



VOLUME 15, ISSUE 9

SEPTEMBER, 2015

Terry's Tidbits and Tales

Hello Mustangers!

Hello Mustangers! August was a blur and the end of summer is approaching fast. The trip Sharon and I took to California to go to the Rolex Monterey Motorsports Reunion, or otherwise known as the RMMR (very ironic that RMMR is also the designation we use for the Rocky Mountain Mustang Roundup!), was fantastic. The weather was hot and inviting and so was the action at Mazda Raceway Laguna Seca. Former RMMC member Fred Lofy, his friend Gary and I spent Friday, Saturday and Sunday (14th, 15th & 16th) from 8:00 AM to 5 PM at the track taking in the sights, sounds, smells (ahh the heady aroma of spent race fuel in the morning!) and the pageantry that is the Monterey Motorsport Reunion. The new Ford Mustang GT 350 and GT350R were there to greet us early Friday morning, but it was like getting the new Christmas Toy catalog we looked forward to in our youth each year -- something new to add to the wish list, hoping Santa would have in under the tree come Christmas morning.



Race Red, Triple Yellow, Deep Impact Blue and of course Oxford White – Santa, I will take any or I will take all – make sure they have the over the top stripes too! On the track or in the pits that flat crank Voodoo 5.2 liter DOHC Ford engine makes its presence known to all within earshot – the baddest Mustang ever to come off the production line in the house! Watching the GT350Rs out on the track was amazing – they have tenacious grip, eye-popping speed and braking that has to be seen to be believed – lap after lap. The drivers would come back in to refuel and that wonderful sound would crackle through the paddock again and again as they went back on course.

Sharon and her sister Cinder joined us at the track on Friday armed with their digital SLR Nikon cameras, with an assortment of various lenses and data cards, and took more than 500 pictures each of the on and off track spectacle that is the Motorsport reunion. The ladies then hooked up with Julia Lofy and her daughter, Shelby, for the rest of the weekend to spend quality time together doing the things they like to do; walk, talk, shop and sight see all that is the Monterey coast and surrounding area.

Forty – yes – forty genuine '65 and '66 Shelby GT350s hit the track each day – most driven hard by the owners and/or drivers and some, but only a few, not so much. The cars were period correct, beautiful to see and hear as they roared around the Laguna Seca race course and flew down the famous Corkscrew back toward the start finish line lap after lap –did I say we had a fantastic trip?

Continued...

My hands were able to touch the new Ford GT and a Le Mans winning GT40 – it was amazing and humbling to experience this in two garage bays side by side in the Laguna Seca pit row. Jackie Stewart and Scott Pruett gave a lunch time talk on Saturday – it was fascinating listening to these two stalwarts of racing fraternity and seeing them in the flesh.

Congrats to members Doug Berwick and Jim Goss who received awards at the Bullitt Nationals CO Springs show and MCA Loveland shows respectively – way to go guys! We will have to wait until the September Fall Colors Tour/Meeting on 9/26 to hear who received awards at the Good Times Show in Old Colorado City.

The Royal Gorge Tour was well attended and we all we able to drive our Mustangs across the bridge and back as well as to enjoy the other attractions at the park. Some of the attractions are still works in progress, but the Gorge is back after the fire and open for business based on the crowds we saw later in the day. I even got Mark Roberts to get out of his car when it was on the bridge and take his picture to show Polly he did it – to say Mark doesn't like heights is an understatement!

The website is up and working again. Our webmaster, Vonda, faced a few challenges but was able to get the issues resolved with Go Daddy's' tech support help. We are delaying the vote on the bylaw changes to next month due to the limited availability of the old bylaws to compare to the new changes being proposed by the Board for the member's consideration and input. Nominations are needed for the upcoming elections. Get on the committee and get fellow members to volunteer for a Board position. We will also be looking for two members to audit the books too.

Hopefully, you received the emails detailing the upcoming events -- this Saturday, the Forney Museum dust and shine and next Saturday the Fall Colors Tour/Meeting at the Roberts house in Florissant. If not, send one of the board members an email and we will send the details back to you.





Ross's "Did ya know!"

Ross Schwyhart



Always use the right driver for the screw head you are working on. I know some of these look the same (can you tell the difference between a Pozidriv and a Phillips from 10 feet away?) but they are not – and you risk damaging the screw and ending up taking a lot of time to extract it if it gets damaged.



Slotted

This is the original screw drive. You find these everywhere, though the practice of using screws with slotted drives is on the decline because the screwdriver slips out of the slot, particularly when you are applying heavy torque to really tighten down (or loosen, for that matter) these types of screws.



Phillips

This type of screw drive is very popular – and again, you find them in a very wide range of applications. Common sizes are Phillips #1, #2 and #3. The most common Phillips size is #2.



Phillips Tamper-resistant

Not very common, but when you need one, you need one. Same shape and sizing as Phillips, but the screw includes a tamper-resistant pin in the middle. This screw is not used in high torque applications as the design is not very strong and the bits cannot be manufactured to high strength specifications.



Quadrex

A combined Phillips and square recess drive.





Pozidriv®

This screw head isn't seen very often in the U.S.A., though it is very common in Europe. It looks a lot like a Phillips screw head, but it includes 4 more contact points. Common sizes are Pozidriv #1, #2 and #3.



Square Recess

Square recess are being used more and more as they are very resistant to cam-out, which is a fancy way of saying the tip of the tool does not slip out and mar the screw head very easily. Commonly found in two sizes: Square #2 and #3.



Square Recess Tamper-resistant

Same design and sizing as square recess, but includes a centered tamper-resistant pin.



TORX®

TORX, the funny looking screw drive. Well, you see them in a lot of electronics here in the US, and they are gaining ground in a variety of their applications. They range in size from T5 through T55 in 1/4" insert bits and power drive bits.



Tamper-resistant TORX

Tamper-resistant TORX has a small post in the middle of the drive that prevents a regular TORX driver from working.



TORX Plus

TORX Plus is an enhanced TORX design that allows more contact area between the driver and the screw head allowing more torque to be applied, even at high driving speeds. This is a fairly new design.



Tamper-resistant TORX Plus

Tamper-resistant TORX Plus is a licensed design, only available after the purchaser has completed paperwork indicating their authorization to purchase these bits. This design is used extensively in correctional facilities and in other high-security applications. It is different than the usual TORX Plus because it uses only a FIVE lobe design, with a center pin.





Tamper-resistant Hex

The tools to access tamper-resistant hex are limited from general distribution in order to protect equipment from access by end-users. Similar to tamper-resistant TORX, there is a small metal post in the middle of the screw head that prevents a normal hex driver from engaging. Tamper-resistant hex come commonly in the following fractional sizes: 1/8, 3/32, 3/16, 1/4, and 5/16



Tri-Wing®

This unusual three-leg design of the Tri-Wing comes in 3 sizes: #1, #2, #3.



Spanner

Sometimes also known as “snake eyes” and “notched.” Though our diagram shows two holes in the top of the screw, these sometimes also look like a screw with two notches cut into the edge on opposing sides of the screw. A commonly used screw head to avoid tampering, we’ve seen these used in everything from electronics to bathroom stall doors in public restrooms! Comes in 6 common sizes: #4, #6, #8, #10, #12 and #14.



One Way removal tool

This is a specialized application for sure. A one way screw is installed using a slotted bit – but since the edges of the slot are ramped in the opposite direction, a slotted bit will not engage to remove the screw. These one of a kind removal bits can be adjusted to fit one-way screws and back them out.

Bolt & Screw Extractor Tool

Use this when you may have just happened to use the correct screwdriver and still stripped the head or broke the head off! Comes in different sizes to work on broken bolts from as small as No. 10 to as large as 3/8 in. (5mm - 10mm).



Interview With Kevin Tetz

Patrick A. Germain

If you've watched car shows on TV or read car magazines over the years, likely you've seen or read something from Kevin Tetz (pronounced "Tates").

Kevin grew up in the world of auto paint and body and has shared his skills through his "Paintucation" DVD series as well as TV shows, magazine articles and online videos. I picked up the entire Paintucation DVD set and found it extremely helpful for my 1970 Mach 1 project.

Kevin built a stunning 1966 custom Mustang coupe with a supercharged 4.6 liter V8 he called "Jaded". This Mustang was displayed at the 2012 **Specialty Equipment Market Association (SEMA)** show in Las Vegas. Most recently, Kevin is hosting an online car restoration video series called "Hands-On Cars" on YouTube sponsored by Eastwood. (Let's just ignore that the current project is a Mustang rival.) He is also a regular contributor to Car Craft, Hot Rod and Mustang Monthly.

I was pleasantly surprised when I recently reached out to Kevin with a few paint questions and he promptly replied with some great advice. I was again surprised when he agreed to do an interview for the Rocky Mountain Mustangers newsletter!

Of course, most of my questions are about painting a car. This may seem self-serving as I'm preparing to paint my Mustang. However, Kevin shares some great technical information helpful for anyone considering painting their own cars. Or, if you're taking your pony to a paint shop, Kevin's advice will help you to have an informed discussion with your painter. Let's see what Kevin has to say...



RMM: I bought your “Paintucation” DVD series for my 1970 Mach 1 project and found it very helpful. What I like most is you get into the “Sausage Making” of auto body work. That is, the messy cutting, welding and grinding that can be pretty scary for newbies. I don’t see this in other instructional videos. Did you also see this void and set out to fill it with your videos?



Jaded Engine Bay

KT: I saw a void in FUNDAMENTAL information that the regular guy could understand. My goal has always been to speak *to* people and not *at* them, if that makes sense. So far I think we’re reaching people in a good way.

RMM: Some of the Paintucation videos are getting a bit dated. Do you have any plans for updates or new topics?

KT: Always! “Fiberglass Repair” came from that inspiration to stay current. The interesting thing happening is the format from which people absorb their information now. It’s changing so fast that I’m trying to jump on a spinning carousel. I think I’ve found a digital space for Paintucation that can coexist with the DVD format for people who are changing the way they view videos and instructions. We’re developing a new membership based website that will be very informative and fluid in its ability to constantly update content. It’s just the way the world is going now. But we’ll always have DVDs as long as people want to watch them.

RMM: The only thing I found that actually cleans my paint gun is lacquer thinner. Have you found other solvents that work well for cleaning paint guns?

KT: Acetone is a good one. For Polyester surfacers, it’s really the best cleaner; better than lacquer thinner. It’s more aggressive and more compatible with polyester.

RMM: Since a good paint job is becoming prohibitively expensive, more hobbyists (including myself) are opting to paint their own cars. Do you have any suggestions when setting up and painting in a home shop or homemade paint booth?

KT: This is a hot topic and one that changes with the times and regulations, but the new digital website will have a section about creating a great home-shop environment. To answer your question, one needs to study a professional spray booth and mimic its characteristics as closely as possible; airflow, direction of air travel, filtration, and lighting. This can be done very inexpensively with PVC and clear poly.

RMM: Obviously, safety is a top priority for auto painting. Is it always necessary to use a fresh air respirator? Or, can a good quality cartridge respirator work OK?

KT: This is a great question! There are two types of paint mask: negative pressure and positive (supplied air) pressure. Negative pressure is the one that seals to your face and you breathe through the filters. Positive pressure is supplied air that pumps more air into your facial area than you could possibly breathe, thereby forcing contaminants out and giving you safe air. Technically, the negative pressure charcoal mask CAN filter the bad stuff, but no mask manufacturer can guarantee that you have a good seal on the mask or that it's not out of its active date range. Yes, you can safely use a face mask with catalyzed car paint, but it's always BEST to use supplied air systems. They're more expensive, but you only have one set of lungs.



RMM: In your recent Eastwood video, you sprayed something on the paint booth floor to reduce dust. Can you tell us about this product and how it's better than plain water on a paint booth floor?

KT: Part of what I can offer hobbyists is a glimpse into the professional spray painting world. Dust control spray is one of these things. It's a moisture/dust trap that holds airborne contaminants down on the floor- beautiful product. It won't give you a clean paint job by itself, but it will help big time!

Custom Headlamp and Fender Work

RMM: In your videos, I've seen you use a high fill, polyester primer followed by hand blocking. How many times do you shoot on the high fill primer and block?

KT: The panels will tell you when they're straight. How's that for a ZEN answer? Seriously, if you're using guide coats and wet-checking your progress, you'll be able to see when it's time to move to the next step. I typically do at least TWO sessions of high build poly after body work; sometimes more if the car wants it.

RMM: Do you like to use a sealer coat before shooting on the base coat?

KT: Any time you can avoid an extra layer of solvent-based material in your paintjob recipe, do it! Sealer has ONE function; to provide a single color background coating for your color. If you can achieve that without a sealer before paint, you can eliminate a step and potential problems with additional layers of product stacked up.

RMM: I've heard varying opinions about using different colors of primer or sealer below the base coat. Some people say the color can affect the appearance of the base coat. Other people say if that's the case, the job wasn't done correctly. What's your take? Do you prefer to use specific colors of primer or sealer with certain colors of base coat?

KT: Man, you know your stuff! If I'm doing a custom job, and it's bright red, I'll use white primer or white sealer under the base color. And yes, it does make a difference. Some blues and reds take 5-8 coats of color to fully saturate. That tells me there's a certain opacity in that color and that light will bounce around in the layers. So, a light background can help make the color "pop". This is one of those areas where the rules change depending on what your goals are. Isn't this fun? ☺



RMM: How many coats of clear do you typically like to shoot allowing for sanding and buffing? Should a novice shoot on more coats?

KT: The number of coats depend on the goal of the project. If I know I'm going to aggressively sand and buff, I'll put on as many as four coats, but there are shops that spray differently than I do. They might layer on many more coats, but spray VERY differently so it doesn't trap solvent. I've still got a lot to learn myself, and that's part of the fun. A regular street driven car will get two to three coats of clear and a light nibbing and buffing, but sometimes I'll do two separate sessions of clear, sanded down in the middle, to achieve a totally dipped look. John Kosmosky (founder of House of Kolor) calls this "Flow Coating". It's a very effective technique in the custom world where time and money are not in the equation; just like the white sealer under a red color.

RMM: I understand you recently sold your custom Mustang, "Jaded". Were you able to get out and enjoy this Mustang before parting with it? If so, what kind of adventures did you and Jaded share together?

KT: Thanks for asking. Jaded and I shared a lot of "firsts". First time on a banked oval. First car I built to be displayed on Hot Rod Alley at SEMA. First magazine feature. It was a very special car to me and it was sad to see it go. More important than the car is the big picture; friends along the way who gave unselfishly of their time to help me achieve those goals. That's the best thing about this industry and hobby. I had people rallying for me and I am humbled they even know my name, let alone gave me encouragement and inspiration. I'm not going to drop names, but they will never realize how much their encouragement meant to me. Giving for the sake of giving. What a concept. And it's a daily thing in our hobby. I love my fellow gearheads!

RMM: Have you owned any other Mustangs that were special to you?

KT: My first full-on restoration was a barn find 1968 Fastback J code Mustang. It was really straight, very solid and a fun car to drive! I painted it candy apple red and installed a black interior. Great memories!

RMM: If you could own any Mustang, what would you choose?

KT: One of each! Seriously, the one I've most recently coveted is a BlackJack Roush S197. Awesome car!

RMM: Many people predict the vintage auto restoration/customization hobby will fade away because young people aren't interested in classic vehicles. However, I know a young woman who works on her 1966 fastback and drives it daily. In your travels, are you seeing a lot of young people interested in the classic car and truck hobby?

KT: I hope this is not just wishful thinking, but I am actually seeing a younger crowd embrace the 60's and 70's cars. The interesting thing is they're also keen on Bimmers, Nissans, Hondas and other imports. And justifiably so. There are some incredible factory performance machines coming from overseas and they deserve respect for what they are, which is mostly a gateway for young people into the American cars that are so iconic. I love ALL performance vehicles and if the imports offer a way to inspire people into this hobby and industry, that can't be bad!

RMM: The Rocky Mountain Mustangers are a sponsor of the annual Rocky Mountain Mustang Roundup. It's a great, multi-day event over Father's Day weekend in the beautiful town of Steamboat Springs, Colorado. We'd love to see you there. Any chance you could make it next year?

KT: Timing is everything! Let's get ahead of it and try to work it out. Maybe we can do a painting seminar?

Kevin has a web site with auto paint and body information at <http://www.paintucation.com/> .



RMMC 2015 Calendar

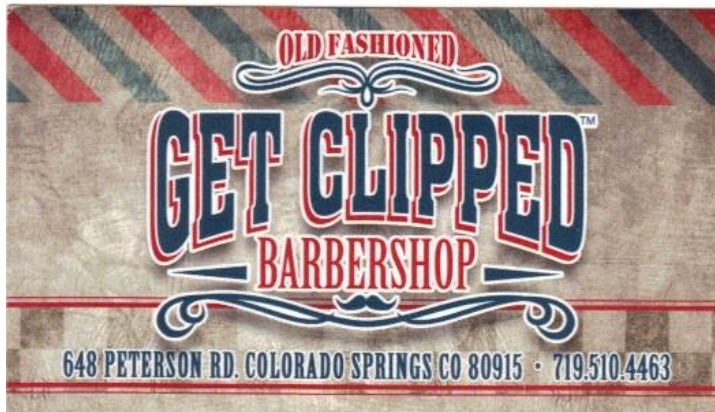
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|--------------|---|
| September 26 | Fall Color Tour and club meeting
The Roberts' home, Florissant |
| October 17 | Garage Tour / Progressive Dinner and club
Meeting Woodland Park / Teller County |
| November 21 | Club meeting and election of officers – Mimi's Café ,
Social hour 5:30, meeting 6:30/Event TBD |

The all-new 5.2-liter V8 found in the Shelby GT350 and GT350R Mustang has a unique, delicious engine note that will soon be terrorizing tracks around the country.

https://www.youtube.com/watch?v=mahe7UorTq8&feature=player_embedded



The new Ford "Voodoo" flat crank V8



05-09 MUSTANG PARTS FOR SALE

	<u>NEW</u>	<u>TODAY</u>
<u>SUSPENSION:</u>		
<i>Ford Racing</i> Sway Bar Kit (Front and Rear).....	\$409.97	\$205.00
<i>Ford Racing</i> Strut Tower Brace	\$182.97	\$91.50
<i>Ford Racing</i> GT500 Strut Mounts.....	\$107.97	\$54.00
<i>Eibach</i> Pro Damper Lowering Springs, Shocks & Struts.....	\$699.97	\$350.00
<i><u>ALL OF THE ABOVE (struts assembled).....</u></i>	<i><u>\$1400.88.....</u></i>	<i><u>\$700.00</u></i>

EXTERIOR:

<i>Silver Horse Racing</i> Black GT Billit Fuel Door.....	\$139.99	\$70.00
<i>MMD</i> Rear Decklid Panel(NEW).....	\$139.99	\$120.00
<i>MMD</i> 1/4 Window Scoops(unpainted price).....	\$139.99	\$70.00
<i>Gorilla</i> Blue Lug Nuts.....	\$39.99	\$20.00
Sequential Tail Light Harness.....	\$129.99	\$65.00
18X8.5 "FAN BLADE" Wheels, Tires, TPMS Sensors, Center Caps.....	\$450.00	

ENGINE:

<i>Ford Racing</i> Cold Air Intake (with K&N Filter).....	\$284.00	\$150.00
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CALL REX @ 337-2843 or REED @229-8787

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!**



**Rocky Mountain Mustangers stitched logo
apparel is now available from Lands' End**

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



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SHELTER INSURANCE

AUTO • HOME • LIFE

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.