

# Legend Chronicles

Volume 2, Issue 1

January 1, 2010

## Living Legends Mustang Club Year in Review

*Special points of interest:*

- Cars and Coffee Continues year round
- Cruise In's starting up in March
- Have anything Mustang related you want to buy or sell, let us know!!!
- This is your club and your newsletter, send in ideas and pictures to us to help spread the word.

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Congratulations!!! The Charter Year of the LLMC is complete and we had a great first year. We wanted to highlight some of the things you and this club have accomplished over the past 12 months. We started this club with 8 people around a table with the desire of having an organization like we have it today. We grew to 74 Charter Members the first year, a great accomplishment to each person in the club, getting the word out, and what we have done to get everyone to want to join in. Our 1st Car Show, as a club, ended up with over 80 Mustangs in attendance, and enough money raised on the event to give \$500 to the Blair E. Batson Children's Hospital.



Around the April time frame, we started our monthly Cruise In's which went thru October. We ended up with a high of over 120 cars in one evening. We did have some club organized Cruise Out's which included the July Cruise Out to the Car Museum in Tupelo, MS.

Our website it up and running, as well as the

Forum's that we established for our members. We have a good 20-25 who have registered and use the forums, so if you haven't checked it out yet, do so... it is for you as a member.

We gained our Official Sponsor, Gray Daniels Ford, who looks at staying with us for the long haul. We also gained Shelter Insurance as a Sponsor, agent and Board Member Eddie Coleman has assisted this club from day one.

We also were able to purchase our own PA system that we will use for club events, expanded our Officers and Board to 7 members, start our very own morning breakfast meeting (Cars and Coffee) and locked in a Cruise In location for some time to come.

As we jump into the 2nd year of our club, we look forward to having more members, more Cruise Out events, and getting everyone involved. It will take your help and your involvement to make this club better. We look forward to another great year with each of you.

## Annual Christmas Party

Thank You to all who came out for our Annual Christmas Party and final meeting for the year on December 8th. We had a Great time, the fellowship was wonderful, and the Dirty Santa game was a hit. It appeared everyone had fun. There were a lot of different gifts, from auto products to lotions, and everyone enjoyed the gifts, even if it was a Leopard Print Snuggly!!!

We look forward to having the next big event and meeting for the club in the Spring when it starts to warm up, as we prepare for our 2010 Car Show.

**GRAY-DANIELS**



**Gray-Daniels Ford and  
Living Legends Mustang Club  
Present:**



# **MS Mustang and All Ford Car and Truck Show**

**All Ford and Ford Powered Cars and Trucks Welcome**

**Gray-Daniels Ford  
Brandon, MS  
April 9<sup>th</sup> - 10<sup>th</sup>, 2010**

- Friday Night: Cruise In starting at 6pm, No cost
- Saturday: Registration 8-10am, Show 10-4pm Rain or Shine
- Check our website [www.livinglegendsmustangclub.com](http://www.livinglegendsmustangclub.com) for more information!!!



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## Running the Mustang at Bonneville, Part 3 of 3

By: Brad Outlaw

Continued from December 2009:

...the factory, so I changed to leaner metering rods in Mississippi before departure. I leaned both carbs 4%. As it turned out, after looking at the plugs following my speedo run, the mixture was perfect, and the car was performing extremely well. I couldn't wait to run it all out on the next run.

There were a lot more cars the next morning, it was 10 AM before I got to make a run. I decided to better control my start and reduce tire spin and not exceed 6000 RPM. Russ "gave me the course" and I was off. I did much better with my start and was accelerating well, being careful NOT to exceed 6000 on the tach. As I went through the 1/2 mile marker and glanced at the speedo it was indicating 115. The car felt like it was on ice. I concentrated on going straight by looking at the mountain peaks on the horizon. The course was relatively smooth but the "feel" was odd and a little freaky. At 6 grand in 3<sup>rd</sup> gear, I shifted into 4<sup>th</sup> gear and only lost a few hundred RPM, but now, I'm not even at the 3/4 mile marker and I am already at 6000 RPM. I had decided NOT to exceed 6000 RPM, but I was afraid if I shifted to 5<sup>th</sup>, it would fall on its face with the .63 overdrive. I shifted..... and it fell right on its face. It's like I threw out a parachute. The RPM dropped way back to a little above 4000 RPM and the car just quit pulling altogether. It slowly started coming back as I went past the mile marker but it was not pulling like it did in 4<sup>th</sup> gear. I never checked the speedo as I was concentrating on pressing the accelerator pedal through the floor, so I had no idea what the indicated speed was as I passed the mile marker. But, I did not think I hit 130! Adrenaline pumping, I headed back towards the timing shack. I was right. My timing slip showed 84.24 in the 2 tenths, 117.69 in the half, and 126.81 at the mile. Shifting into 5<sup>th</sup> gear was NOT a good idea. I had to increase the RPM in each gear.

Without paperwork on the RMP limits on the crate engine, I knew from my early days with small block Ford 289's that a flat tappet solid lifter motor could easily turn 6000 RPM. I really didn't want to scatter a 302 over the Salt, for a number of reasons, not the least of which is the cleanup after an engine scatters oily engine parts across the course. Parts are easy to find on the salt, because they all contrast with the brilliant white salt surface, but

the delay from cleanup is unbearable. I didn't want to pick up parts but knew I would never make 130 using 5<sup>th</sup> gear.

I still had not run 130 and was fully aware that I needed two 130+ mph runs to make the Club. We had to leave the following morning for the 2000 mile trek home so this next run was critical. Feeling more comfortable, I left the starting line with partial power, and then eased into full throttle. This time I turned the engine to 6200RPM before shifting and found myself going past the 3/4 mile marker at 6200RPM in 4<sup>th</sup> gear with the pedal to the metal. I watched the RPM creep up as I neared the mile marker, and as I blew past the marker, the tach was reading 6500 RPM. I caught a glimpse of the speedo and it was showing a bit over 120. I knew I was going fast and could not believe the 120 speedo reading was correct. While concentrating on the speedo number and trying to rationalize how I may not have made the 130 mark even with turning the engine tighter, I blew by the "slow down" marker. The end of course orange cones were coming up fast, but I was able to slow the car quickly and make the gradual right turn. I nailed it on my run back to the timing shack, reaching almost 110 mph on the return road. As I slowed down to a stop to pick up my timing slip, the USFRA official came out of the shack smiling. He handed me a slip that showed 79.59 in the 1/4, 113.41 in the half, and 134.28 at the mile. That timing slip made my day because I now knew the car would go 130. One down, and one to go. I was glad to know that my speedo was not reading right.

I needed one more run in excess of 130 mph to make the Club. I had observed most of the racers "duck" taping all their openings and even body gaps to get a bit more speed. Not being one to pass up a chance to use some "duck" tape, I taped up the opening to the fake brake scoops aft of the doors on the Mustang, along with the openings in the "R" model front valance. I had no intention of taping over the radiator opening like some had done. "Russ" waved me on the course and I was off, accelerating as smoothly as possible and trying to prevent wheel spin. Turning the 302 to 6500 RPM in each gear after I short shifted into 2nd gear seemed to be working well. As I went through the 1/2 mile mark, I felt fast, and went into 4<sup>th</sup> gear prior to the 3/4 mile marker and right around

6400 RPM. I kept it floored as I streaked towards the mile marker. The RPM kept creeping up and went past the 6500 RPM self imposed limit as I looked ahead at the mile marker coming up fast. I passed the mile marker turning 6700 RPM and immediately let off to slow down. This had to be faster than the previous run. The car had really pulled hard the entire mile.

I was pulling off my helmet as I came to a stop adjacent at the shack. The USFRA official came out with huge smile, which made me feel confident. He announced that I was the 4<sup>th</sup> person that day to make the 130 mph Club and handed me my slip. I had gone 82.9 in the 2/10 mile, 115.86 in the half and 136.21 in the mile. I had made the Club and it felt good. I have no idea if the "duck" tape made any difference but I had picked up 2 mph at each timing mark throughout the course. I was very excited as was my son when I returned to the line. The friends I had made during the long waits to run were all congratulatory. It had been a long day but my runs were now over.

The return trip was difficult, especially with the sun-burned (salt-glare) lower lips and face, but was, without doubt, one of the most exciting adventures I have ever had in my life. The cost was, well costly, when you take into account the hotel accommodations, food, and the GAS, and even the beer we watched the Aussies drink.

Would I do it again? I'm not sure, but the next step up is the 150 mph club. I already have a roll bar, so I would need a fire suit and seat bracing and high speed tires. The 150 mph Club runs on a 2 1/4 mile course. Since I know I can go 136 in a mile, I would think I could pick up another 14 mph in the extra mile and a quarter. The drive is the real drawback. 2000 miles one way is a haul. But, the excitement of running the wide open without looking over your shoulder for blue lights is just awesome. The more I think about it, the better it sounds. The boys in Bonneville call it "Salt Fever".

## Upcoming Events: Mark your Calendar


**January 2nd:** Cars and Coffee, Corner Bakery Café 7:30-9:30 am

**February 6th:** Cars and Coffee, Corner Bakery Café 7:30-9:30 am

**January 16th:** Cars and Coffee, Corner Bakery Café 7:30-9:30 am

**February 20th:** Cars and Coffee, Corner Bakery Café 7:30-9:30 am

# January 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					<b>1</b> Happy New Years!!!	<b>2</b> Cars and Coffee, 7:30 am
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b> Cars and Coffee, 7:30 am
<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>
<b>24</b> 31	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>

## LLMC Classified Ads

### FOR SALE:

Flowmaster 40 Series Mufflers for 2005 & up Mustang, **\$125** Air Raid CAI (V-6) \$125, both with only 10K Miles Kejen, 601-842-2609

Flowmaster Original 40 series Mufflers dual chamber, Good as new, less than 100 miles Still together with the X-pipe. **\$195.**

Call Tracy at 601-672-3587.

5 Original 13 inch, 4-lug Mustang Rims and tires with white walls showing, Spare tire brand new \$78  
Call Tracy at 601-672-3587

Exhaust tips for Mustang GT, original style Chrome megaphone w/louvers, new in the box \$52  
Call Tracy at 601-672-3587

C&L Street Intake for 2005-2009 Mustang GT, Will require Tune **\$175**  
Call Shane at 601-278-0559

1972 Cougar with 351 C, in rough condition **\$400**  
Call Harvey at 601-212-0806

California Special Rear Fascia for 2005-2009 Mustang. Scratched but no Structural damage. Currently Torch Red but with a little body work, you will have a Master Piece for your Ride. **\$100**  
Call Nick at 601-720-6009

1995 Mustang GT Convertible, Yellow Ext, Black Leather Interior, Black top. 5.0L V-8, 5 Spd, 114,900 Miles, Great condition, asking **\$5500**  
Call Nick, 601-720-6009

### WANTED:

4 Bbl Intake, Used Steering Wheel, Pully for Fan for a 1966 Mustang with 289 V-8. Call Jimmy 601-214-3627

5.0L Long Block , Call Steve at 601-946-7898

## LLMC Membership Drive

Our First year as a club has come to an end and we all have made great steps to become a Club for something we all Love – Mustangs. This coming year, 2010, promises to be an even better year than last. With that being said, the 2009 dues are coming to an end and it is time to collect Dues for 2010. We plan on having Applications and collecting dues during the Annual Meeting next week. If you have already paid for your 2010 Dues, Thank you!!!

Our New Membership Drive starting 1 January until April 8th will consist of :

1. Recruit one new member — Get \$5.00 OFF your Membership upon renewal
2. Recruit two or more new Members – Get \$10.00 OFF your membership upon renewal.

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# CLUB SPONSORS!!!!

## Official Club Sponsor



## Mach 1 Sponsor

## GT Sponsor



Agent Eddie  
Coleman

## Pony Sponsor

YOUR  
LOGO  
HERE



*Let us know if you or someone you know would be interested in becoming a Club Sponsor.*

# **LIVING LEGENDS MUSTANG CLUB**

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mustangclub.com](http://www.livinglegendsmustangclub.com)

*Living Legends Mustang Club is a club started in December 2008 for the purpose of enjoying America's legendary vehicle, the Ford Mustang. The general purpose and Mission of the Living Legends Mustang Club shall be the restoration, preservation, promotion, and enjoyment of all years of Mustangs and to serve as a source of information concerning these automobiles for the benefit of its members as well as the general public. Ownership of a vehicle is not required for membership; however, member must be at least 16 years of age.*

