

# Red River Classic Mustang Club

## THE PONY EXPRESS

August  
2015

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Red River Classic Mustang Club

P.O. Box 37724  
Shreveport, LA 71133

www.rrcmc.com

### FROM THE PRESIDENT'S DESK

Unfortunately, I did not get a chance to get to any car shows or cruise ins this month, mostly because with the help of my friends (Lane), I discovered a bad inner tie rod end on my car. I got pretty paranoid about it, because suddenly I kept seeing cars on the side of the road with one front tire turned 90 degrees in a creepy angle due to the inner tie rod pulling from the socket on the rack as the car was turning.

Back in 2008, I had the inner rod on the passenger side go out, and I had a local shop replace it because by the time I bought parts and the special tool I needed, the cost would be about the same. Calling a shop this time for the driver's side yielded a replacement price of over 300.00 to replace the tie rod.

After doing a little research, I found I could buy the special tool, and both the inner and outer tie rod along with a new bellows for \$125 at Rockauto.com. The only problem was, once the tie rod was changed out, I had to drive to a shop to get the front end aligned. This meant an all-nighter on Friday night so I can be at the shop first thing Saturday morning to get in line for the alignment.

My bestest friend Lane was going on vacation the next Saturday, and offered his air conditioned shop with a lift the following weekend to replace the tie rod, but like I said earlier, I was paranoid about driving the car, especially carrying Erin to Holiday Lanes for our bowling league, so I decided to do it at my House in the garage that Friday night. While I was waiting for the parts to come in, I watched endless YouTube videos, and read endless procedures on how to replace the tie rod. I finally found a link that actually had excerpts from the official Ford repair manual that told about a pin that I would have to remove, and also that I would have to put a wrench on the rack itself to keep it from twisting while breaking loose the inner tie

rod.

Friday night, I went with the Fam to Walmart and Kroger for the usual Friday night grocery shopping, (we're so boring) simply because it was too hot to even try to work on that car in the garage in the 100 degree heat. Once we got home, about 9pm, I pulled the wife's Chevy Impaler out of the garage and shut the overhead door. I put up a pet gate in the man door going from the kitchen to the garage so I could leave the door open and air condition the Garage. (a lot of good that did—it was still hot and humid in there!).

I got the car on the floor jack, and broke the lug nuts on the driver's side tire. I then got the car on jack stands, but left the floor jack under the car with some pressure left on it as backup. I found some bricks and chocked both rear tires on both sides. I checked the driver's side for play side to side one more time, convincing myself that I must do this repair. My biggest fear being possibly damaging the rack trying to twist off the inner tie rod end. I removed the tire, slid it under the car for added safety. I removed the cotter pin from the outer tie rod end, and removed the castle nut. Of course the tie rod would not come out from the



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## PRESIDENT'S LETTER (CONTINUED)

steering knuckle, and I did not have a pickle fork, because all the videos I watched said the fork would destroy the rubber bushing on the tie rod. It didn't occur to me that I was replacing that part anyway, so I didn't buy\borrow one. One video said turn the castle nut upside down and hammer on it with a rubber hammer or put a piece of wood on it then hammer. After about 10 minutes of this, it didn't seem to budge, and I didn't want to risk ruining the threads and not being able to unscrew the castle nut, so I went to plan B that I saw in another video. That was to beat on the steering knuckle the tie rod went through until it fell out. The guy in the video said "don't worry, it may take a while, but it will fall out eventually".

There I was pounding on that steering knuckle with the hammer for 20 minutes. By this time, it was about 11:30 at night. I'm sure I sounded like the hunchback of Notre Dame tolling the bell, but neither Julane or Erin came to see what the hell I was doing( remember the kitchen door was open to the garage letting the air conditioning in, exposing them to the clanging noise). Sure enough after about 20 minutes the tie rod fell out. The rest went like butter. I marked the threads on the inner tie rod, so once I got both pieces out, I could measure it and get the new assembly close to the same length. I unscrewed the outer tie rod, unclamped the bellows and slid that off the inner tie rod. Now you can really see the play in the ball and socket end of the tie rod. Its amazing that it hadn't pulled out yet.

Next was that pesky rivet. It sat in a groove in front of the threads on the end of the rack that the tie rod socket end screwed on to keep it from backing off I guess. Some YouTube videos said the rivet may be steel, so it must totally be removed or it will damage the threads coming off the rack. Mine appeared to be soft aluminum, because I was able to pry the head off with a screw driver pretty easily, but there was still some of the sleeve left in the hole on the socket end of the tie rod. After 20 minutes of trying to get it out, I gave up and put the special inner tie rod tool on the tie rod, and before I realized what I was doing, broke it loose and unscrewed it from the rack. I was supposed to put a crescent or pipe wrench on the rack end to keep from twisting the rack, but in my disgust of trying to remove that piece of sleeve from the rivet, I forgot.

To make a long story short, I had no trouble removing or replacing the new end. Once I measured and marked the new tie rod assembly, I put on the inner tie rod, torqued it with the tie rod tool, and then tapped in one of the 3 supplied safety pins on the inner tie rod. I only found one on the factory piece, and I didn't want to make more work for myself the next time, so I only put in one. I really think the others were spares as these were roll pins that I shot

across the garage the first time I tried to put it in the socket end of the tie rod. Next went the bellows, then the outer rod, castle nut, torqued down to specs, lock nut on the tie rod torqued, and finally the new cotter pin put in.

I turned the steering wheel back and forth to be sure I didn't damage the rack, ( I had the key in the acc position so the steering lock was not on, another suggestion from YouTube) and when the steering wheel was turned all the way to the left, I heard a puff and wheeze. Oh great, I thought. I did screw up the rack. I tried it 2 more times, and then saw something drip from the steering pump area. I figured out that since the car was not running, I was moving the fluid around in the rack and causing pressure in the steering pump reservoir which when released made the puff and wheeze sound expelling steering fluid. (sigh). Ready to put the wheel back on and lower the car, I cleaned up my work area, and found the small diameter squeeze clamp I was supposed to re-use on the small end of the bellows that covered the rack end. (Crap!) I turned the steering wheel a couple more times checking to see if the bellows really needed the clamp, and decided that it didn't. I wasn't going to go through all that again for that clamp. Besides, there was no new clamp or tie wrap included with the new bellows, so I am thinking the groove the small end rides in on the tie rod shaft is good enough. I put the wheel back on, jacked up the car, pulled out the jack stands, lowered the car, and tightened the lug nuts, and put the center cap back on.

All finished. Checked the time, it was 1:30. Not bad considering all the banging and fiddling with that rivet I had to do. The next morning, I went up to Gateway Tire on E. Bert Kouns next to the Ford Dealer. I showed up at 6:45, and found they were already open and working. By 7:30 they called me to say they couldn't do the alignment because my struts needed to be replaced. I explained to them that I just changed my inner tie rod and that I needed the toe in adjusted to keep from further ruining my tires. After consulting with the lead mechanic, they agreed to adjust for the new tie rod, but insisted that I get the struts replaced. If I had gone anywhere else, they probably would not have done the alignment at all. But since I had been visiting with my sales rep, Dennis, who happened to be a big Mustang fan, he must have sweet talked someone into doing the toe in adjustment. I guess I need to order some new struts, shocks and quads for the next project. This time though, I think I will ask for the help of my friends with an air conditioned shop and a lift. Hey Lane, doing anything next week-end????

Thomas Monahan

## SHOW NEWS

Our 22nd annual Roundup is only a few weeks away. We are in desperate need of door prizes and goody bag stuffers. These are a big part of what brings participants back year after year. We need every club member to come to the show and help.

Will Kay's 7-Up be ready for the show?



## ACTIVITIES CORNER

Hey all you Mustang Fans-- here is what is on the Calendar for August. Our monthly club meeting is on Saturday the 1st 5:00 pm Asbury UMC in Bossier City on Airline Drive. After the meeting we will be cruising to Red Lobster for dinner. MMM Lobster!!! On Saturday the 8th there is an indoor car show in Monroe called Driven Desires. It is from 10 am to 4 pm. Also, Marshall will be hosting their second Saturday of the month cruise night. Anyone going from the club please meet up at the Texas Welcome Center at 2:00. Usually some other clubs meet up there as well like the Mopar Club and Corvette Club. Maybe we could all cruise together. I went in July and we had a unique variety that met up and cruised out.

The third Saturday of the month Elite Autos host their monthly cruise night on Youree Drive 5-8 pm and also the Mopar Club is holding a cruise night at the Sonic on East Tx Street in Bossier City the same time. Our monthly board meeting is Wednesday the 19th 6:30 pm Reed Industrial. Last but not least Asbury will do their last cruise meet on Saturday the 22nd. Off the subject of cars but their is a Geek'd Comic-con

coming to Shreveport in August at the Shreveport Convention Center. I think it is the weekend of the 21st thru 23rd. Always stayed tuned into Facebook for last minute car meets and dinners. I feel a bowling night coming on. I was thinking Ford Vs. Chevrolet and Mopar Vs. Imports who's in? Stay cool and let's Hope for some cooler weather.

Nicole Ferlito  
 Activities Director  
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 twomanystangs@yahoo.com



### August Birthdays

Donna Arends  
 Cyndi Crockett  
 Stephen Gayer  
 Gary Norman  
 Steve Risner

August 8	Driven Desires, 10 am to 4 pm	Monroe, LA
September 5	Warbirds on Parade Car & Truck Show	Lancaster, TX Airport
September 5	Winsboro Car and Truck Cruise-In	Winsboro, TX
Sept 18 & 19	Bomber Bash car show and movie night	Bossier City, LA
<b>September 19</b>	<b>23rd Annual RRCMC Mustang Roundup</b>	Wray Ford, Bossier City, LA
September 27	Central AR Mustangers 34 Annual Regional MCA Show	Crain Ford, Little Rock, AR
October 24	High Low Fast Slow	Heart of Bossier

## REGISTRATION

### Red River Classic Mustang Club's 22<sup>nd</sup> Annual Roundup – September 19, 2015

Entry fee: \$25 per car before September 1<sup>st</sup>, \$30 day of show.  
 Pre-registration must be postmarked on or before September 1<sup>st</sup>.  
 First 100 pre-registered guaranteed a T-shirt, goody bag and door prize.  
***All pre-registered entries eligible for \$100 drawing.***

Mail entry to:  
 Red River Classic Mustang Club  
 P.O. Box 37724  
 Shreveport, LA 71133

**Parking will be assigned on a first come first served basis and your parking space will be your participant number. If your club would like to park as a group, please send all registrations together or attach a note requesting the number of spaces to reserve.**

100 1964 ½ -1966 Coupe	112 1974-1978 All	125 Special Build: Saleen / Roush / Foose / Steeda / etc.
101 1964 ½ -1966 Convertible	113 1979 -1993 Hardtop	126 Cobra Roadster (AC)
102 1964 ½ -1966 Fastback	114 1979 -1993 Convertible	127 Truck
103 1967 -1968 Coupe	115 1994-2004 Coupe	128 Early Ford 1903 - 1931
104 1967 -1968 Convertible	116 1994-2004 Convertible	129 Pre War Ford 1932 – 1943
105 1967 -1968 Fastback	117 2005 – Present Coupe	130 Post War Ford 1948 - present
106 1969 -1970 Coupe	118 2005 – Present Convertible	131 Special Interest
107 1969 -1970 Convertible	119 Cobra Mustang – all years	200 Street /Track all years
108 1969 -1970 Fastback	120 Shelby Mustang – 65-70	300 Non Ford Powered Fords
109 1971 -1973 Coupe	121 Shelby Mustang – 05 & up	999 Not judged - display only
110 1971 -1973 Convertible	122 Mach 1/Bullitt – all years	
111 1971 -1973 Fastback	124 Boss Mustang – all years	

**Vehicles graded on point system for cleanliness, workmanship and presentation only.**

*Please Print*

Preferred class # \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

Phone \_\_\_\_\_ T-shirt size \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email Address \_\_\_\_\_

Club Affiliation \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_



**RULES AND REGULATIONS:** Due to a limited amount of space, preregistration is strongly advised. By signing the Entry Form above, I state that I understand the rules and regulations concerning this event. All vehicles entered must be in running condition and must be presentable in appearance. All entrants must be 18 years old or older. No alcoholic beverages will be allowed at this event. I understand that Red River Classic Mustang Club, Inc. and Wray Ford assume no liability for damage done to my property or person during this event. Red River Classic Mustang Club, Inc. reserves the right to reject any entry at any time. All entrants will receive 1 Participant's Choice voting ballot for each car entered. Entrants must be present to win 50/50, Pre-registration and Wipeout drawings. To be eligible for any trophies, the entrants Mustang must be on display from 10:00 am to 3:00 p.m. for judging. Entrants who have preregistered should be here by 10:00 a.m. or their space may be forfeited in the event that space becomes a problem. This is a rain or shine event. Any questions should be directed to Thomas Monahan at (318) 797-8383 between 10am and 7 pm, or email [rrcmc.showdirector@yahoo.com](mailto:rrcmc.showdirector@yahoo.com).

Signature on this form acknowledges release of all responsibility of Red River Mustang Club, Inc, Wray Ford, the City of Bossier, participating clubs, all club members associated with the participating clubs and the state of Louisiana to injuries or accidents sustained before, during, or after this function.

Latest information available at our website: [www.rrcmc.com](http://www.rrcmc.com)

# Red River Classic Mustang Club's

# 22nd Annual Roundup

# September 19, 2015

## Wray Ford

2851 Benton Rd., Bossier City, LA

### Open to all Mustangs and Ford Powered Vehicles!

All model year Mustangs and Fords will be eligible for awards.

The first 100 registrants will receive a t-shirt, goody bag and will be eligible for door prizes.

Pre-registration is \$25 (ends Sept 1), or \$30 the day of show.

*All pre-registered vehicles entered for \$100 drawing!*

Registration from 8am to 11am.

Early bird parking - first come first served.

For more information, contact our Show Director Rhonda Butler at email: [RRCMC.ShowDirector@yahoo.com](mailto:RRCMC.ShowDirector@yahoo.com), our President Thomas Monahan at (318) 797-8385, Nicole Ferlito at (318)470-7581, or visit our Web site –

**[www.rrcmc.com](http://www.rrcmc.com)**

All show proceeds to benefit children in local charity programs.

