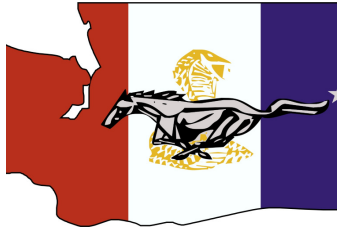


IEMC MUSTANG



'Stang of the Month: Dick Armstrong's 1966 Coupe



In This Issue:

| | |
|---------------------|------|
| SOTM | 1-2 |
| Birthdays, Calendar | 3 |
| Prez Sez | 3 |
| Meeting Minutes | 4-5 |
| Ponies on the Trail | 8-10 |
| Contacts | 11 |
| Club Info | 12 |

Our story starts with a '73 Datsun 240Z. With Webers, Konis, Pirellis, free-flow exhaust and electronic ignition, this car was a blast to own and drive. It was a sad day when I sold my beloved Z to pay for education expenses and I never really got over the loss. It took almost 2 years to decide I needed another fun car and started looking at and driving various Mustangs, a Comet, and even a few Falcons. I had a hard time finding the package and color I'd be happy with until after 6 months I finally found my '66 candy apple red Mustang coupe in Renton, WA. Just what I was looking for! A 289 ci 2v with 3-sp tranny and Hurst shifter. The pony interior, dual exhaust and vinyl top were all big pluses. The car was in nice shape and drivable, and even with bad shocks, tires, leaky radiator and slipping clutch, I knew by the time I drove to the end of the block it was the one for me.

That was January 12th, 1986. The Mustang was my everyday driver and I took it everywhere - Ski-trips to Canada, Oregon and Colorado included. This car always got looks and compliments, mostly for the paint color and interior which was in nice shape. I also met my future wife while driving the Mustang and we have many fond memories of those days. It was a great six years but wear and tear were really starting to show so I parked it. I attempted to kick-start the rebuild process about 20 years ago with a complete overhaul of the entire four-drum braking system but family and career commanded my time instead. A few old friends suggested I sell it but I had plans to restore the car when I retired. Plus, how many times have you heard "I used to have an old Mustang (or similar old cool car) and wish I'd never sold it!" So it stayed hidden in the garage under cover, boxes, and what have you until October 2020 when we pulled the engine and started the restoration.



Rebuild objective: Build the car to be driven, so it must be a nice driving and reliable car.

The engine was sent for rebuild by Performance Associates Speed and Marine in Post Falls. Just a small soup-up. Meanwhile with the help of Barry Barton and Jim Fox from IEMC I was referred to Howard Wright for body and paint. Howard had restored countless classic Mustangs in the past but wasn't too eager to take on my somewhat rusty old project, but he liked my story and the car! We started the big teardown at his Rathdrum shop in April 2021. Howard had a wealth of knowledge, experience, custom



1983 - 2023

'Stang of the Month (Cont.)

bodywork and fabricating skills and so many old Mustang stories that made this a fun project. We worked mostly weekends on the car with midweek for parts ordering and running to Andy's.



I had rust to address on the roof due to vinyl top leaks, and to wheel houses so we had the body soda blasted to get a look at sheet metal condition. The left rear quarter had been extensively damaged and repaired with Bondo. Right rear quarter was pretty severely rusted as well. The floor pan was in remarkably good shape though, with only a few pinhole welds needed, so Howard went to work on bodywork while I cleaned up and detailed the engine bay.. I also serviced and rebuilt front and rear suspension, and installed 11" Willwood disc brakes on the front. We cut front coils by half a turn to drop the front end down.

The interior was in pretty good shape with dash intact and door and

quarter panels serviceable. I did replace defroster ducts and radio front speaker. With bodywork finished, Howard painted the engine bay and body, then vinyl top was installed along with headliner and carpet. New front window and seal and rear window and seal were installed along with replacement door window channel/mechanisms and hardware and then aligned. We inspected and either serviced or replaced every fastener on the car. I had intended to re-use most of the exterior chrome but once I saw that beautiful candy apple red paint I realized I would need new door handles, body trim, light bezels, grill work and rocker panels, which Howard and I installed. I kept the original pony in the grill.



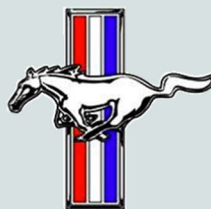
We towed the Mustang home to Spokane in May, 2022 and I got to work on the front seat foams and covers; rear seat only needed a good cleaning and conditioning. I also rebuilt and installed the heater and defroster unit at this time, which was a fun project all to itself.



Then summer came and I lost my project mojo till late last November when I had a conversation with a hockey buddy, Chris, who owns a big cool shop just out of town with everything I needed to finished the mechanicals. He agreed to help get the engine/tranny/driveline installed along with new 3-core aluminum radiator and fuel tank. We also put in a Leed's brake booster and dual chamber master cylinder with bias adjuster. Chris is a retired Air Force Senior Master Sergeant who worked on B-52s and KC-135s so he was meticulous with everything! He custom-fit the brake tubing for the new brake system and it's as precision as it gets. I love lifting the hood and seeing that clean installation and all of Chris's handiwork. We worked on the car all day every day for a month straight which included hauling the car to Doc's Muffler Clinic for new dual exhaust with glass packs, and to Airway Heights for front end alignment. With the car now back at my house in January of this year I started installing the remaining interior components and working to get the engine tuned and timed well enough to drive.

The Mustang is now drivable. I still need to install the radio, glove box, and console; and my Hurst shifter linkage needs a professional adjustment but that's about it. It's fun to take it out on the road again after all these years. The brakes are so nice and the engine purrs.

This '66 coupe is just a straight forward example of the classic Mustangs back in the day; nothing too special. It's not a GT, HiPo, or special edition anything but I love this car for the fine example of early Mustangs that it is. And I still love the look of a candy apple red Mustang! It has been an almost 38 year relationship with this good car and now It's like I have my old friend back.



- Dick Armstrong

ACTIVITY CALENDAR

December

5th (Tues) - Monthly Club Meeting at Darcy's in the Valley. Meeting starts at 7pm. All are welcome to come early to eat and visit. POC: Tom Seep (509) 953-3983.

16th (Sat) IEMC Annual Christmas Party at Darcys. Ron West will be bringing a signup sheet to our next two meetings. The club will pay for dinner for members and if you are a single member, also for one guest. We will be having our gift exchange and if you participate, please bring a gift valued at about \$20. The party and will start at 5pm with dinner at 6pm. Contact the POC to sign up. POC: Ron West (509) 467-0205.

19th (Tues) - Monthly Run - (Not Held in December).

January

2nd - (Tues) - Monthly Club Meeting at Darcy's in the Valley. Meeting starts at 7pm. All are welcome to come early to eat and visit. POC: Tom Seep (509) 953-3983.

16th - (Tues) - Monthly Run - TBA

FYI: We purposely leave open time each month so that we can do "spur of the moment" activities such as cruises, car shows, get-togethers, picnics and more that members would like to do at the last minute.

December Birthdays

- 1-Greg Fosse
- 6-Danny Aldecoa
- 7-Sтивен Jones
- 8-Garry Rosman
- 11-Ken West
- 12-Shannon Goeden
- 15-Johnny Ward
- 17 -Greg Goeden
- 19-Catherine Eickmeyer
- 20-Brent Bebee
- 21-Sharon Jones
- 27-Vicki West
- 27-Mark Szacik
- 28-Ryan Moore
- 29-Christine Ippolito
- 30-Ed Looker



The Prez Sez...

By **Tom Seep**



I guess it's safe to say that winter has arrived and the ponies are snug in their beds for their long winter naps!

End-of-year activities are at hand for our club. While some people are snowbirds and leave for warmer temperatures others go skiing and snowboarding, we on the other hand are going to be holding elections, making charitable donations, and partying. Speaking of partying, the IEMC annual Christmas party will be at Darcy's on Saturday, December 16. The Club is picking up the check this year for the members and significant others; if you are single, you may bring one guest. I hope to see many of you there for good food, camaraderie, and—not to be missed—the traditional gift exchange.

At the monthly meeting on December 5th, we will hold elections for Officers (President, Vice President, Secretary, and Treasurer—(one-year terms each) and for three Board members (two-year terms each). You can either vote for candidates listed on the ballot or write in candidates of your choice.

Also at the meeting, we'll vote on charitable giving. You may recall that for 2023, the Board has approved a total of \$10,000 for donations to charitable causes. The Treasurer will present a breakdown of what the Board has decided for this year's giving. These donations will be approved by membership vote (per the club by-laws).

I'm encouraging each of you to attend the December meeting to vote on items that will affect the future of our club and our community.

Carpe diem, Mustangers!

- Tom

'Stang Of The Month Wanted

Want to see your car featured in the newsletter? It's easy to do. Just send a story about yourself and your car, including any relevant history and interesting details, to the email address below. Don't worry about grammar or spelling, the editor can handle that for you. Include several good quality pictures, or you can arrange to have pictures taken.

Send your items to: kfrank@valley4th.com

IEMC Meeting Minutes

November 7, 2023

Darcy's Restaurant. 10502 E Sprague Ave, Spokane Valley, WA. 7:00 PM.

2023 Elected Officers: President Tom Seep, Vice President Jeff Larson

Elected Directors: Barry Barton, Tom Eickmeyer, Gary Gunning, Ron West.

Meeting called to order by President Tom Seeps. The Pledge of Allegiance was recited by the membership.

President's Comments: Welcome everyone. Elections are coming soon and the club needs nominations for many positions including Board executives and members, and Committee leaders. Please consider stepping up and serving the club in one of these important roles. Tom turned the floor over to Barry for comment – Barry encouraged participation in club leadership and challenged members to lead the club into the future. Barry also reminded members that the IMM next September is in Calgary, AB and promises to be one of the best shows of the long-running series. He urged members to get registered online ASAP. More than 200 cars are already registered.

Guest Speaker: Jackie from INCCC brought raffle tickets for purchase for a chance to have photos of member's cars printed in next year's Calendar of Events. Pam Stotts handled the sale and distribution of the tickets. The drawing takes place on November 28, 2023.

New Members: N/A

October Meeting Minutes approved by the membership. Stand as published.

Treasurers report by Tom Seep: Bank balances and CD accounts are in good shape. Low expenses in October.

COMMITTEE REPORTS:

Activities by Ron West.

- Last month we went to Ron's Drive. Approximately 28 people attended.
- November Run will be to Selkirk Pizza on the 21st at 5:30pm
- The Christmas Party sign-up sheet was passed around. The party is December 16th at Darcy's. 5pm happy hour, 6pm **dinner. The club will pay for members. A gift exchange will take place for those participating.**

Car Auctions by Carl Sontowski. N/A

Health and Welfare: Vicki West.

- Condolences to Barry Barton on the recent passing of his brother
- Dave Brink is not doing well.
- A thank-you card from Meals on Wheels was read to the club in appreciation of the \$500 donation given earlier in the year.
- A list of possible organizations to receive year-end donations from the club was read. Please submit opinions to Vicki (509-328-8376) on which should receive the gifts. The decision will be made in late November.
- "Happy Birthday" was sung to those born in the month of November.

Hot Wheels report: No Report

Membership. Members Draw by Nadine Smith. Ann Armstrong won \$10.

(Cont. next page)

Meeting Minutes November 7, 2023 (cont.)

Newsletter report by Editor Kim Frank.

- Trivia question answered correctly by Tom Eickmeyer.
- Need 'Stang of the Month for December.
- Asked members to submit Christmas Cookie recipes to newsletter for December issue. kfrank@valley4th.com

OTHER CLUB BUSINESS:

Club Apparel and Merchandise by Tom Eickmeyer. New hats have arrived, several were sold.

Facebook: Rocky asks for content and reminds everyone that the club gets more exposure when posts are shared and liked. Looking for a permanent Facebook Administrator for the club.

INCCC report: Jeff Larson reminded everyone that the monthly meetings are open and also held at Darcy's on the last Tuesday of the month for those who would like to attend.

Website report by Barry Barton.

- Thank you to all who reached out to Barry regarding the loss of his brother.
- Stay informed by visiting the website; the latest changes in the calendar and/or activities will be found there.

OTHER MEMBERSHIP BUSINESS:

New Ponies or modifications.

- Tim Bourne purchased a new GT/CS (see the November 2023 Newsletter).
- Tom Seep took his 2007 Chevy truck in for an oil change and went home with a 2018 Silverado ¾ ton. In his words: "That was an expensive oil change." On the other hand, he saved money by not having his trailer Rhino-Lined (estimate \$12,000).

Back Yard Mechanic is still napping.

HA Award goes to Tom Seep again for his oil change/truck purchase.

Door prizes awarded by Ron West.

50/50: Vi Sundin won \$56. Marsha Sundberg volunteered to take over the 50/50 duties.

Presidents Choice Drawing by Tom Seep. Greg Goeden won \$2.

Meeting adjourned.

Next meeting December 5, 2023

Hope to see you soon.

HAPPY 40th ANNIVERSARY IEMC.

Submitted by Kim Frank

Christmas Cookie Recipes



Norwegian Cookies - Tom Seep

First Layer:

½ cup butter
¼ cup sugar
5 Tablespoons Hershey's Cocoa
1 egg
1 teaspoon vanilla

Mix in double boiler till butter melts and like a custard.

Add to mix:

2 cups Graham cracker crumbs
1 cup coconut
½ cup walnuts (chopped)
Pack in 9" pan and let cool

Second Layer:

¼ cup butter
2 Tablespoons Instant Vanilla Pudding
3 Tablespoons Milk

Blend in 2 cups powdered sugar, spread over 1st layer and CHILL

Third Layer:

Melt 4 squares of semi sweet chocolate, spread over as icing, let hardened and then can cut into 1 ½" or 2" squares. ENJOY

Old Fashioned Molasses Cookies - Tim & Darylann Bourne

Servings: 36

Ingredients

1 egg large
⅔ cup oil
1 cup sugar
⅓ cup molasses unsulphered
1 ½ teaspoon cinnamon
1 ½ teaspoon ground ginger
½ teaspoon nutmeg
½ teaspoon Kosher salt
2 teaspoon baking soda
2 ¼ cups flour unbleached , but all-purpose is fine
sugar and cinnamon for rolling

Instructions

Preheat oven to 350 degrees.
Beat egg in a large mixing bowl, then whisk in oil & sugar.
Add the molasses, spices, salt and baking soda, mix well.
Now, add the flour and mix well. It will make a stiff dough.
Put some sugar and a little cinnamon in a bowl.
Scoop out 1 tablespoon of dough and roll around in sugar mix. Fun to do with grandkids.
Place on ungreased baking sheet, approximately 3" apart.
Bake 8-10 minutes, until golden brown and crinkled on top.
Cool and serve. Enjoy.

Christmas Cookie Recipes

Pecan Pie Cookies - Catherine Eickmeyer

1 c butter or margarine

1/2 c sugar

1/2 c dark corn syrup

2 eggs, separated.

2 1/2 c unsifted all-purpose flour

Stir butter (or margarine) and sugar on low speed in large bowl of electric mixer. Add corn syrup and egg yolks; beat until thoroughly blended. Stir in flour gradually. Chill several hours.

Beat egg whites slightly. Using one tablespoon of dough for each cookie, roll into balls. Brush lightly with egg white. Place on greased cookie sheet, leaving a two-inch space between each cookie. Bake at 375 degrees for five minutes. Remove from oven. Roll 1/2 teaspoon of the chilled Pecan Filling into a ball and firmly press into the center of each cookie. .

Return to oven; bake five minutes longer or until lightly browned. Cool for five minutes on cookie sheet.

Remove, cool completely on rack. Makes about four dozen

Pecan Filling:

1/2 cup confectioners (powdered) sugar

1/4 cup butter or margarine

3 tablespoons dark corn syrup

1/2 cup chopped pecans

Combine sugar, butter (or margarine) and corn syrup in saucepan; stir to blend. Cook over medium heat, stirring occasionally, until mixture reaches a full boil. Remove from heat; stir in pecans. Chill.

(from Parade's test kitchen)

Chocolate Carmel Cookies - Jan Frank

First Layer:

1 pkg German chocolate cake mix

1/3 c canned milk

3/4 c melted butter

1 c chopped nuts

Combine these ingredients, spoon 1/2 of the mixture into a 9" x 13" pan. Bake 6 minutes at 350 degrees.

Second Layer:

Melt 50 light caramels and add 1/3 cup canned milk; mix thoroughly. Spread over hot cake mixture.

Sprinkle one 6 oz. package of chocolate chips over the caramel mixture.

Third Layer:

Drop by spoonfuls the remaining cake mixture on top of the caramel.

Bake 15-18 minutes longer at 350 degrees.

Place in refrigerator to set the caramel.

Cut into squares.



Ponies On The Trail

By Kim Frank

Last month I shared a little about a recent short vacation trip my wife and I took to North Carolina. I alluded to possibly expanding on part of that story in this month's edition of the newsletter, namely the NASCAR race at Charlotte Motor Speedway. Since the publishing of the earlier article, I've received positive reinforcement regarding the story, so now I feel obligated to continue its telling.

Race day at any major NASCAR Cup Series event is a big deal. It starts early and it lasts all day. I'm reminded of the scene from the movie "Days of Thunder" where the sun is just beginning to appear above the horizon and the race teams are already hard at work unloading the cars, setting up their pit stalls, checking tire pressures, drinking lots of hot coffee, and preparing for a long day participating in one of the most potentially dangerous sports invented by man. Tension builds throughout the day as the Tom Cruise character Cole Trickle, and his nemesis Rowdy Burns (played by Michael Rooker) trash-talk each other and rough-up each other on the track.

The teams are not the only ones who are up at the crack of dawn to get ready for the day's events. Many fans, especially those who have spent the prior evening in local hotels (like us) or are traveling in from out of town, are rushing to the track in hopes of finding a parking area within walking distance of the venue. The cost of parking in nearby farmers' fields is directly related to the nearness to the track. Far away parking is only expensive, close parking is super expensive. Asphalt parking in the official lots is available to those with Elon Musk-like wealth. And, to make things worse, much of the would-be available parking is taken up with giant souvenir trailers, car manufacturer displays, Ferris wheels, sweepstakes shysters, and other assorted booths and vendors.

I'm a "people watcher" so I take great pleasure in just observing the behavior of people in large crowds. Race fans have some common traits based on their interest in the sport, but there are definitely many levels of devotion/dedication from my viewpoint.

Like with many sports, there are some who I call the **casual fan**. They are the ones who are related to a higher-level fan and were forced to tag along, or they like the social aspect of big events. They want to be seen there, but they don't really care about what happens in the actual race. Some spend most of the time talking with friends and getting round after round of Coors Light. They like the pre-race activities but probably couldn't tell you who won the race. Some may be there for entirely different reasons; I saw some young women who must have been looking for male companionship because they weren't necessarily dressed for a relatively cool 67-degree day.

The next level up is the **informed fan**. This is a person who has some knowledge of how sport works, knows who the major players are and has an appreciation of the power and speed of the cars. These are car-people who love the mechanical and technical aspects of motorsports. They appreciate the bravery and talent of the drivers. They don't stand the entire race, but they pay attention to the leaders and the laps.

Level three on my scale is the **devoted fan**. They have a favorite driver(s) and a favorite brand. They will not be swayed from their dedication to their team.



Pre-race activities fill the CMS entrance gate



Riley Green entertains the crowd



Thousands of fans enjoying the pageantry

Ponies On The Trail (cont.)



Skydiver over Charlotte Motor Speedway



Pass holders signing the Start/Finish Line



Jan is prepared for race-day action

They spend several hundred dollars at each event on hats, jackets, die-cast cars, flags, t-shirts, and more hats. If a giant #1 foam finger is available they'll buy that too. They attend more than one event per year, and they know which grandstands offer the best view. They rent radio headphones so they can listen in on the crew and driver during the race. They stand almost the entire time cars are running at speed (you don't want the seats behind them). They've been known to participate in trash-talking the other team's guy which may or may not lead to "extracurriculars" (as football or hockey announcers would say).

I call the highest level the **fanatic fan**. This is the person who attends NASCAR races frequently. They not only show up for the Sunday Cup Race, but they spend the weekend, starting on Thursday, in the track campground in an RV that costs more than my house. They set up their camp site like they're going to live there for most of the year. They place swing-sets and colorful blow-up kiddie pools next to their rigs. The BBQ grilles pop out from both sides of their Class A and the steaks, hot dogs, and beer cooler are never depleted. They erect a large flagpole that displays the "Stars and Stripes", along with their favorite driver/team flags. They've staked out their territory and everyone knows who they are rooting for.

The **fanatic fan** not only supports the Cup Series, but they watch all of the undercard and subseries events as well. The Truck Series and Xfinity Series races usually take place on Friday and Saturday respectively, and the fanatic fan has tickets, no, they have passes for all of it. Their pass includes access to places that I'd have to peek through an opening in a chain-link fence from 100 feet away to see. They have the autographs of all the best drivers and cool people. They have pit access and they casually weave mentions of their interactions with team members and drivers into their conversations with their friends. The **fanatic fan** is "all in", emotionally and financially. Okay, enough about the fans, what about the race?

NASCAR Cup Series races are far more than guys driving cars in circles. It truly is a sport that involves strategy, technology, teamwork, physical conditioning, great equipment, and talented drivers. Even the best teams struggle to get more than one win in a year. The competition is at such a high level that a few thousandths of a second can separate the top ten qualifiers at any event. The sport has evolved to the point where car manufactures and the US Government are scheduling time in the R & D garages of top-level NASCAR teams to learn how the teams are producing cars that are high HP, relatively fuel efficient and aerodynamic. Some government testing is so secret that the Hendrick Motorsports facility had stopped allowing public access to their garages during the latest testing session.

The race at Charlotte was a combination circle track and road course event. Each lap uses $\frac{3}{4}$ of the high banks of the traditional speedway, while the remaining nearly 2 miles of the lap happens in the interior, or infield, section of the facility. Viewing the entire track can be a challenge unless you are situated high enough in the grandstands. Lower-level seating lets you experience more of the speed and feel the thunder of the cars as they pass by, but you have to refer to the huge back-stretch video screen to see all the action. The screen is impressive in its size: 16,000 square feet measuring 80' tall and 200' wide. (cont.)

Ponies On The Trail (cont.)

Even so, people with eyes over 50 years old will benefit from using binoculars to view the screen close-up.

The hype is always on full blast at NASCAR events. Skydivers fall from the heavens with their flags and banners, pin-point landing on the NASCAR logo near the Finish line. Flyovers by the local military pilots add to the spectacle. Many times they bring in celebrity entertainers for pre-race concerts. Riley Green was the country artist scheduled to fill time before the main event at CMS. A temporary stage on a big rig trailer was set up in front of pit road and thousands of pass-holders crowded around on the infield grass to dance and sing along at the top of their lungs to “Different ‘Round Here” and many other tunes. The energy is infectious, and everyone appears to be in a good mood.

The driver introductions are accompanied by lots of pyrotechnics and dramatic music, along with the obligatory boos and cheers as devoted and fanatic fans make their feelings known. The drivers walk down an elevated runway throwing team hats and high-fiving the fans close enough and lucky enough to catch their eye. The pre-race ceremony continues with the drivers and their families gathered on pit road next to their cars. The National Anthem is played and soon the command to “Start Your Engines!” is given by the representative of the national sponsor. This is it; the race is about to start. After five hours of building up to this moment we’re about to experience what we really came for.

So, how was the race!!! Well, it had its moments of excitement and close contact racing, and long stretches of follow-the-leader-style pacing which insiders call “making laps”. It’s during those long green-flag runs when fans secretly, or not so secretly, hope for a crash. Don’t get me wrong, people love competitive clean racing and a close finish, but when a driver gets too far out in front of the field and starts to “stink up the show” it’s time for a caution flag, and not one of those somebody-threw-a-water-bottle-on-the-track-type cautions. No, I mean a car on fire or a six-car pile-up. Those are fun to see, as long as nobody gets hurt, of course.

Dragging a flattened or dramatically shortened car back to the pits on a roll-back truck reminds the fans that the sport is inherently dangerous, it can result in injury or death, and even given those facts, the drivers almost always get out of the cars uninjured. We did witness a car on fire and there were several smaller accidents on the track that day, but all were relatively minor, and no one was hurt.

The NASCAR Cup Series has increased the number of road course tracks in recent years, but they are still a small minority of the venues the series uses. As a result, some teams hire expert drivers they call “Aces” specifically for road course events. A few of the NASCAR regular drivers come from other racing series in which road courses are a regular occurrence, and some circle track drivers spend time in racing simulators to learn the subtle techniques needed to be competitive on a road course track.

A.J. Allmendinger came from the open-wheel Champ Car series and the Indy Car series where he gained experience in road course racing. He moved back and forth from NASCAR to Indy Car for a while before settling in the stock car ranks in 2013. He had won NASCAR road course events in the past and he was one of the strong favorites going in. He didn’t disappoint his fans. His victory was well earned and won fairly. Too bad he wasn’t driving a Mustang.

An example of the dangers of auto racing. This car is displayed in the Hendrick Racing Museum and had rolled several times.



A.J. Allmendinger celebrates with team owner Matt Kaulig in Victory Circle



CLASSIFIED ADS

For Sale: Mustang shocks. Brand new in boxes. Ordered wrong kind. \$40 cash. Contact Angela Howerton; Text: 509.928.2334



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The greatest compliment you can give is a referral.

Submissions due by the 20th of the month. Classifieds: Free to members or brought forth by member. Renewable every three months. Business cards: \$20 for 12 months.

Send payment to the club Treasurer. E-mail ads to the Editor.

CONTACTS

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Jeff Larson (509) 456-8565 larsons@nwadv.com

Hot Wheels Car Show:



Club Purpose and General Information

Inland Empire Mustang Club (IEMC)

Club Purpose: Our club exists to promote the enjoyment and preservation of all Mustang automobiles. There's no limit to how many Mustangs or other Ford-powered automobiles you may register. Ownership is not required. However, enthusiasm is definitely encouraged!

Club Mailing Address: VIA Pony Express

IEMC

P.O. Box 13591

Spokane Valley, WA 99213-3591

Monthly Stampede:

The IEMC holds a monthly get together the third Tuesday of each Month. Check the IEMC website, Activity Alerts and this newsletter for details.

Club Website:

www.inlandempiremustangclub.com

The site features contacts, publications, photos, stories, ads, an updated/current calendar of events and many other items of interest.

Newsletter:

The award winning IEMC MUSTANG is the official club publication. An electronic version is sent monthly to everyone who has an e-mail address. A condensed black and white version is mailed to those members who "opt in" for a hard copy each month. E-mail your contributions (articles, photos, classified ads, business cards) and questions to the Editor by the 20th of the month.

Advertising Policy: Submission deadline is the 20th of the month. Business cards \$20 for one year. Classifieds: Free to members, renewable every 3 months. Send payment to IEMC Treasurer, e-mail ads to the Editor.

Meeting Place: (1st Tuesday, Monthly)

Darcy's Restaurant

10502 E Sprague Ave

Spokane Valley, WA 99206

Meetings are held on the first Tuesday of each month. It's an excellent time to meet fellow club members and make new friends. Meetings start at 7:00PM. Come early (by 6:00pm) to eat and visit. All family members are welcome to attend and join the fun.

Membership Dues:

Individual and family members: \$25 for a 12 month membership. Dues are payable April 1st and shall become delinquent after May 31st. Membership includes one additional "associate" family member for the purpose of voting. Such individuals must reside with the member and be at least 16 years of age. Individuals, other than the member's spouse or significant other, that have reached 25 years of age are not eligible for "associate" status and must obtain their own membership.

Mustang Registry:

IEMC maintains a current member Mustang registry. This is a real help to the club for planning events and will give you the opportunity to have your ride featured in the club newsletter "Stang of the Month" article. Contact the webmaster for a registry form or more information.

