

September/October 2017

# Mustang Tales



Newsletter of the Reno Mustang Car Club

## Event Schedule

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### Event Survey

- October 6 Car Show Planning Meeting**  
Friday 6:00 pm. 9140 Cordoba Blvd., Spanish Springs  
All interested in helping plan the 2018 show are invited to attend.
- October 9 RMCC General Meeting**  
Monday 6:30 pm. South Valleys Library, 15650A Wedge Pkwy, Reno
- October 14 Coffee Clutch**  
Saturday Location to be announced. Stay tuned.
- Nov. 11 Veteran's Day Parade**  
Saturday Virginia City. Details to follow.
- Nov. 13 RMCC General Meeting**  
Monday 6:30 pm. South Valleys Library, 15650A Wedge Pkwy, Reno
- Nov. 19 Coffee Clutch**  
Saturday Location to be announced. Stay tuned.
- Dec. 2 Sparks Hometown Christmas Parade**  
Saturday Details to follow
- Dec. 9 RMCC Annual Christmas Party**  
Saturday Tamarack Junction. Menu and fees to be determined.

**Note the meeting times, dates, and locations. Arrive at 6:00pm for food and 6:30pm for the meeting. Bring your own plate, silverware, and drink.**

## Message From The President

Bonnie Moffett, RMCC President



Happy Fall!

It seems like I blinked and the entire car show season went whizzing past. We still have some activities planned for the rest of the year that Brent has listed in this newsletter issue.

The holidays are rapidly approaching! Since this is our September and October issue, I would like to say how

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thankful I am to all of the volunteers for all of our activities throughout this year. We would not have had such a successful year without everyone pitching and lending a hand.

I am looking forward to our end of the year activities: picnics, coffee clutches, parades and our annual Christmas Party!

Thanks to all our members who attended the past few meetings for helping things run so smoothly. It helps us get so much accomplished! It was wonderful to see everyone wanting to stay and chat after the meeting.

Bonnie

## Membership

Christina reports, as of the last meeting, we have 88 members and 126 vehicles in the club. As usual, if you need a member's badge, or haven't yet picked yours up, see her to get it.

## Hold the Presses - - Your Editor Has Made a Mistake!!!!

In the last issue of Mustang Tales , the “Best of Show” Mustang from Restomods in Reno for 2017 was incorrectly reported. Your editor would like to sincerely apologize to Rob and Cindy Paszek for my mistake and set the record straight. While the vehicle I credited with winning was a show stopper itself, the audience has spoken and who am I to argue with the majority?



This is the correct vehicle, a 1965 Fastback. Congratulations to Rob and Cindy Paszek, both on the award, and for owning such a beautiful car.

## Lake Tahoe Picnic

As a rule, picnics are great. When you throw in a beautiful cool day, beautiful scenery, great people, good food, and a caravan of Mustangs parading up Mt. Rose, how can you go wrong? Our annual fall picnic was again wonderfully organized by Raul and Betty Caceres. Thanks to them for dedicating the time and energy to put on a great event. We met at Summit Mall and headed up the mountain for a spirited drive thru the twisty roads, culminating at a beautiful park on the shore of Lake Tahoe. Food and fellowship followed. I didn't get a head count, but there were 15 Mustangs in the caravan.



*Thanks, Raul.*

*The following article was reprinted from Popular Mechanics (popularmechanics.com) and written by Don Sherman. It is not the original work of anyone associated with the newsletter.*

## Here's the Only Horsepower vs. Torque Explanation You'll Ever Need To Read

*We use the words a lot, but do you know what they actually mean? You need to learn.*

By [Don Sherman](#) Sep 22, 2017

Which is better? Here's how you quash that bar-night debate.

Yogi Berra, never known to dwell on engine particulars, would have concluded that torque and horsepower are the same thing, only different. Actually, that simplification is partially correct.

Torque and power are what engines produce when you turn the key and press the accelerator. Air and fuel ignited in the combustion chambers cause the crankshaft, transmission, and drive axles to do the twist. This is the miracle of energy conversion: the potential energy contained in a gallon of recycled dinosaur efficiently changed to the kinetic energy needed for driving.

Digging deeper, consider these textbook definitions:

**Energy** is the capacity for doing work. In this instance, engines perform the drudgery (work) formerly done by horses.

**Work** is the result of a force acting over some distance. The U.S. measurement unit for work (and also energy) is foot-pounds. In the International System (SI), work is measured in joules and, in rare instances, newton-meters.

**Torque** is a rotating force produced by an engine's crankshaft. The more torque an engine produces, the greater its ability to perform work. The measurement is the same as work, but slightly different. Since torque is a vector (acting in a certain direction), it's quantified by the units pound-feet and newton-meters.

Of course, there's always an exception. In this case the distinction is static torque, the kind you apply with a wrench to tighten head bolts. To avoid confusion, the units for static torque are traditionally foot-pounds. Just to be contrary, SI sticks with newton-meters for both static and dynamic torque measurements.

**Power** is how rapidly work is accomplished. Eighteenth-century Scottish inventor James Watt gave us this handy equivalency: one horsepower is the power required to lift 33,000 pounds exactly one foot in one minute. Honoring that contribution, the SI measurement unit for power is the kilowatt.

Back to Berra's theorem, torque is the capacity to do work, while power is how quickly some strenuous task can be accomplished. In other words, power is the rate of completing work (or applying torque) in a given amount of time. Mathematically, horsepower equals torque multiplied

## Horsepower vs. Torque (continued)

by rpm.  $H = T \times \text{rpm} / 5252$ , where H is horsepower, T is pound-feet, rpm is how fast the engine is spinning, and 5252 is a constant that makes the units jibe. So, to make more power an engine needs to generate more torque, operate at higher rpm, or both.

While thumbnail definitions are great for textbooks, applying them to real engines is another matter. One concern is that every car engine has an idle-to-redline operating range. For example, the Dodge Challenger's 6.2-liter Hellcat V8 produces 707 horsepower ONLY at 6000 rpm. It makes substantially less power at idle (only enough to spin engine-driven accessories) and a bit less than 700 horsepower at the 6200-rpm redline. And it delivers its maximum 650 pound-feet of torque ONLY at 4000 rpm.

Another issue is accurately quantifying the power and torque from a spinning crankshaft. The tool for this task is an engine dynamometer. While that word means "power measurement device," in practice the engine's torque and rpm are measured and its power is calculated using the formula cited above.

Eddy current dynamometers use a magnetic field to transfer torque from the spinning crankshaft to a lever arm bearing against a static force gauge (known as a load cell) spaced a precise distance from the center of the crank. The other type of dynamometer in common use is a water brake; it uses one spinning and one static set of pump vanes to convey the crankshaft's torque through a lever arm to the load cell.

The perfect engine produces ample torque at low rpm and sustains that output to the redline. The amount of torque produced is directly proportional to the air flowing through the engine. Large engines pump more air and, therefore, produce more torque. Boosters—superchargers, turbochargers—deliver additional air to help small engines act large. Of course, appropriate amounts of fuel must be supplied to the combustion chambers, but that's the easy part, especially with electronically controlled injection.

Making up for the ease of injecting the right amount of fuel, engine designers face several difficult tasks. One is making all the components tough enough to handle the loads they're subjected to by combustion pressure and, in the case of moving parts, their own inertia. Cooling and lubrication needs are roughly proportional to the power produced. And pumping air into, through, and out of any engine at ultra-high rpm is where engineering becomes an art form. Factor fuel efficiency and exhaust cleanliness into the development equation and it's clear why engine wizards rarely hang out at the water cooler.

At this point of the discussion, it should be clear that torque and horsepower are like estranged siblings; they're closely related but don't have much in common. But what about the greater moral issue confronting mankind in general and car enthusiasts in particular: Which is better?

We'll answer that in terms Yogi Berra would appreciate. In a baseball game, if torque is analogous to the catcher, then horsepower is the pitcher. Both are necessary to play ball, but the pitcher's responsibilities—determining the speed and path of every ball thrown—rule the game. Torque is vital to every engine's operation, but horsepower is what distinguishes a great engine from a good one.

## 2017 RMCC Officers

(\* indicates elected positions)

President*	Bonnie Moffett	(775) 424-3546	<a href="mailto:redhawkdesigns@sbcglobal.net">redhawkdesigns@sbcglobal.net</a>
Vice President*	Al Salas	(530) 412-1080	<a href="mailto:coach3@pacbell.net">coach3@pacbell.net</a>
Secretary*	Barbara Stapleton	(775) 745-6974	<a href="mailto:barrbiestapleton@gmail.com">barrbiestapleton@gmail.com</a>
Treasurer*	Carol Hume	(775) 622-2384	<a href="mailto:alohamustang50@hotmail.com">alohamustang50@hotmail.com</a>
Sergeant at Arms*	Jeff Miller	(775) 846-1482	<a href="mailto:jefferymiller3624@yahoo.com">jefferymiller3624@yahoo.com</a>
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Historian	Gary Witmuss	(775) 338-5118	<a href="mailto:nevadaponies@yahoo.com">nevadaponies@yahoo.com</a>
Car Show Committee	Chris Waddle	(775) 772-7880	<a href="mailto:wadc@yahoo.com">wadc@yahoo.com</a>
Chief Judge	Darold Roy	(775) 852-0693	<a href="mailto:roydarold@charter.net">roydarold@charter.net</a>
Sunshine Chairman	Gena Miller	(925) 978-7671	<a href="mailto:kailasmommy@yahoo.com">kailasmommy@yahoo.com</a>
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**John Shields**

Office Manager

# Mustangs

- \* All Mustang parts needs
- \* Headliner installation
- \* Upholstery kit installation
- \* Seat repair
- \* Installation and/or repair of any Mustang windows
- \* Stock and/or custom work including custom gauges
- \* Floor pan welding and repair
- \* Interior painting
- \* Performance upgrades and custom tunes
- \* Installation of tilt steering columns
- \* Stock and/or custom electrical repairs and upgrades



*\* Foreign & domestic vehicle repair and service*

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- # Brake repair
- # Clutch replacement
- # Engine rebuild
- # Transmission Rebuild
- # Rear end service or rebuild
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- \* Adjust for smog certificate and obtain smog certificates
- \* Heater and air conditioning repair and service

## & Other Vehicles

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**Member Classifieds**

**FOR SALE 1997 Ford Mustang Cobra 130,522 miles, Fresh paint white with pearl blue, \$8750 negotiable**



Steeda Billet coat hooks Ford Motor Sports pedal covers Billet rear defrost button Billet tilt lever Billet cruise control buttons Billet turn signal lever Billet door lock pins B&M ripper shifter B&M shift knob Billet interior door handles Billet heater knobs SVT sill plate Cobra floor mats Top Line bullet black center wheels	Hood scoop LED lights Side scoops Billet fuel door Cobra rear bumper letters Custom Frost Blue Pearl paint LED 3 <sup>rd</sup> brake light Cobra grille emblem Cobra trunk mat BBK underdrive pulleys BBK cold air kit BBK 65mm throttlebody Summit 85mm mass airflow sensor Ford Motorsports 30lb injectors Underhood SVT insulator panel Hood struts	Ford Racing headers Ford Motorsports 11" clutch kit Ford Motorsports clutch cable upgrade Ford Racing caster/camber plates BBK X-pipe with hi-flo cats Flow Master cat-back Ford Motorsports lowering springs Steeda bump steer kit Global West sub-frame connectors Ford Motorsports 3.73 ring & pinion Aluminum rear end center cover KYB shocks & struts Ford Motorsports lower control arms BBK rear upper control arms
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**FOR SALE 1998 Ford Mustang Cobra Convertible, 85,844 miles \$8500 negotiable**



Door Sill Plates Hollow point door lock pins Billet door handles Side view mirror adjustment cover kit Ford MotorSports pedal covers Cobra floor mats Billet A/C & heater knobs Billet headlight knob B&M short throw shifter Cobra grille emblem Powder coated wheels stripped & polished	Shorty antenna 3 <sup>rd</sup> brake light Cobra cover The Grand Design Mat trunk lid mat Cobra trunk floor mat Hood lift shocks Stainless plug wire covers Stainless radiator filler cap Oil cap cover with Cobra logo BBK underdrive pulleys BBK cold air intake Stainless radiator support/grille closeout	Stainless upper radiator retainer Chrome strut tower caps BBK X-pipe with hi-flo cats & angled tips Flow Master cat-back Ford Racing clutch Chrome differential cover Global West sub-frame connectors Chrome strut nut caps KYB struts KYB shocks BBK clutch cable & quadrant
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**(775) 424-3546 / (775)250-6145**

## Member Classifieds (continued)



For Sale - Shopsmith, Model ER. \$175.

This is a nice old Shopsmith that is in good condition. The motor runs good and it has an assortment of attachments and tools. It is mounted on a solid rolling bench with locking wheels and a lower wooden shelf that is perfect for holding various tools and attachments. There are some manuals and paperwork included. This would make a nice addition to any wood-worker's shop.

Contact:

Harold Moody

Hm. Ph. (775)786-2281 (Reno) - Cell Ph. (775)434-9194

Email: hgmoody34@gmail.com

*Editor's Note: Obviously, we have room for more classified ads. If you are a member and have something automotive related to sell, it qualifies. Please send me a description and photos. I will not edit your description, as I don't know everything about everything. You might actually have a Mustang with a 283 engine. So be sure your description is accurate. I am not responsible for inaccuracies. It's bad enough with my own typos. Send to [alohamustang50@hotmail.com](mailto:alohamustang50@hotmail.com). Give me a little advance notice.*

2017

**MEMBERSHIP APPLICATION**  
RENO MUSTANG CAR CLUB  
PO BOX 12453  
RENO, NV 89510



**Membership type – Please check one in each section:**

- NEW  RENEWING (From last year)  RETURNING (From lapsed membership)   
MCA (Mustang Club of America) MEMBER NUMBER: \_\_\_\_\_  
SINGLE MEMBERSHIP (\$20.00 per year)  FAMILY MEMBERSHIP (\$35.00 per year)   
COMPLIMENTARY CAPITAL FORD MEMBERSHIP

**\* IF 2016 dues are paid before December 31<sup>st</sup> 2016, there is a \$5.00 discount. NEW memberships accepted after July 1 are half price.**

**Do you want your name and contact information included in a membership list for all member access?**

- NO  E-mail address  Cell phone  Home phone

MUSTANG OWNER (I own or have financial interest in a Ford Mustang)

MUSTANG ENTHUSIAST (I have interest in Mustangs and wish to support purposes of RMCC)

LAST NAME: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_

*If Family Membership* – SPOUSES NAME: \_\_\_\_\_

FAMILY MEMBERS (under 18 living at home) \_\_\_\_\_

STREET: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ CELL PHONE(s): \_\_\_\_\_

E-MAIL: \_\_\_\_\_

**Mustang(s) currently owned (use back for additional room)**

YEAR	MODEL	YEAR	MODEL

**HOW DID YOU HEAR ABOUT RENO MUSTANG CAR CLUB?**

MEMBER (NAME) \_\_\_\_\_ CARSHOW \_\_\_\_\_

FLYER  INTERNET  MAGAZINE  NEWSPAPER  RADIO  OTHER

All members and enthusiasts receive a name badge and newsletter. Only a “Mustang Owner” is eligible to run for or hold elective offices and to vote in elections. All members and enthusiasts are encouraged to participate in club functions, although participation is not mandatory. Dues are payable thirty (30) days from the beginning of the calendar year. **Membership period is from January 1 to December 31.**

**DISCLAIMER**

I/We certify that the insurance coverage on my/our vehicle(s) operated at RMCC club functions is in compliance with at least the minimum set forth in the current edition of the applicable Nevada Revised Statutes and the Nevada Department of Motor Vehicles Codes. It is understood that the Reno Mustang Car Club shall not be held liable or otherwise responsible for damage or loss to any vehicle or its content at any time.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**Monthly meeting information can be found on the calendar at  
RenoMustangCarClub.com**

**FOR RMCC USE ONLY: AMOUNT PAID: \_\_\_\_\_ CASH  CHECK # \_\_\_\_\_ DATE: \_\_\_\_\_**