost here – starting on Thursday June 18th and finishing up on Sunday June 21st in Steamboat Springs Colorado. I am looking forward to seeing a lot of you there enjoying all the events the Roundup puts on and the hospitality and the attractions that Steamboat Springs offer. Rain and snow run off have had a negative effect on the roadways in the high county of Colorado, so be careful on the way up and back. For those who want to caravan up together to Steamboat, I will be asking the members at the meeting who is going when if you want to be part of a group heading up into the mountains of Colorado.



The Mecum auction is taking place on Friday, June 26th and Saturday, 27th in Denver – schedule details can be found at https://www.mecum.com/auction-detail.cfm?auctionid=DN0615&auction_type



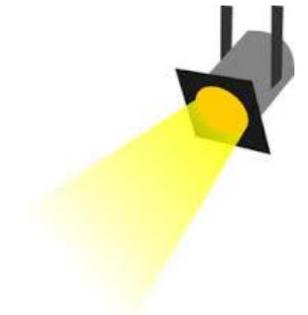
Some members are planning on going up on Friday, others on Saturday – we will see who is going when at the club meeting for those who want to car pool or drive up with a group.

Wow isn't it amazing what Spring and soon Summer offers for the vehicle enthusiast here in Colorado. Pick a variety of things to cram into your schedule, but make sure you drive your Mustang to show it off to the world – Enjoy the Drive!

Small Vendor Spotlight

Midlife Harness Restorations

Pat Germain



During the disassembly process on my 1970 Mach 1 project, I found what has greeted many Mustang owners before me; an abused wiring harness under the dash and a melted circuit panel behind the gauge cluster. I contacted Randy at Midlife Harness Restorations and said, "Help!". Randy said he could easily restore my under dash wiring harness for a reasonable fee. Furthermore, he could also configure it to connect directly to the back of my gauge cluster and thus eliminate the problem-prone circuit panel. I asked Randy to tell us about his business. Let's see what he has to say...

RMM: What can Midlife Harness Restorations do for classic Mustang owners?

MHR: In most cases, the existing wiring harnesses that Ford provided are more than adequate to support the Mustang functionality. After 40+ years, however, the wire connectors (particularly crimped pins and molded connectors) lose continuity and gain resistance, causing significant voltage drops. Refurbishment of wiring harnesses restores the original continuity and minimizes the voltage drops seen throughout the wiring. This is especially important for the tail-lights and dash lamps, where one needs as much voltage as possible for bright lights. Most other problems I see in wiring harnesses are attempts by previous owners to tap into the existing lines for a variety of purposes, some of which are very poorly executed.

RMM: How did you get started in the business of restoring Mustang wiring harnesses?

MHR: I started on my own harness (1966 GT fastback), primarily to better understand what all of this spaghetti wiring was for. I have been designing and working on DC electric circuits since 1976, specializing in trouble-shooting. When I realized the circuitry was rather simple in nature, and that there were only concours-quality restorers available, I thought there was a niche in the marketplace for functional restoration at a reasonable price-point. I should also mention that I recycle Ford OEM wiring and connectors wherever possible and use pins and connectors that are commercially available that Ford specified. So, was there a need for this kind of service? You betcha! My business has grown typically 25% on a year-by-year basis since I started in 2008 and, as far as I know, I'm still the only one doing so who is oriented towards the typical hobbyist. I am the only automotive electrical service provider that offers a 2 year, no questions asked warranty!



RMM: Is it worthwhile to restore an under hood wiring harness?

MHR: In almost all cases, yes! When I first started out, I did not offer a warranty on underhood wiring due to the exposure of the wiring to 40+ years of heat and the elements. What I've found out since is almost all headlight harnesses can be refurbished without issue. The alternator and engine gauge feed harnesses are not worth refurbishing from an economic point of view as reproductions are good quality and cheap enough not to warrant my time and effort to restore; unless one is trying to go concours.

RMM: We've all seen Mustang wiring harnesses that have been the victims of nightmare multiple splices, hacks, aftermarket radio installs and more. At what point is it simply not practical to restore a wiring harness?

MHR: Great question! I've found that if a harness has experienced a short at any time in its life, it usually isn't worth refurbishing, as that requires dismantling all of the tape and removing the damaged wire (and usually its neighboring wires which also has damaged insulation). Another factor is rarity and whether it is quicker to replace the harness with an exact duplicate or repair it. Some owners like the original wiring repaired as they view it as essential for their car for sentimental reasons.

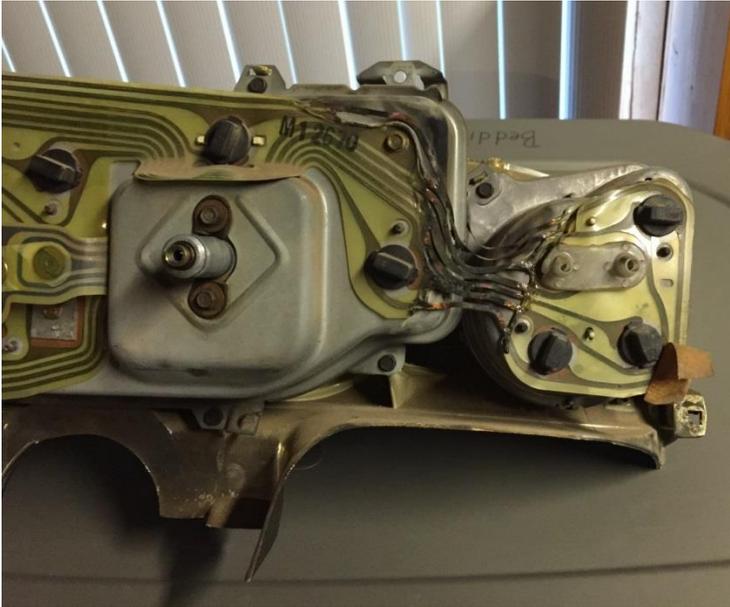
RMM: What kind of turnaround time can customers expect for a typical wiring harness restoration?

MHR: Most of my work (85%) has a turn-around time of one weekend; the rest is usually two weekends. On rare occasions, due to workloads, three weekends may be the delay. I strive to inform every customer upon receipt of the wiring when I am able to get to it.

RMM: I've seen you recently started offering a service where you eliminate the printed circuit panel behind a Mustang dash cluster and wire the harness directly. Please tell us about this. Like many Mustang owners, the circuit panel on my 1970 Mach 1 is melted and it would be great to eliminate that problem.

MHR: I've read on many Internet forums that folks have had issues with reproduction circuit boards, sometimes having to buy 2-3 circuit boards before they find one that works. Obviously, the original flexible circuit cards deteriorate and break after decades of use. Ford originally introduced the circuit board to improve reliability; in hind-sight, that was a design flaw. Some of my customers were having problems with this area and I really couldn't help them since I don't refurbish the circuit cards. (Actually, no one can do so economically).

I want happy customers, so I experimented with a 1971 dash cluster that was donated for a prototype hard-wiring. By hard-wiring, lamp sockets and connections to gauges use similar components seen in the 64.5-68 dash clusters. The hardest problem was finding lamp sockets that would fit for the 1969 and up dash clusters. After finding a source, the rest was fairly straight-forward. The dash cluster harness ends in a multi-pin Molex-type plug, allowing easy connection with the underdash harness, which has its dash cluster connector changed to the new style. (The existing dash cluster connector can stay with the harness upon request). One advantage I offer is about a 12-15 inch extension of the dash cluster harness



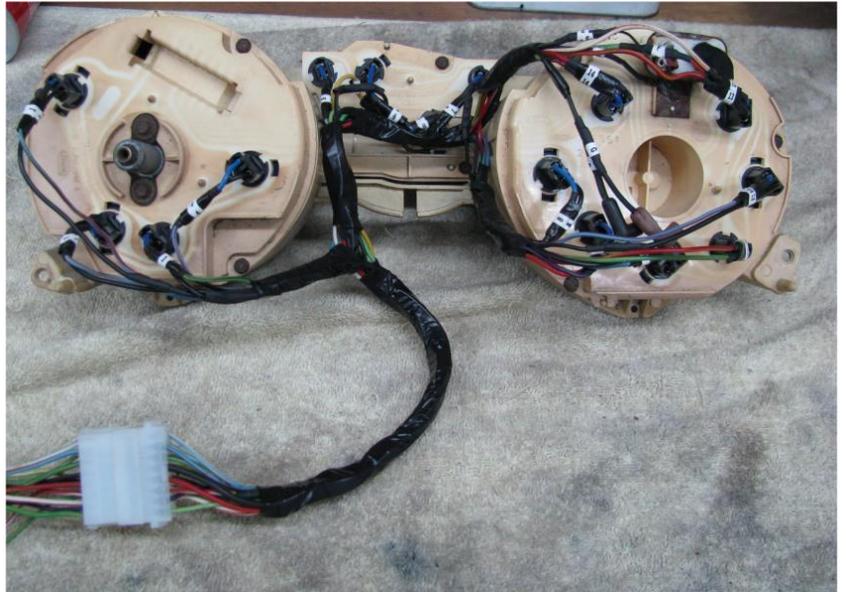
so that one can easily remove the dash cluster from the dash allowing people to get both hands back there to connect/disconnect the connectors.

RMM: If a wiring harness simply cannot be saved, what is your advice for purchasing a new, reproduction harness?

MHR: It is far cheaper to send in your existing harness as a core and let me provide you an underdash harness at much cheaper prices than reproduction. Alternator and engine gauge feed harnesses are almost always recommended for

Melted Circuit Board from Pat's 1970 Mach 1

reproduction, as they are engine specific and I cannot determine which model is appropriate for any vehicle. In addition, they are reasonably priced. Tail-light reproductions are suitable if one wants the fabric sheathing as that cannot be repaired or added once the harness is fully manufactured. Most tail-light sockets are corroded as well, so reproductions are a good alternative if they are not too expensive. Some tach-configured headlight harnesses are recommended as reproductions, simply because there are insufficient cores turned in and there is no conversion from standard headlight due to unique connectors.



A 1971 Gauge Cluster Hard-Wired by Midlife

RMM: Part of being a Mustang owner is dealing with inevitable electrical issues. Do you have any advice or suggestions for troubleshooting and fixing typical Mustang electrical problems?

MHR: Great question, but general trouble-shooting procedures are too long to document. I include general trouble-shooting guides for installing wiring, such that one checks for shorts prior to connecting the battery, that are relatively simple if one has a digital volt-ohm meter. Most other trouble-shooting

revolves around turn signal switches (a notorious intermittent problem), intermittent voltage to the coil, tachs that don't work correctly and charging issues. If you run across a problem that you can't figure out, feel free to e-mail me.

RMM: Is replacing filament lamps with LED lamps a good idea for a classic Mustang?

MHR: Yes, provided you replace the flasher cans for turn-signal lamps. The standard flasher cans rely upon higher resistance of the incandescent bulbs over LEDs. One drawback of LEDs is that you cannot dim them for dash lamp usage. LEDs are either on or off.

RMM: I've seen some Mustang owners install relays for the headlights. Is this a modification you would recommend?

MHR: This is a common modification and I have no issues with it. I do not make those modifications for my customers, as there are a variety of methods of doing so. The slickest version is a plug-n-play relay/harness that seems to work well.

Q: I've seen many people online debate using dielectric grease for vehicle electrical connections. Some say it's a good idea, others say it's a very bad idea. What's your take?

I use dielectric grease on fuse clips when I have to remove corrosion from fuse boxes by glass-bead blasting. The grease helps to keep corrosion away for a few years, but the original plating is far superior if not damaged. Otherwise, the grease is not needed except for perhaps spark plug wires.



RMM: Do you currently own any Mustangs? Would you like to tell us about any Mustangs you've owned in the past?

MHR: When I was in High School and college, I owned a 65 GT Coupe for 10 years, losing it when a 47 Willys Jeep rear-ended me. In 1978, any reasonable collision resulted in the vehicle being totaled. Nowadays, that Mustang would be an easy restoration project. In 1998, I bought a 1966 GT A code fastback in candy-apple red which I fully restored. I just sold it last Christmas time due to a

Randy's 1966 GT Fastback

deteriorating, chronic back condition that is forcing me to cut back on bending over and heavy activity. You can see complete documentation of its restoration at

<http://midlife66.com> . I bought a new 2006 Mustang GT, but sold it in 2011 as I was traveling long distances for work and the tight suspension was not helping my back.

Midlife Harness Restorations

<http://midlife66.com/harnesses/>

harnesses@fusemail.com

You just never know what some people are gonna do with a Mustang...



Submitted by Hap Shadler. Thanks, Hap!

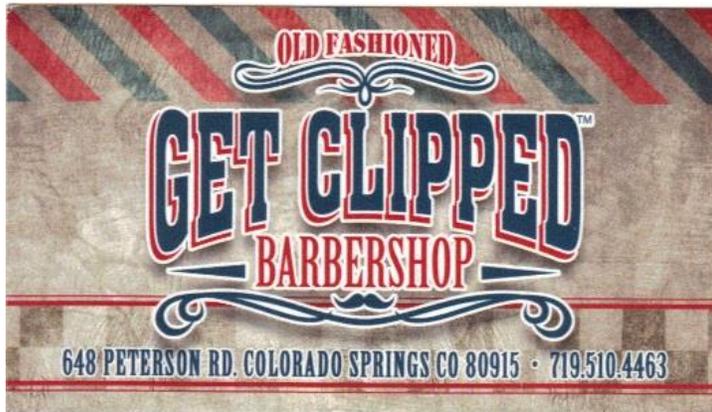
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RMMC 2015 Calendar

June 18-21	Rocky Mountain Mustang Roundup, Steamboat Springs
June 26-27	Mecum Auto Auction, Denver
July 11	Annual club meeting and picnic Bear Creek Park, Colorado Springs
July 17-19	MCA car show, Loveland
July 23-25	Bullitt Nationals, Colorado Springs
August 1	1 st Saturday Car Show, Colorado Springs
August 16	Good Times Car Show and club meeting, Old Colorado City
September 26	Fall Color Tour and club meeting The Roberts' home, Florissant
August 22	Royal Gorge tour
September 19	Forney Museum Dust and Shine
October 17	Garage Tour / Progressive Dinner and club meeting Woodland Park / Teller County
November 21	Club meeting and election of officers – Mimi's Café , Social hour 5:30, meeting 6:30/Event TBD



Ross's "Did ya know!"

by Ross Schwyhart

Almost everybody has one. You know those drawer organizers that you keep all those screws, washers, nuts, and other small pieces that you might need some day. Last week I needed a small machine screw for a project I was working on and had the drawer of screws sitting on my work bench. The next thing I know I had knocked it on to the floor and the screws when everywhere. Bummer deal, dude!

How to pick up all those screws? A magnet seemed like a good idea. So I grabbed a small magnet and picked up a bunch of screws but, what a pain it was when I went to get the screws off the magnet and put them back into the drawer.

The solution put the magnet in a plastic bag (I used one of those heavy freezer zip top type bags), pick up the screws, put bag and the magnet over where I wanted the screws and pull the magnet out of the bag. The screws dropped into the drawer and I didn't have to spend the time picking them off the magnet. You can also use this technique when you have to drill a hole and you don't want the drill shavings falling into the piece you are working on such as having to drill out that broken bolt on an engine.



Pics From Mustang Birthday Celebration at Phil Long Ford









Rocky Mountain Mustangers Club Logo Merchandise

Tanks	\$12.00
T-Shirts	\$16.00
Long T's	\$25.00
Sweat Shirt	\$28.00
Pins	\$2.00
Patches	\$2.00
Decals	\$2.00

**Ladies V-Neck T-Shirts now
available!**



For information on how to order
Rocky Mountain Mustangers
club apparel from Lands' End,
email Pat Germain at:

pgermain@comcast.net

Club code of Conduct

The Rocky Mountain Mustangers take pride in our Club being an organized club with monthly meetings and events. We enjoy having members of all ages participate and show their love for the Mustang, from a new car to a classic car, a show car and a race car, and up and coming cars. We have had numerous members come and go from the Club for various reasons. The Board of Directors does not want to see any of our members treat other members, or potential members inappropriately, with comments or actions. In accordance with our By-Laws, the Board of Directors will ask anyone found causing embarrassment to the Club to resign.

Terry	President	president@mustangers.com
Ross	Vice President	vicepresident@mustangers.com
Polly	Secretary	secretary@mustangers.com
Sharon	Treasurer	treasurer@mustangers.com
Alan	Chairman of the Board	chairman@mustangers.com
Vonda	Webmaster	webmaster@mustangers.com
Pat	Newsletter Editor	newsletter@mustangers.com
Steve	Raffle Master	rafflemaster@mustangers.com
Dottie	Cruise Controller	
Brandon	Rocky Mountain Mustang Roundup	www.rmmr.org
Gary	Rocky Mountain Mustang Roundup	www.rmmr.org
Bryan	Good Times Car Show	www.goodtimescarshow.com

Rocky Mountain Mustangers Club, Inc.

2015 Membership Form

Please take to meeting or mail to:

RMMC, P.O. Box 7102, Colorado Springs, CO 80933



PLEASE PRINT

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Mobile Phone: _____

Email: _____ Spouse Email: _____

Spouse's name: _____ Children's names: _____

When did you join the RMMC? _____ How did you hear about the club? _____

Vehicle(s):

YEAR _____ MAKE _____ MODEL _____

YEAR _____ MAKE _____ MODEL _____

YEAR _____ MAKE _____ MODEL _____

Do you have any talents? _____

What type of events do you enjoy? Popular Vote Show _____ Judged Show _____ Rallying _____ Cruising _____
Auto Crossing _____ Drag Racing _____ Road Course _____ Parades _____ Tours _____

What activities interest you? Public Relations _____ Club Relations _____ Programs/Meetings _____
Tech Presentations _____ Sponsor Development _____ Club Publications _____ Social Activities _____
Show Activities _____

Membership: The RMMC membership year runs from January 1 – December 31. **New members joining after January will have dues pro-rated at \$2.00 per month. Check or Cash ONLY.** Please make checks payable to RMMC.

Initial Membership: \$16.00 + Dues: \$2.00 per month _____ (pro-rated) = TOTAL: _____

Initial Membership reflects \$2.00 per month member dues, \$8.00 club insurance surcharge, \$8.00 initiation fee to include one club logo window sticker, one club logo patch, one club logo lapel pin, and RMMC name tag.

Renewal Membership: \$32.00 _____

Renewal Membership reflects \$24.00 member dues, and \$8.00 club insurance surcharge.

NOTE: Membership renewal is due yearly by the February club meeting. Late Renewal will result in additional \$10.00 fee.

Insurance Release Statement

I hereby understand that I am fully responsible for my automobile(s) and its contents, and agree to hold harmless the Rocky Mountain Mustangers, Inc., its members, and any volunteers from and against any claim for damage, injury, or loss to person or property which might or does arise out of participation in any club sanctioned activity. I further attest that my automobile(s) in a club sponsored event is/are covered by liability insurance as per the requirements of the State of Colorado.

Member Signature: _____ Date: _____ Your Insurance Company: _____

Information provided on this form is club confidential and not to be released without the club member's knowledge and permission.