



April, 2014



# Mustang Tales

Newsletter of the Reno Mustang Car Club

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## Upcoming RMCC Events

(Next Two Months)

**April 8**  
Tuesday

RMCC Monthly Meeting:  
RDW Automotive, 1186 Telegraph Street, Reno  
Board Meeting 6:30 pm, General Meeting 7:00 pm

**April 26**  
Saturday

~~Mustang Club Poker Run~~  
Meet at RDW at 1:30pm

**POSTPONED**

**April 26**  
Saturday

Monthly Coffee Clutch  
Rounds Bakery  
294 E. Moana, Reno  
Begins at 9:30 AM

**May 10**  
Saturday

Veteran's Hospital Show-N-Shine  
VA Hospital, East Taylor St. at Kirman Ave, Reno  
Starts @ 12:00 noon – FREE

**May 13**  
Tuesday

RMCC Monthly Meeting:  
RDW Automotive, 1186 Telegraph Street, Reno  
Board Meeting 6:30 pm, General Meeting 7:00 pm

**May 15**  
Thursday

National Automobile Museum Adopt-A-Car Wax & Shine  
10 South Lake St., Reno Clean car at 5:30, adjourn for  
dinner at Bertha Mirandas across the street.

**May 17**  
Saturday

Magic Carpet Golf  
6925 S. Virginia St., Reno  
Begins at 1:00 PM, Pizza at Giorgio's afterwards

Mustang Tales is the newsletter of the Reno Mustang Car Club and is published monthly in Reno, Nevada by its Editor, Sid Gesh: [sidgesh@yahoo.com](mailto:sidgesh@yahoo.com) 775-852-2126

**Meeting Menu**  
**Celebrate Easter & Mustang 50<sup>th</sup> BD**  
**Cake Provided**



## President's Message

Ron Wheeler, RMCC President



Join us for the **Restomods In Reno** celebration of the Ford Mustang 50<sup>th</sup> birthday. Bring your best costume for a 60's themed costume party. There will be a special Reno arch photo-op. We look forward to seeing all our old friends and their magnificent cars as well as lots of new participants. Our online registration is up and running and mail in registrations are available on our website. **Register soon!** Space is limited.

[www.RestomodsInReno.com](http://www.RestomodsInReno.com)  
[www.RenoMustangCarClub.com](http://www.RenoMustangCarClub.com)

Restomods in Reno is fast approaching – June 6 will soon be here. No car is perfect, all Ford vehicles are welcome and wanted. Tell your friends, bring your cars, and have fun! We need to show club support for our own show.

Volunteers are needed to help for the Restomods In Reno show. This will be a walk in the park compared to putting on an MCA National show like we did last year! We need people to help with registration, parking, goodie bags, obtaining items for goodie bags, help with pony trails, help with photos under the arch, etc. If you need a sit down out of the sun job, we have those. If you can not make a meeting and still want to volunteer, Email Bonnie Moffett at the following: [redhawkdesigns@sbcglobal.net](mailto:redhawkdesigns@sbcglobal.net) If you think there is nothing you are qualified to do, we have tons of things any and everyone can do. Please help with volunteering so everyone will have time to enjoy the show.

## Membership Notes

Contributed by: Bonnie Moffett

At the end of February, the RMCC has received **67** new or renewing memberships, representing **91** cars. Members are reminded that membership renewals are now due. A blank membership application is presented at the end of this newsletter for your convenience. RENEW, RENEW, RENEW . . . . If you're not sure of your membership status, please ask me.

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## Spanning 50 Years . . .

Contributed by: Kirt Benson and Steve Piatek

Reno Mustang Car Club members own pony cars of many years of productions. In recognition of the 50<sup>th</sup> anniversary of the Mustang here are two member cars that demonstrate the first and current models of the iconic American car.

This 64½ coupe belongs to Kirt Benson. The Mustang was purchased new by Kirt's Dad in April of 1964. The car was ordered in Wimbledon white, standard black interior, with a radio delete. Equipped with the original engine and transmission, he had to special order the 5 lug bolt pattern wheels for \$7.00 per wheel. The Mustang was lost at the dealership in 1965 while in for service. They were in the process of making a deal with my Dad on a new GT350 when the service manager found it on a car hauler ready to go to New York.



This striking 2014 Mustang belongs to Steve Piatek. The car commemorates the 50th anniversary of the first professional race for the 1964 mustang: the Tour de France which was a 10 day 4000 mile rally and the three mustangs took all three wins of each stage and the over all wins in their class. The cars were prepped by Holman-Moody for the race. If you attended this year's auto show at the Reno Convention Center you might have seen the car on display there.

## Farewell Jerry . . .

Contributed by: Raul Casaras



One of RMCC's members left us recently. Jerry Garrity passed away on March 14, 2014 after a short, but courageous battle with kidney cancer. Jerry had been an active member of our Club for four years. While Jerry couldn't make most Club meetings due to his responsibilities as broker/owner of his property management company, he was often seen at car shows and Club events with his 1970 Calypso Coral Boss 302 Mustang, or cruising the Somersett area and the Sierra's with Raul Casaras in their Mustangs. Ron Wheeler often worked on Jerry's Boss to maintain its originality. Jerry is survived by his wife, Suzy, son Greg, and his brother Tom. Memorial services were scheduled in his home town of Oakland March 29 at the Chapel of Chimes. In lieu of flowers, the family requested donations to St. Mary's College High School. Jerry will be missed by the RMCC and all those that knew him.

## Ted E. Contri – “What a Ride”

Ted E. Contri, Born June 9, 1935 in Elko, passed away March 14, 2014 in Reno. While most of our members, including this Editor, did not know Ted Personally, we knew of his generosity. For the last few years the RMCC has featured visits to Carson airport during our car shows for pictures with Ted's P-51 Mustangs – courtesy of Ted Contri. These photo shots with the P-51 have proved to be very popular with attendees of our shows. A testimonial to Ted's generosity is a short story I found on the Internet in the *P-51 News*, and reads as follows:

“Ted is one of those special men that you want as a friend. He would do anything to help. He would even give you the rudder off his P-51 to race with. In 2008, Dan Martin was racing the fastest P-51 at Reno, Dago Red. During a heat race on Friday, the

rudder trim broke off Dago's rudder. Without time to repair it, Dan summoned his friend who was based in Carson City, NV, just an hour or so south of Reno. Ted was eager to help. He gave Dan the rudder off his red P-51 "Sizzlin Liz" knowing quite well that racing is very tough on war birds.” (Author not Identified)



## New Ride

Contributed by: Sid Gesh

OK, OK. You have pestered us long enough. The Gesh family has finally relented and purchased a Mustang - a red 2005 Mustang GT to be specific. Without the room to store two “fun” cars, the Sprint has to go. In fact, it is the problem with driving the Sprint that is driving us to get rid of it (no pun intended). Sid’s back is getting worse as he ages and driving the four speed with all the clutch work has really become a chore. Soooooo. Exit the Sprint and enter a Mustang GT.

We found the car on the Internet at an incredible price. It is a beautiful red with black interior and equipped with the GT Premium package. The car is powered by a 4.6-liter V8 with 300 hp and 320 lb-ft of torque. Not the most powerful Mustang around, but fast enough for us. The picture below was taken by the selling party in San Diego a few weeks ago. We had a long time friend of ours who lives in the San Diego area check out the car before we bid on it. Just for kicks we submitted an extremely low bid believing that we probably wouldn’t get the car. What do you know – we won the bid. We should be taking delivery of our new beauty in a few weeks as soon as we can arrange a car transport to get it up here. Read more about our “new” Stang on Page 10.



### March Coffee Clutch

Once again members of the Reno Mustang Car Club got up early on Saturday, March 22 for the Monthly Coffee Clutch. This month the Club met at HiPoint Coffee and Café in the West part of Reno. At last count, we had 28 members, 2 kids, and one dog present for breakfast and conversation. For April the Club will return to Rounds on Moana for the Coffee Clutch. Based on feedback we have received, this was a popular venue. **Given all the area car-related activities, we are not scheduling a Coffee Clutch for May.**



**Some  
Young  
Mustang  
Enthusiasts  
(Rider Family)**

## The Early Ford Mustang

Contributed by: Sid Gesh

According to the Edmonds.com Web site, “For a car enthusiast, knowing the history of the Ford Mustang is as basic as knowing the laws of thermodynamics are to a physicist, knowing Hebrew is to a rabbi, or knowing when the bacon is done to a cook at Denny’s.” I wholeheartedly agree. With the 50<sup>th</sup> anniversary of the beloved Mustang occurring this month, I felt duty bound to publish something about the Mustang’s history. The problem is, so has everyone else. It seems that every automotive magazine in existence has devoted space to this very topic – the History of the Mustang.

I could not, in good conscience, however publish the April issue of *Mustang Tales* without including a piece about Mustang history. I found an excellent online article about the History of the Mustang on Edmonds.com while searching for material for this month’s newsletter. The article contains information that I haven’t seen in the mainstream automotive press and thought I would pass some of the information along to our readers. The Edmonds piece is a comprehensive history of the Mustang that covers its creation and every generation up until today. To summarize the entire article would result in too much material for this newsletter, so I am only concentrating on the early days of the Mustang.

According to the article, the Ford Mustang has never been an exotic car. It was built to appeal to young baby boomers who wanted something a little sportier than the utilitarian compact cars being built at the time. Lee Iococa had a vision for such a car – the Ford Mustang. The first production Mustang was shown to the public at the New York World’s Fair on April 17, 1964, and went on sale the same day. It is this date that we use to recognize the birthday of the Mustang. While there were two concept cars that preceded the production Mustang (the Mustang I, a mid-engine two seater powered by a V4; and the Mustang II, a front engine four seater).

The production Mustang was initially offered as a notch-back coupe or convertible. To make the car affordable it shared much of its engineering and parts with the Ford Falcon. In fact, the first Mustangs were built in the same Dearborn, Michigan plant as the Falcon. In the picture that appears on the following page, you will note that the car at the top of the assembly line is a Falcon.

To keep manufacturing costs down, the new Mustang shared its unibody structure, front double-wishbone/coil spring and leaf spring rear suspension, engine, and drive train with the Falcon, although the proportions of the body were considerably different. The cockpit was pushed further back on the chassis giving the car a longer hood and shorter rear deck, and the car had a lower roof and cowl. Other design details such as side scallops, three-section tail lights, and the running horse in the grill resulted in a sporty looking car that was an instant hit with car buyers – so much so that Ford sold 126,538 of them in the abbreviated 1964 model year.

The first Mustangs came with three engine choices: a 170 cubic-inch OHV straight six, a 200 cubic-inch OHV straight six, and a 260 cubic-inch OHV V8. A 289 cubic-inch was available as an option in 1964, but became the standard V8 in 1965. A high performance 289 cubic inch four barrel with 271 horsepower was also available in ’65 – the infamous K-code engine.



*Early Mustang Assembly Line. Note the Falcon at the head of the line*

Ford wanted to get the Mustang into the racing game. To do that Ford had to produce at least 100 racing models in 1965. Enter Carroll Shelby. Shelby took 100 of the first 2+2s equipped with the K-code engine and modified them into GT350 models with Shelby VIN numbers. Besides the performance engine enhancements, Shelby eliminated the rear seats in these cars and added oversize disk brakes, a fiberglass hood, lowered suspension and oversize tires on 15 inch wheels. Shelby built these cars through 1970 and they have become one of the most desirable Mustangs to car collectors.

I mentioned earlier in this piece, there isn't the space in this publication to review the Mustang through all of its generations. If interested in the rest of the Mustang's history, I would encourage you to visit the Edmunds Web site and read the rest of this comprehensive article:

<http://www.edmunds.com/ford/mustang/history.html>

## Car Emblem Collection

Contributed by: Sid and Judi Gesh

As you know, we have been collecting car emblems to send to Marc Veenhuis in Holland. Mark has suffered a number of strokes and is a big car enthusiast. He uses car emblems as part of his therapy to try and remember what car each emblem represents. He has posted a request for emblems in the *National Falcon News*, where I spotted it.

Saturday we were at RDW and were very pleased to see that the collection box we placed there for the emblems is almost full. We want to thank everyone for their contributions to this worthy cause. Members will have one last chance to donate an emblem or two. We will be picking up the collection box at the April meeting and shipping the emblems off to Marc in Holland. Many thanks to those that contributed . . .

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## Mustang Trivia

Contributed by: Sid Gesh

In case you haven't noticed, the automotive press is replete with articles about the Ford Mustang these days, and rightfully so. There haven't been many other cars that have carried a label of *the* iconic American automobile for 50 years. One particular article caught my eye this month - an interesting collection of Mustang trivia that appeared in the *AARP Bulletin* magazine. That's right, AARP! So in case you missed it, *or aren't old enough to get the pub*, here is a summary of what was presented:

- ◆ The very first production Mustang was a sky blue convertible purchased by Gail Wise at age 22. She paid \$3,447.50 for the car and still owns it today. A 2014 Mustang V6 premium convertible now costs \$31,610.
- ◆ The Mustang running car emblem was first sketched by an ex-GM designer, Phil Clark.
- ◆ The Mustang was popularized in music by the song "Mustang Sally" by Wilson Pickett.
- ◆ Jay Leno, past host of the Tonight Show, owns several Mustangs, including a 1965 Shelby GT350.
- ◆ A Mustang convertible was carried to the 86<sup>th</sup> floor of the Empire State Building in a passenger elevator. It was delivered in four sections and reassembled for display on the observation deck.
- ◆ The article states that in 1968 Steve McQueen drove a Shelby **GT390** in the movie Bullitt. Initially I thought this statement was not correct – I have never heard of a Ford 390 engine. A little research proved me wrong. It was, in fact, a 390.

## New Ride (continued)

Come on, you really didn't think we would get rid of our beloved Sprint, did you?  
*April Fools*

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## New Member's Company

Contributed by: John Shields

John Shields, one of the newest members of the Reno Mustang Car Club, wants our gear heads to be aware of his business: GHX (DBA Delta Rubber). The business has been around since 1978 and specializes in Aeroquip Hydraulics and Goodyear industrial hose. They also have a line of Aeroquip high performance fittings and the SS hoses, and do conveyor belting, sheet rubber, and gasket material. The company services all types of industries including mining, construction, casinos, food, dairy, and auto. Interested? Contact John using the contact info for his company in the Classified section of the newsletter.

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## RMCC Honored



Presentation of a photograph to commemorate the visit of the 2013 Wounded Warriors Mustang to the State Capital in Carson City. The visit was attended by Governor Brian Sandoval and he signed the Mustang - and subsequently autographed the picture of the event. Standing next to RMCC President Ron Wheeler is Trooper Barbara Stapleton of the Nevada Highway Patrol who provided the escort for the Wounded Warrior Mustang visit to Reno and Carson City.

### J.T. Basque Restaurant

Contributions by: Gary Wittmus, Darold & Maya Roy (photos)

And a great time was had by all on Saturday, March 15. The food, the toddies, the conversation was flowing like water in the river as 28 RMCC members met for happy hour and dinner, plus a couple more cars that joined the caravan but didn't stay for dinner.



**2014 RMCC OFFICERS**  
 ( \* Indicates elected positions )

	POSITION	NAME	CONTACT INFORMATION
*	President	Ron Wheeler	775-323-1362, <a href="mailto:rdwmustangs@hotmail.com">rdwmustangs@hotmail.com</a>
*	Vice President	Joe Wyatt	775-851-1932, <a href="mailto:joewyatt99@gmail.com">joewyatt99@gmail.com</a>
*	Secretary	Shirley Hopkins	775-722-3408, <a href="mailto:shopk14808@aol.com">shopk14808@aol.com</a>
*	Treasurer	Fran Wyatt	775-851-1932, <a href="mailto:franwyatt24@gmail.com">franwyatt24@gmail.com</a>
*	Sergeant at Arms	Ed Rudolph	775-267-5407
	Membership	Bonnie Moffett	775-424-3546, <a href="mailto:redhawkdesigns@sbcglobal.net">redhawkdesigns@sbcglobal.net</a>
	Newsletter	Sid Gesh	775-852-0437, <a href="mailto:sidgesh@yahoo.com">sidgesh@yahoo.com</a>
	Apparel	Judi Gesh	775-852-2126, <a href="mailto:gjudi@charter.net">gjudi@charter.net</a>
	Activities	Terry Mueller	775-772-4520, <a href="mailto:Mnm_man@sbcglobal.net">Mnm_man@sbcglobal.net</a>
	Webmaster	David Ramsey	775-852-0847, <a href="mailto:dramsey@neko.com">dramsey@neko.com</a>
	Publicity Chairman	Scott French	775-240-7155, <a href="mailto:kenpomail@yahoo.com">kenpomail@yahoo.com</a>
	Historian	Gary Wittmuss	775-338-5118, <a href="mailto:nevadaponies@aol.com">nevadaponies@aol.com</a>
	Car Show Committee	Chris Waddle	775-772-7880, <a href="mailto:wadc@yahoo.com">wadc@yahoo.com</a>
	Sunshine Chairman	Maya Roy	775-852-0693, <a href="mailto:tiggertoy@charter.net">tiggertoy@charter.net</a>
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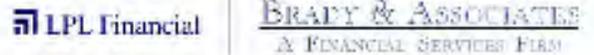
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