



OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!

**Southern Illinois
Mustang
Association
Club Officers:**

Steve Strickell –

President

Phone: 618-975-1707

Email:

feponyman@yahoo.com

Tom Brewer –

Vice President

Phone: 618-540-6266

Email:

brew5574@gmail.com

Judy Schwallenstecker –

Treasurer

Phone: 618-406-2248

Email:

judyollie@royell.org

Kim Strickell –

MCA Director

Phone: 618-975-1707

Email:

whiteduv65@aol.com

Larry Roseberry & Don Sloan –

Publicity

Phone: 618-407-8723 Larry

618-259-2940 Don

Email:

roseberry47@hotmail.com

Fred Obrock –

Correspondence

Phone: 314-517-1167

Email:

fredobrock@gmail.com

Dodie Brewer –

Secretary

Phone: 618-540-6266

Email:

dodebrew@gmail.com

Theresa Vinson –

Newsletter Editor

Phone: 618-920-0317

Email:

jtvinson@hotmail.com

November 2019

OCTOBER 2019 MEETING MINUTES

SIMA met at High Flyers Oct 8. Steve called the meeting together at 7:03. There were 27 members present. Steve asked that we have a moment of silence in honor of Ollie Schwallenstecker who passed away recently.

Larry made a motion to accept the secretary's minutes and Paul second them. All approved. Kim gave the MCA report. The election had over 1800 plus votes, which was 1,000 more than last year. Steve and Kim will attend Reg. Director's Summit, Friday, Saturday and Sunday in Las Vegas.

May 27-31, 2020 in Eureka Springs, AR will be our closest National next year. Plans are for a caravan to go down if you choose. Steve is going so he can judge. If anybody wants to be a judge they can take the online test to become one prior to the show and get certified. If you want to be a judge you have to be willing to judge every 3 years.

Old Business: New shirts are available in many colors. The silk screen is \$24.75 and embroidery is \$35.00. Contact Larry if you want one.

Larry and Steve went to Salvation Army to deliver check. They were given a check for \$375.00 and Mustang Sanctuary was given one as well for the same amount.

Ford Performance is offering a free T-shirt if you sign for E-mail.

It was announced there's still no post office box.

The fall cruise will be to Lincoln Nation's on Oct. 27th. Meet at Schnuck's in Wood River at 9:15. Highland at 10:00 at Veterans Park. Bring hotdog sticks desserts and sides. Bring lawn chairs. Drinks will be furnished.

The Christmas Party will be Sunday, Dec. 1st at Kendal Hill starting at 5:00.

New Business: The computer website committee needs to meet in Nov. to renew website. Need to get credit card number from Judy. Those nominated for officers are Pres.- Tom Brewer, Vice Pres.- Bill and Steve. Secretary- Dodie Brewer, Treasurer- Larry R. Highland Chili cook off Oct. 20th. Call Larry about a garage night. Don placed 2nd place in a car show. Larry talked about a visit to the Mustang Museum in N. Carolina. A movie is coming out in Nov. titled Ford vs. Ferrari. It was announced in a newsletter that Bob Colter's parents were married 77 years. Bob is a member.

Bill made a motion we adjourn, Kim second it, all approved. Meeting adjourned 7:54pm
Secretary, Dodie Brewer.

**The next Meeting will be held on Nov 12, at High Flyers Grille
16 Terminal Dr., East Alton, IL at 6PM.**



OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!!!

2019 Presentation of our Donations to our Club Charities Mustangs for Mustangs



Salvation Army





OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!!!

Southern Illinois Mustang Association

Upcoming Events:

SIMA Monthly Meeting

6 PM at High
Flyers Grille,
16 Terminal Dr,
East Alton, IL
Phone –
618-251-8500

Visit our Website:

<https://soilmustang.org/>

For other events in the
St. Louis, check out the
Lakers Car Club event
listing at the following
link:

<http://clubs.hemmings.com/lakerscarclub/>

OCTOBER BIRTHDAYS:

HAPPY BIRTHDAY!!!

Nov 10 Sandy Obrock

Nov 12 Paul Brooks

Nov 14 Craig Steffey

Nov 19 Karen Mathews

OCTOBER ANNIVERSARIES:

HAPPY ANNIVERSARY!!!

Nov 4 Lincoln & Becky Nation



The Southern Illinois Mustang Times

OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!



Note from the President

For Better or Worse, Changes is Always Coming

In 1962 Ford introduced the Mustang concept car, a two seat, four cylinder open roadster as an attempt to sway buyers who were sweeping up MG's, Jag's, Austin-Martin's and Porsche's that were winning the great races in Europe.

By 1963, Ford and Lee Iacocca knew a two seater would not bring in the profits and after taking such a loss with the Edsel. So they release the Mustang II concept car, which closely resembled their planned Mustang for April 1964.

1964 1/2 to 1966- Mustang's hit the Market, much to the automotive worlds astonishment and leave GM and Chrysler in a panic to produce their own "Pony Car", while Ford produces over 1 million Mustangs by keeping the base price low and adding cost by a high options list.

By 1967-1968, GM produces the Camaro and Firebird with 396 and 400 engines as performance is measured by horsepower and horsepower means bigger displacement engines. Ford redesigns the Mustang, still it original body line but enlarges its engine bay to hold their 390 and later 428's. Mercury even jumps on the bandwagon with the Cougar, offering more upscale appointments then the Mustang. Chrysler is still somewhat behind the pony car market as it says mostly with its mid sizes Roadrunner, RT's, and Super B's.

By 1969-70, the "Muscle Car Wars" are in full bloom. Ford moves away from it traditional Mustang styling and wanting to Win on Sunday, Sell on Monday, homoluates for racing the Boss 302 and Boss 429. For on the street performance, the 428 and the 428SCJ replace the 390 in an attempt for street credence against GM's 396. AMC even jumps into the crowd with the Javlin, while over at Chrysler the Cuda is downsized and the 440 6 packs are tearing up the streets.

By 1971-73, the insurance agencies are cracking down on high horsepower street vehicles and emission standards are starting to take effect in all 50 states and Ford pulls out of all factory sponsored racing. The Mustangs styling bloats and is over heavy after being approved by new Ford President Bunkie Knudson, who is hired over Lee Iacocca. One last hur-rah came in 1971 with the Boss 351, which held the fastest production Mustang record for over 30 years. By 1972 the governments crack down on emissions began and engines were de-tuned and horsepower would take a dive for the next 25 years.

Lee Iacocca was named President of Ford Motor Company after Bunkie Knudson was fired in 1971, and his restyle of the Mustang returned back to its 1965 roots in size. Although it offered no V-8 engine in 1974 (unless produced in Mexico) it seemed a God send for Ford as the OPEC oil embargo struck in the spring of 1974. Suddenly the 4 and 6 cylinder Mustang's were selling like hot cakes and for the first time ever, Mustang was named Motor Trend's Car of the Year. Performance was a thing of the past as emissions and fuel economy ruled the roost. Sport packages were for looks only as the 76-78 Cobra II could be ordered with a 4, 6, or 8 cylinder engine. Only the 78 King Cobra was an exclusive V-8 and the first to be badged the 5.0, but was a spinoff of the "Smoky and the Bandit" Trams Am, with horsepower rating of 132. Over at GM, the Nova was turned into a small econo-box, while the Camaro kept its sporty body; the Trams Am was the hot car of the street. While Chrysler was barely holding on, its muscle cars were gone and AMC was gone with the exception of the Jeep line which would be taken over by Chrysler in an effort to keep them afloat.

By midyear 78, Iacocca is out at Ford and is hired right away to head Chrysler. But before he leaves, the new for 79 Euro-style



The Southern Illinois Mustang Times

OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!

Mustang, the Fox body is born, which will run thru 93. The first three years of production drag by as the 302 V-8 is dropped and a 255 V-8 replaces it as emissions and fuel economy are still the American auto makers main concern as Japanese imports such as the Datsun Z cars, Toyota Supra's, and Mazda's RX7 with their high revving four cylinder grab the performance headlines and high sales numbers.

Ford finally sees the light and midyear 1982 brings back the Mustang GT, in its "The Boss is Back" campaign. The GT's only offered engine is the 5.0, but still only rated at 156 HP with it standard 2 barrel. An advertising program by the Kansas City Area Ford dealers, who applied 4 barrels and re-tuned the engines calling their GT's, Dominators caught the eyes of Ford and the 83 GT's all came with the 4 barrel 5.0's. 1983 also saw the return of the convertible which had been absent for 10 years. While over at Chrysler, Lee Iacocca again partners up with Carroll Shelby who produces GLH eco-boxes with turbo four cylinder engines and a limited number of Shelby Chargers. But the big news was coming out of GM's Buick division, with the turbo charged six cylinder Grand National, that was tearing up the strip. Ford had gone as far as it could go with the 4 barrel carb in horsepower gains that it's bean counter would allow to maintain emissions standards and fuel economy and in 1986 brought us the fuel injected 5.0. Purest said the day of being able to tune your car and add horsepower was over, but instead it brought a whole new era into the light, as the aftermarket company's seemingly overnight brought out new performance enhancing parts and the 5.0 industry was born. A young Californian by the name of Steve Saleen started to produce his Saleen Mustang's and brought forth buyers as Shelby had done in the 60's. You could by an LX 5.0 with less weight than a GT, add a few aftermarket accessories and have a barn storming stop light to stop light tuner in no time flat. The Mustang was once again the champion of the street and strip. While GM still countered with it Z28 and Trans Am, the Mustang surpassed them and comparisons were now being done to move past the Corvette, while Chrysler toyed with it upcoming Viper (an updated version of Shelby's Daytona Coupe from the mid 60's).

Ford rested on its laurels with the Fox body making only minimal changes to the front fascia and adding 5-10 HP over the years and by 1992 announced that the Mustang name would be place on a Mazda designed platform. An article appeared in Hot Rod magazine containing a card for Mustang enthusiast to send to Ford Motor Company of turning this American icon into a Mazda designed body. News spread like wildfire and Ford was bombarded by so many angry fans that a special team was organized to hurriedly and cheaply redesign a new Mustang, code named SN-95. The Fox 4 debuts in 94. The Mustang faithful, although glad the Mustang wasn't the Mazda designed Probe, they still complained that the rear tail lights weren't horizontal, which weren't corrected until the 96 model year. Also that year the 5.0 was dropped in favor of the new modular 4.6 V-8. Saleen produced the S-281, which produced 230 HP and offered a roadster kit with the convertible. His S-351 package produced 310 HP while the standard Mustang GT's 4.6 produced 215HP

The Mustang is restyled again in 1999, but sales are not what they used to be as sales of SUV's are the hot ticket, even with special editions of the Bullitt and Mach 1 Mustangs. With GM dropping the Camaro and Firebird, Ford is looking to find new ways to excite the buying public back to the Mustang, and reveals a new concept Mustang, going retro and the public goes crazy. The 2005 Mustang debuts and the rush is on, with body lines resembling the 69-70 versions. Carroll Shelby returns to Ford and again starts producing Shelby Mustangs, with updated versions of the GT-350H. By the end of the decade Shelby is producing GT's, 500's, and Super Snakes. Again GM and Chrysler respond by reintroducing the Camaro and Challenger, and the horse power wars are on again. In 2011, Ford drops the 4.6 V-8 and introduces a new Coyote 5.0 V-8.

By 2015, Ford redesigns the Mustang improving the body again. The big news is a 4 cylinder turbo with 315 HP, and by 2016 the 6 cylinder Mustang is a thing of the past. The GT version contains only the 5.0 V-8, while Shelby uses a 5.2 V-8 that produces close to 500 HP, but comes with a gas gussler tax.

By 2017, Ford announces that it is dropping all sedans form its lineup, with the exception of the Mustang by 2021 and will move to cross overs and SUV markets. Within a year Chevrolet announces the same and even the Camaro is to be discontinued again after the 2019 model year. In the mean time over at Chrysler, the Hellcat and Demon models are pounding out over 700 plus HP and quarter mile times in the 9's off the lot. Ford in response to this once again turns to Shelby, who is set to release the 2020 Shelby GT500 producing over 760 HP. Suggested MSR is \$73,000 plus the dealership markup of \$10,000. Want a vinyl stripe kit, add \$2,500, want a painted strip kit instead-\$5,000. By the time you option it out to your liking your sitting at \$90,00-\$100,000. Mean while GM turns the Corvette into a mid engine wonder starting at \$63,000 and the first years production is already sold out.



OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!

Three weeks ago I got an email from FordConnect introducing me to the all new 2020 Mustang inspired all electric SUV. For the last two years Ford has stated that it would produce an all electric/hybrid Mustang for 2020. John Clor, Ford Enthusiast Manager even warned that Ford wanted to call it the MACH 1.

This won't mean that we still won't have our Mustang coupes in turbo four or GT models. But an SUV/Cross over????? Over the years I've seen articles where people have made Mustang Wagons, Mustang Rancheros, Mustang Shorties, and even a couple of 4X4's, but never a factory sponsored project. Is it a concept vehicle? With as much effort and showcasing Ford is doing I am afraid they will actually produce it.

For over 55 years, the Mustang has been an iconic and truly all American "Pony Car". Does Ford have to stomp as low as Chrysler and design 80% of their vehicles with Charger tail lights. Has Ford come to the conclusion that to stay competitive in today's market that it needs to move the Mustang to the SUV/Cross over market? Maybe it's time for the Mustang Faithful to start another letter campaign to Ford like we did during the Probe fiasco. For better or worse, this change is not what I think is good for the Mustang faithful, but the worst part of it all is that I think it looks cool. All I can do is shake my head.

Final nomination for all club officers will be held at the November meeting. As always there will be no December meeting as we have our annual Christmas dinner on Dec 3rd. Make sure you get a cool ornament for our Wrights-Wright reading.

We will also have a sign-up sheet at the next meeting for bell ringers to support our club's charity, the Salvation Army this Christmas season. As always I hope to see you all at the next meeting at the Bethalto Airport's dinner on November 12th.....Steve

2019 Bonfire at The Vinson's

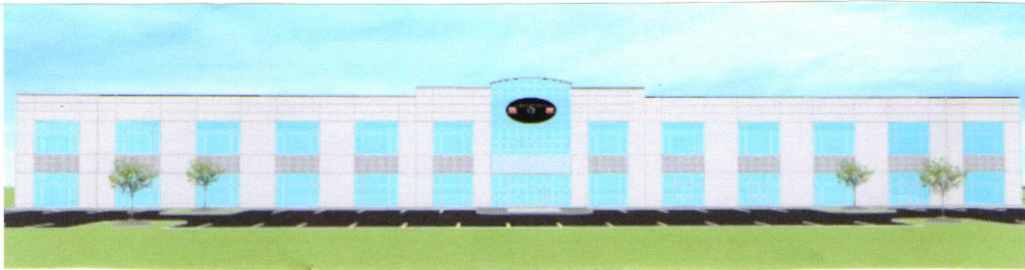




The Southern Illinois Mustang Times

OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!!!

Mustang Owner's Museum



For more information: info@mustangownersmuseum.com

Located at: 21 Carpenter Ct. NW., Concord, NC 28027



Legendary Mustang Sanctuary

A 501 (C) 3 Organization
and Licensed Horse Rescue
Specializing in Mustang and Burro Rescue,
Certified BLM Trainers,
Overnight and short term boarding

Shawn & Kathy Lewis Alhambra, Illinois

e-mail-mustangsanctuary@yahoo.com

[facebook-legendarymustangsanctuary@yahoo](https://www.facebook.com/legendarymustangsanctuary/)

618-616-8875



A.B.A.T.E. of Illinois, Inc.

Dedicated to preserving the rights of all motorcycles

State Legislative Coordinator Robert L Myers

29197 Hilltop Lane
Jerseyville, IL 62052

618-917-4919

bobkat63@frontiernet.net

"CONCOURSE QUALITY, HOBBYIST PRICE"

Marti Auto Works

13238 W. Butler Drive
El Mirage, AZ 85335
(623) 935-2558
(623) 935-2579 Fax
www.MartiAuto.com

Kevin & Shelli Marti



FoMoCo
Autolite

Official Licensed Product

Ford Motor Company

Data Base & Tags
Engine Detailing Items

PRODUCTS FROM '54-'10

Gary Breyer's Carburetors & Distributors

472 Westerholdt Dr.
East Alton, IL 62024

618-477-7219

Complete custom rebuild of your carb or distributor, or exchange for one already built.



Ruble's Machine Shop

Custom Built Engines Antiques and Power Sports

VERNON RUBLE

119 E WALL ST, WORDEN IL 62091

618.210.6062

RUBLESMACHINESHOP@GMAIL.COM



GILBERT'S CLASSIC Mustang Parts

1969-1973



mustangs6973@yahoo.com

618.550.9451



OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!

MARKET PLACE:

FOR SALE

From our website, received an email from Todd Juene wanting to sell a one owner 1983 Mustang GLX with 42,XXX miles 5.0L 5 speed. Please call 618.593.1550 Todd Juehne

***IF YOU HAVE ANY CARS OR PARTS YOU WOULD LIKE TO LIST,
JUST SEND 'EM IN. WE'LL GET YOUR AD POSTED IN THE NEXT
MONTH'S NEWSLETTER.***

CLUB PICS AND NEWSLETTER ADDITIONS!

If you have any pics of your cars, friends' cars, project details or just general car stories you'd like to share send 'em to the newsletter at [email: jtvinson@hotmail.com](mailto:jtvinson@hotmail.com) ! If you are looking for parts or a new project, let us know and we'll put it in. Or, if you have to clear out parts or projects you can't get to, we'll post that, too. We'd love to add things to the newsletter that would show what shows or cruises our members are attending, what projects you are working on, etc. Just send them by the first of the month and we'll try to get them in that month's newsletter.

Thanks for your support!!!!!!!!!!!!!!

Please send any Birthday or Anniversary information, I may have missed. The membership list has several blank dates. Thanks!



OWNERSHIP NOT ESSENTIAL.....ENTHUSIASM IS!!!!!!!!!!!!!!



Southern Illinois Mustang Association

Membership Application



Name D.O.B.

Partner Name D.O.B.

Wedding Anniversary Date

Address

City State Zip

Phone E-mail

Mustang Club of America Membership #

List Your Mustang/Fords with Brief Description

List Club Activities you would like to participate in:

Send this completed application along with \$20.00 to:

Judy Schwallenstecker
2900 Huetten Road,
Bunker Hill, IL 62014
Club meetings the second
Tuesday of every month.