



January 2007
Vol. 27, Issue 01

Rocket City Mustang Club

RocketCityMustang.com

P.O. Box 5486

Huntsville, AL 35814-5486

2006-2007 Club Officers

President:

Ralph Bischof (256) 797-1506
president@rocketcitymustang.com

Vice-President:

Michael Liston (256) 859-6430
vice-president@rocketcitymustang.com

Treasurer:

Chad Whisnant
treasurer@rocketcitymustang.com

Secretary:

Bill McEwen
secretary@rocketcitymustang.com

Webmaster:

Keith Kucera
webmaster@rocketcitymustang.com

Board of Directors

Mike Gosch
Ken Gullatt

Mark Dorner
Billy Hammonds

Mike Foley
Eric Kaempfer

RCMC Web Site

Our web site is: RocketCityMustang.com. If you would like to put information on our web site please contact our webmaster Keith Kucera at webmaster@rocketcitymustang.com. Pictures of club member cars in whatever condition are always welcome.

Officer's Note

It is the start of a brand new year! A new year contains hope and wonder of the future as well as the essence of something new. Some also look back and reflect on the previous year for accomplishments and failures, loved ones lost and found. I hope that the holidays were special to you in some way this year. Please note that we do have a special benefit show coming up this Saturday for Skip and Deb Hamer. The flyer is again listed in this newsletter. On another note, I will be out of town for both this show and the meeting coming up Tuesday night.

Speaking of this Tuesday's meeting, **the meeting place has changed!** It is now at the West End Grill at the northeast corner of Old Madison Pike and Research Boulevard in a small strip mall. Mike Liston will run this meeting in my absence. I am hoping that we can all remember our annual dues and to have Mike discuss our May show. Mike is the Show Chair this year. Let's give him a lot of help this year!

We ended the year with 77 paid members and 104 Mustangs listed on our roster. I would like to see this grow even more.

Club Notes

There was no meeting in December in lieu of the Christmas Dinner. Yet, the dinner did list 51 people! I hope everyone ate well!

Old Business

- Stickers are now ordered
- Club roster – 77 members

Trivia by Group won by Mark Dorner with 6 of 11 correct!

Did You Drive Your Mustang?

Ed Morfenski did and the next pot is \$10.

Birthdays

Happy Birthday to members and their families:

January

Steve Eder	Greta Gosch	Ryan Howe	Craig Kaempfer
Karyn Kaempfer	Wanda Reed	Walter Sobryan	Clifford Spearman
Bonnie Stewart	Shirley Talley	Patrick Turner	Jennifer Whisnant

Upcoming Events (Send notices to president@rocketcitymustang.com)

January 20 – First Annual January Thaw All Makes All Models Car Show, Sears parking lot, Madison Square Mall

This is a benefit show for Skip and Deb Hamer, lifelong local car enthusiasts. Deb was recently diagnosed with cancer, and we want to help them battle this with all the resources they need. This is a great opportunity to come together as a community, meet new friends, and help Skip and Deb beat this thing. See flyer at Page 7 of this newsletter. Please spread the word. Also, if anyone would like to help with fundraising activities, please contact Mark Dorner at 'dorner_mail@yahoo.com'.

February 7 – Dairy Queen Cruise-In

First Wednesday of every month at the Dairy Queen on Highway 72 in Madison. All makes and models are welcome. Gathering usually starts at around 6PM.

Classifieds

Any RCMC member who wishes to place a free ad in the classified section, please send information to president@rocketcitymustang.com.

Ed Morfenski -



1967 Mustang Coupe, \$11,000. Ed Morfenski. 289 V-8, Automatic, power steering, factory A/C, deluxe interior, new paint, new vinyl top, new tires, excellent conditions, complete maintenance records. Contact Ed phone 256-883-8245, email morfenskie@bellsouth.net.

Holly Peck -

007 Shelby GT 500 Chrome Rims & Tires, 5 months old..18X9.5 5 lugs. Excellent shape no scratches or curb rash or chips. Fits a mustang from 94-06. - \$1000

20" chrome Axis GTR wheels with BF Goodrich KDW T/A tires..less than 5,000 miles on them. I paid a little over \$3,500 for the setup. Asking \$2,000

Demolet cold air kit for a 05 GT Mustang. Demolet carbon fiber tube w/K&N filter asking \$150

Stock GT rear spoiler screaming yellow Make me an offer!

MGW chrome turn signal cover- make an offer in good shape for show fits 94-04

MGW chrome ebrake handle- make an offer in good shape for show fits 94-04

UPR cup holder bezel- make an offer its in fair shape. fits 94-04

Autometer Phantom Air/Fuel ratio guage brand new NEVER installed- \$30

Also looking for any used 03/04 cobra parts.

Steeda billet tweeter covers. Paid \$150 for these then spent \$50 to have them polished out to show finish. Asking \$50 in mint condition. Fits mustangs with the mach sound system.

I can be reached at 256-762-0639 or Emailed at GrabberBlue02@aol.com

65 Mustang Convertible K Code, Gene 765-934-8245. Very good condition, no rust or body filler, only reproduction parts on the car are the hood and the floor pans, we warped the hood sand blasting it but the repo fits and looks good. The engine and tranny are from a 65 Hi-Po but not the one that came in the car, the engine was not in the car when I bought it back in the mid 80's, (I think it probably died on a drag strip some where) so I found a rusted out 'K' code coupe and bought it for the Hi -Po engine and parts the coupe was built on March 25 and the convertible was built on April 10 so the build dates match ok. The car has less than 5000 miles on the engine and other resto parts.

1966 Mustang Coupe. Daniel James restored original 6 cyl. auto. 45k miles, copper with tan interior. Show winner \$8000.00 obo appraised \$12000.00

day time 256-332-3757 - night 256-332-0193 - ask for Daniel

Chad Whisnant -



Set of 289 heads (large valves) ready to bolt on. \$500



1965-1966 Coupe back glass. \$250



65 - 66 Mustang front bench seat. \$200



Ford 8" rear end (5 lug). \$100



- 1965 Mustang hood (small dent in center). \$150
- Stock 289 heads. \$100
- Front and rear (coupe) window chrome. \$75
- C4 Transmission (may need rebuild). \$75
- Stock 289 cast manifolds. \$50
- 1965 front bumper. \$50
- 289 Crankshaft (ground 0.010" undersized). \$50
- Contact Chad Whisnant (256) 566-6298
- cawhiz@charter.net for all these 1965-1966 parts.
- 65 - 66 Fiberglass Shelby style front valance. \$100

Tidbits...

In looking at our website, I noticed that it is sparse with pictures of members' cars. Please take a moment to see if your car is there. If not, I'd like to ask that you email a JPG or 5 to Keith Kucera at 'webmaster@rocketcitymustang.com'.

Bill Ruffer read the above and started digging around for pictures of his Comet. Mark Dorner sent the pictures and a little story that Bill wrote up about his car. Please scroll down after the flyer to read an amazing story about Bill and the car that you see below! And if you would like for the newsletter to showcase your car and story, please send this to me and we will share your story with the club. Afterall, don't we all love talking about our cars?

While I was in Houston, I was heading to a Dave & Buster's (<http://www.daveandbusters.com/>) when I heppened up at an intersection and saw a beautiful white 72 Camaro with orange stripes. I looked over and had to stop in at this place. Now, check the inventory. They have two Shelby GT500KR machines, one is a convertible. There is also a 70 428. Having had one in the past, I almost cried when I saw the price of the Judge they have. Texas Sport and Specialty Cars (<http://www.txsscars.com/>)

I made it to the Cruise-In at Dairy Queen this month. One of the folks that attended greeted me as "Well, hello stranger!" Yes, I know that I have been busy as of late and will miss the first meeting since I accepted the position of president. I am in the midst of three huge projects that have me stretched thin, but I hope to be back for February's meeting. Please show Mike the same wonderful support that you have shown me.

January Thaw Show n Shine

All Makes & Models

A Benefit Event for Local Car Enthusiasts
Skip and Deb Hamer



Madison Square Mall Sears
Saturday Jan 20, 2007 8am – 4pm



\$10 Donation Requested
Best of Show, Best Paint, Best Engine Popular Vote



Brought to you by



On April 17, 1942, my parents gave birth to me, and Ford gave birth to the Mustang. (That was the official introduction date-trust me). I was 22, living in Memphis, Tn., going to college at Christian Brothers College and about to graduate. On a Friday afternoon in May I had taken my girlfriend Linda (now my wife of 42 years) to work and was on my way back to my apartment in my 1954 Ford. I was passing by the Lincoln-Mercury dealership and noticed this beautiful black 64 Comet sitting in the showroom. I had seen 64 Comets before but this one was different. It was devoid of side chrome and accents and had some good looking chrome wheel covers. It was the Cyclone version which had a 4-barrel 289 and a 4-speed. I had to stop and look at it—What could it hurt?

After about an hour or two of drooling (and the salesman wanting to go home—it was 6PM on a Fri night), I told the guy that I would think about it. He knew that I was about to graduate from college and so he offered me a deal. If I would leave my car at the dealership, he would let me drive the Comet over the weekend (to see if I liked it—heh,heh,heh), and we could get back together on Monday. WHOA, what an opportunity.

My roommate and I cruised Memphis all the rest of the evening Sat and Sun. The only thing I lost a street race to was a 47 Chevy with a blown-Hemi (who would have known?).

I was in love with the car, but since I hadn't actually graduated and didn't have a job and I didn't have \$3042, I had decided to pass on the car. I took it back to the dealer on Monday after my last class and told him that I couldn't afford it. He immediately started to gasp for air, mumble, bumble etc. He was so sure that he had a deal that he turned my 54 over to the used car dept and they sold it. Bottom line, he was embarrassed, gave me a GREAT deal, and got all my tools and books and personal items out of my 54. So that's how I became the original owner. I still have the owner's manual and the original window sticker.

In Oct of 64, Linda and I got married. We lived in West Memphis, Ark. I drove it 104 miles a day to work for the next couple of years. In 1966 we moved back to Memphis and I went to work for RCA. Drag racing was big in Memphis, so one weekend I took it to the track to see what it would do. It was terrible. I spun the tires, missed several shifts, floated the lifters-----and won my class.

I went back the following weekend and ran a little better. By this time I was getting hooked. Then a buddy at work got interested and offered to chip in some money and help with the car. We got a Hurst shifter, Hooker headers and some cheap cheater slicks.

I hooked up with a guy that I had gone to school with whose brother was starting up a new business. It was called Racing Head Service (and has now grown to RHS and Competition Cams). They offered to do my heads if I would put their name on the car. I, of course, couldn't refuse.

During this period, I, of course, had to buy my wife a new car since I was racing the family Truckster and we now had two kids.

The racing got to be more and more fun, and there wasn't a weekend that went by that we didn't improve the performance. We were running in NHRA stock class—everything must be per the stock specs, headers and aftermarket ignition and 7" cheater slicks were all that you were allowed. Ultimately our finest hour was a 13.26 pass. The National Record at that time (1968) was 13.53 - a 1957 Chevy panel wagon with a 290hp FI 283.

In 1969 my job took me to Indiana. I took off the headers, slicks, changed the rearend and made it a daily driver. In 1974 we moved to Huntsville.

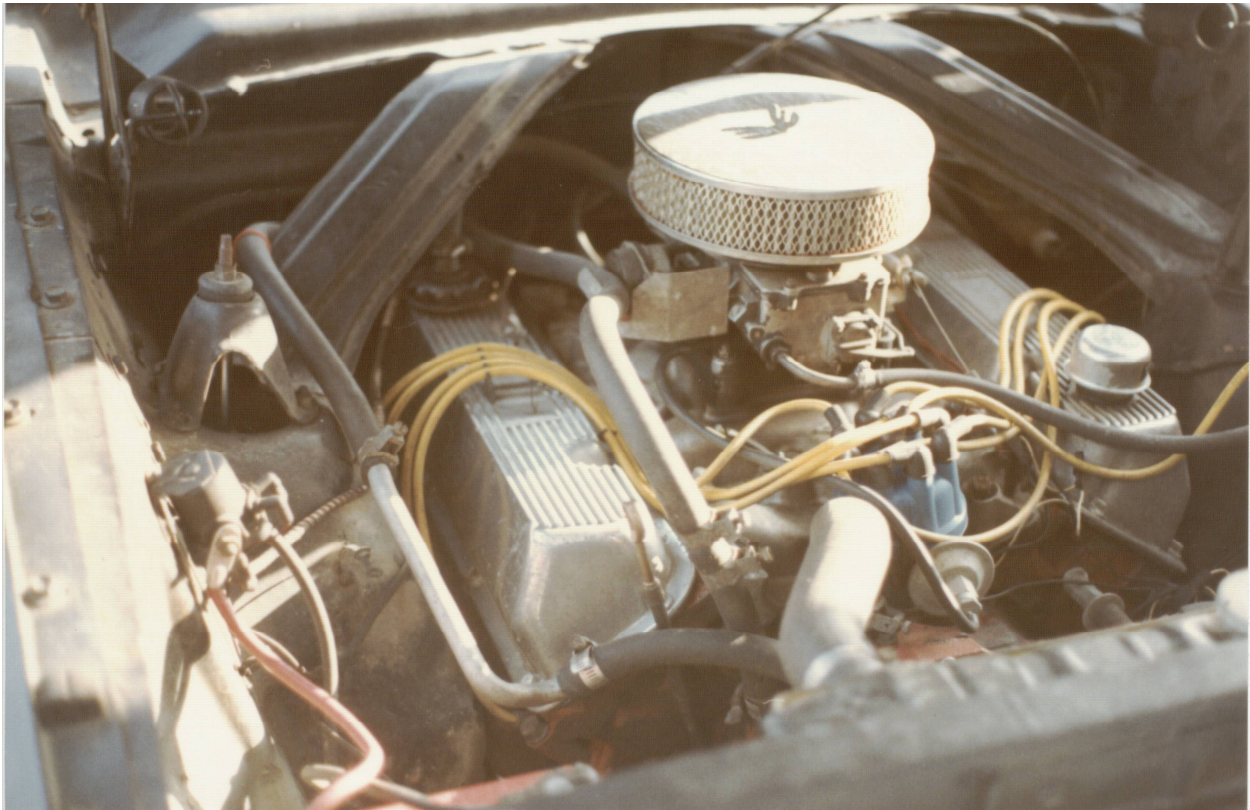
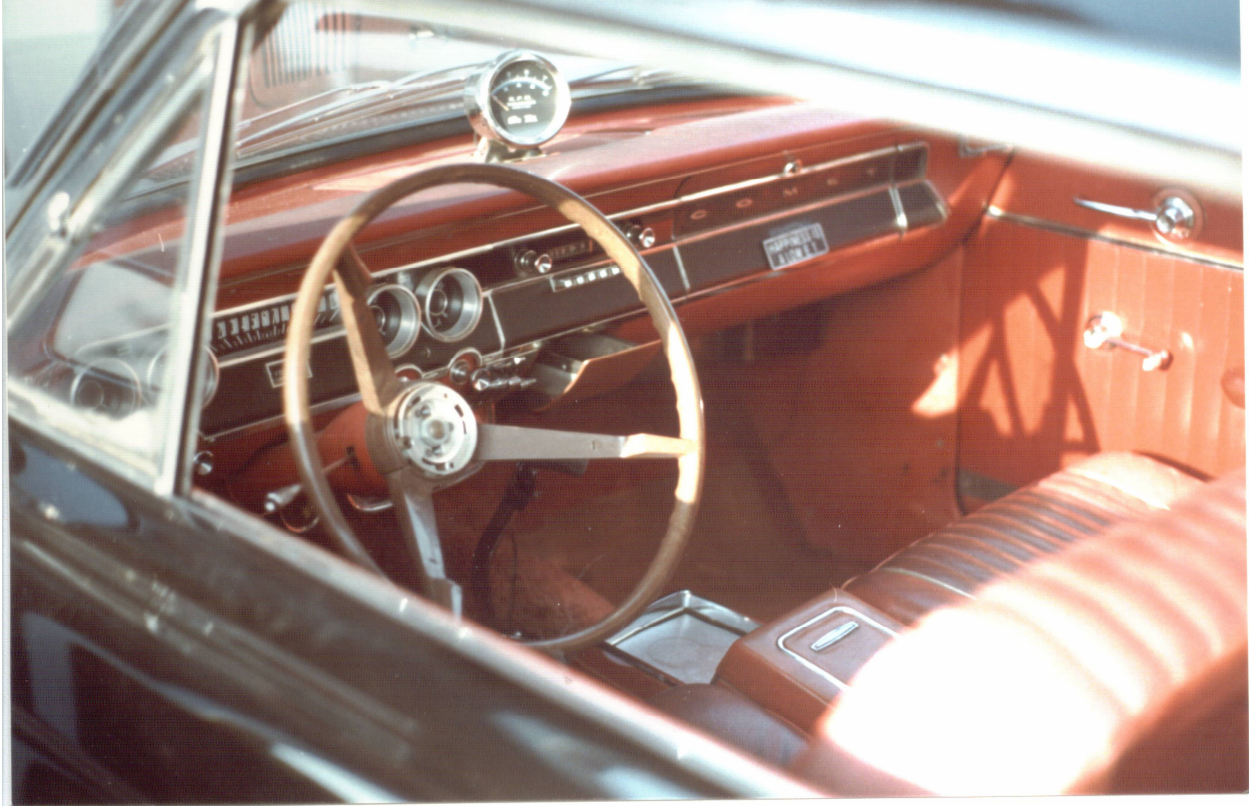
By 1975 the engine was getting pretty tired and I was exploring options. I ran across an ad in the Hsv Times for some 351-C pieces. Turns out that this guy, Robert Walker—an old time Ford guy who owns a junkyard on Hobbs Island road -- had just what I was looking for. The 351-C was the latest craze and what Robert had was actually a complete, but disassembled engine out of a 72 Mach 1. I had to get a 65 or later bellhousing (64's were 5-bolt, later were 6-bolt), and do some shock tower work and the 351-C was a drop in. I had everything redone and balanced, got a Competition Cam 268H, and put it together. It was - and still is - a rocketship.

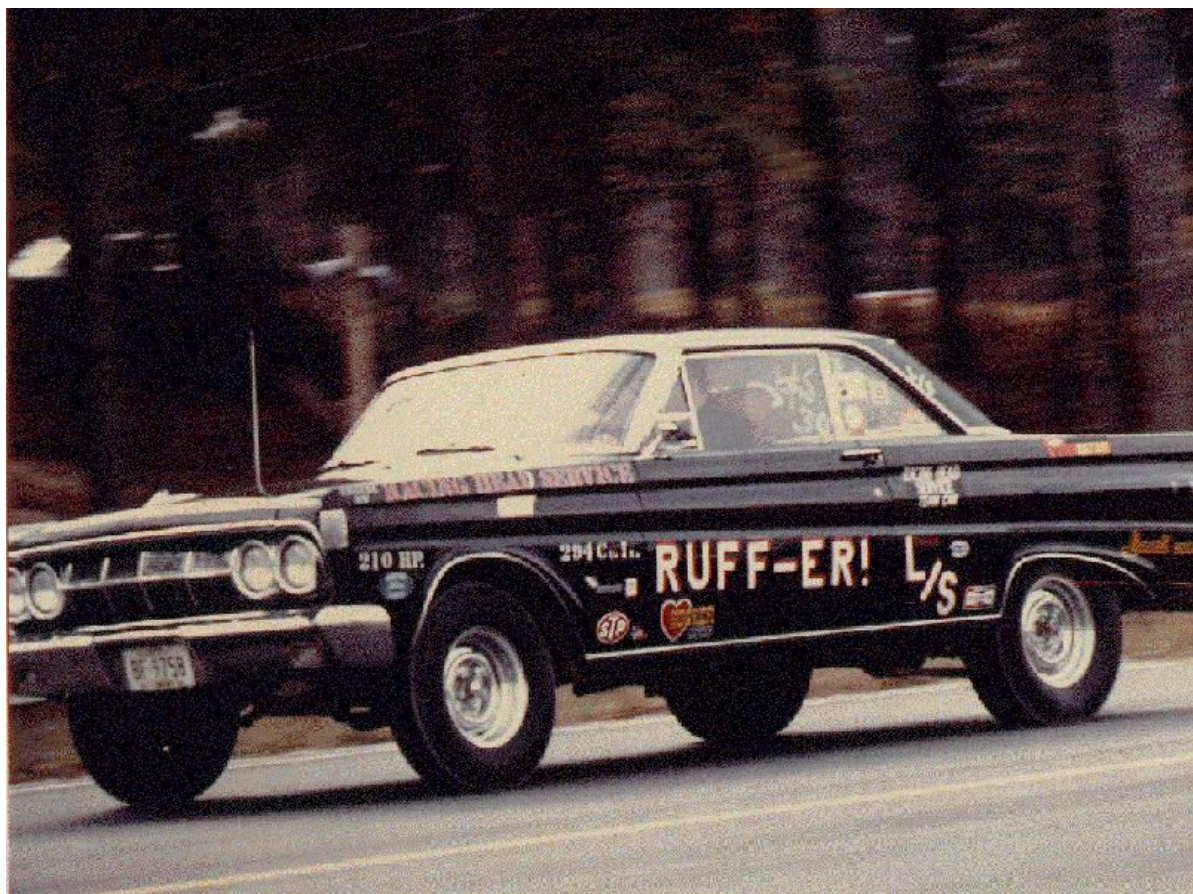
My love for this car has developed a reputation for me. In 1999 I had come home from work one day and noticed that the Comet had been moved. I knew exactly where it sat in the garage. I queried my wife and kids, who all pleaded ignorance. On Christmas Eve, I received a picture of all 5 of my grandchildren hanging out of the car. They had to roll it out of the garage to get the picture, and when they rolled it back, they didn't put it in as far and it was more to the left. It pays to know your car!!

On a few rare occasions where I've been frustrated with it and have threatened to sell it—I've been told-----"You can't sell that car, we're going to bury you in it!"

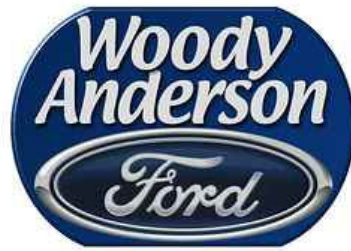
Over time I changed the 4.62 rearend to a 3.70 and then to a 3.25. (Too much tire smoke with street tires). I also got rid of the 780 Holley and went to a 600. I still have the car and drive it every couple of months. I recently went through the entire brake system and replaced all the wheel cylinders and shoes (yes, it is still all drum). The car still has the original paint (which looks good) and interior.

I have always had more plans for it than I had time or the money to fulfill, but I still have hope of doing a lot more to it.





2006 Sponsors



Gullatt's Mustangs
gullattsmustangs.com

Rise Real Estate
256-772-8000