



Having fun with Mustangs and  
Mustang people since 1977

# Michiana Monthly



Chartered as a Regional Club  
since 1978

Vol. 42 No. 6 June 2025

## Next Meeting

**June 9, 2025**

Meeting at 7:00 pm

**Beef 'O' Brady's**

**12479 Adams Rd. (IN-23)**

(Intersection of IN-23 and Bittersweet  
Road)

**Granger, IN 46530**

## Upcoming Events

### June 7 (Saturday)

16th Annual Jim & Ricky Cruise-in  
Car Show, Oak Knoll Veterinary Clin  
ic, 5498 E. Oak Knoll Rd., Rolling  
Prairie, 9:00 - 3:00 EST

### June 7 (Saturday)

Mustang Show at Tapper Ford in  
Paw Paw

### June 9 (Monday)

Monthly meeting at Beef 'O' Brady's  
(meeting at 7:00pm)

### June 12 (Thursday)

Michiana Mustangs night at Essen-  
haus

### June 27-29 (Friday-Sunday)

Horsepower in the Queen City MCA  
National Show, Cincinnati, OH

### July 4 (Friday)

July 4 Parade in Hebron, IN

### July 10 (Thursday)

Michiana Mustangs night at Essen-  
haus

### July 14 (Monday)

Club Picnic at Margaret Prickett Park  
in Mishawaka

## In this Month's Issue...

Event Calendar	2
Behind the Wheel	3
Notes from last month's meeting	3
Last Month's Finances	4
Membership News	4-5
Items for sale	5
Show Shirts	6
Car for Sale	7
The Restoration Crisis is Building	8
9 Old tools almost nobody uses...	9-12
Local Cruise-ins	12
2025 Memorial Day parades	12
2025 Club Apparel	13

## Axel's Spring Fling

Hi Frenz,

This is Axel, you may not recognyz me becuz I lost 10  
punds.....My Papa retird and he seems to need my help 4 eve-  
rything!! Gone are the days of naps.

Last yer we built a nu grate room on to R haus, it took all sum-  
mer!!

Then this yer I had to help with the Mac 1, he said we were  
going to a car sho in Mae. I really like wokin wit my Papa  
becuz he explains everything, in detail, that we are goin 2 do.  
He is my bestest frend.

Watin for the judges:



(continued on page 6)

Scan the QR code below to go to our website or our Facebook page.



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## 2025 Event Calendar

(continued from page 1)

Date	Event
Thursday, June 12	Michiana Mustangs night at Essenhaus
Sunday, June 15	Granger Missionary Church Car Show <b>(Cancelled)</b>
Friday-Sunday, June 27-29	Horsepower in the Queen City MCA National Show, Cincinnati, OH
Friday, July 4	July 4 Parade in Hebron, IN
Thursday, July 10	Michiana Mustangs night at Essenhaus
Monday, July 14	Club Picnic at Margaret Prickett Park in Mishawaka
Saturday, July 19	Old Fort Mustangers 42 <sup>nd</sup> Annual Show, Ft. Wayne
Friday, July 25	Tom's Car Center Lube-A-Thon for Hospice
Saturday, August 2	Cars and Coffee at the Studebaker Museum in South Bend, co-hosted by Michiana Mustangs
Thursday, August 7	Michiana Mustangs night at Essenhaus
Saturday, August 9	Michiana Mustangs 42 <sup>nd</sup> Annual Mustang and Ford Show at Essenhaus
Monday, August 11	Monthly meeting at Beef 'O' Brady's (meeting at 7:00pm)
Saturday, August 17	Free car show at Congdon Park in Bristol, 11:00-3:00
Sunday, August 17	50th Anniversary Mustang Memories Car Show, Ford World Headquarters, Dearborn, MI
Saturday, August 23	Pork Fest Parade in Kouts, IN <b>(date correction)</b>
Monday, September 8	Monthly meeting at Beef 'O' Brady's (meeting at 7:00pm)
Thursday, September 11	Michiana Mustangs night at Essenhaus
Thursday, September 25	Season-ending Cruise-in at Essenhaus
Sunday, October 5	Hospice 'Coffee Cruise-in for a Cause'
Monday, October 8	Monthly meeting at Beef 'O' Brady's (meeting at 7:00pm) <b>2025 Officer Nominations at this meeting</b>
Monday, November 8	Monthly meeting at Beef 'O' Brady's (meeting at 7:00pm) <b>2025 Officer Elections at this meeting</b>

## Behind the Wheel

By Scott Lickteig



Wow — can you believe it? We're already halfway through the year, and our big show is just two months away! This is an exciting time for us, and we need your help to make it a success.

🌀 **Door Prizes:** Keep the momentum going by continuing to collect door prizes for the event. Every contribution, no matter how small, helps make our show extra special!

📢 **Spread the Word:** If you're heading to any shows, please bring our event flyer to hand out. The more people we reach, the bigger and better our event will be.

🚗 **Cars & Coffee Adventures:** Attended an event recently? Send a quick email to Art with the details so they can be featured in our newsletter. Let him know:

Who hosted the event

What type of gathering it was

When it took place

Where it was held

📋 **Club Survey:** If you haven't filled out our club survey yet, please take a few minutes to complete it. The Board is eager to hear your ideas on adding more exciting club activities and outings. Your insights mean a lot to us!

Let's make this month fantastic as we gear up for an incredible show. Thanks for your enthusiasm and participation!

Happy Mustanging



## Notes from Last Month's Meeting

The May meeting was called to order promptly at 7:00 p.m. Attending the meeting were Art Anderson, Scott & Chris Anderson, David & Peggy Anson, Todd & Beth Brown, Greg Burkowski, Art & Becky Campbell, Jerry Cardella, Scott Deardorff & Jenny Fogelsong, Pete & Chris Delchambre, Paul DeSmith, Pat Goeller, Ron & Vickie Gortney, George & Kenlyn Graber, Robert Hayward and Rhonda, Gary Hughes, Jim Krill, Scott Lickteig, Debbie & Mike Mittleman, Phil & Tandy Nicodemus, Tom Podemski, Kenny & Diane Reed, Diane Shaull, Bill & Pat Stickley, and David & Jane Yoder.

- President Scott Lickteig reminded us of the need for door prizes for this year's show. Please bring them to the June meeting or the July picnic at Margaret Prickett Park in Mishawaka.
- Scott also asked for members to complete the member survey that was sent out with the May newsletter. This will help the Board know how best to serve the membership.
- A sign-up sheet was distributed for those wishing to get CPR training prior to our show. Details will follow as soon as they are available.
- The awards for this year's show were presented. The mugs come in two sizes, 16 oz. and 20 oz. A motion was made, seconded, and approved to spend up to \$750 to purchase the mugs.



- A picture of this year's show shirt was also presented (see page 6). A motion was made, seconded, and approved to spend up to \$1,200 to purchase the shirts.
- There is a cruise-in scheduled at Currie Ford in Valparaiso Friday, June 13, from 4-7 p.m.
- Tandy Nicodemus won \$59.00 in the 50/50 drawing. Other winners were Scott Lickteig and Todd Brown.
- The meeting was adjourned at 7:32 p.m.



## Membership News



### This Month...

7	Debbie Mittleman
9	Loretta Jedrzejewski
9	Kevin Price
13	Lyn Gorski
14	Carol Cooper
14	Scott Lickteig
16	Shari Knaak
17	Connie Northam
18	Chris Jones
21	Jack Berry
23	Scott Anderson
23	Nancy Milliken
24	Vic Garrison
25	Chris Anderson
26	Mona Miller



### Anniversaries This Month...

4	Jennifer & Chris Jones	5 years
9	Chris & Pete Delchambre	52 years
15	Loretta & Harold Jedrzejewski	51 years
16	Pat & Bob Goeller	46 years
18	Jeri & Jerry Cardella	10 years
19	Kathryn & Frank Schmidt	71 years
26	Vickie & Ron Gortney	54 years

If I missed your birthday or anniversary, please let me know. Thanks!

### We remember...

Curtis Greenwalt (June 13, 2021)

### Last Month's Finances

#### Income

Membership income	330.00
50/50 Income	59.00
Club Participation Award (IN-SAAC)	100.00
Pre-Registration	15.00

**Total Income \$ 504.00**

#### Expenses

MCA discount	30.00
Tent, paint	366.08
Show Shirts	1,126.87
Show Awards	586.64

**Total Expenses \$ 2,109.59**

**Net Income -\$ 1,605.59**

### Membership Anniversaries

Carl & Brenda Kindig	37 years
Brad & Nancy Milliken	33 years
Kami Woody	28 years
Art & Becky Campbell	26 years
Scott & Chris Anderson	20 years
Ron & Cindy Olson	13 years
Dave & Gretchen Lowell	11 years
Terry & Theresa Sarul	8 years
Mike & Tina Shanholt	8 years
Craig & Tabitha Johnson	6 years
Lyn Gorski	5 years
Paul & Sara DeSmith	4 years
Ray Hofecker & Gail Cummings	3 years
Brian & Sherri Jackson	3 years
Jack Hengert	1 year

A father and son were riding in their truck together one day and the son asked the father, "Dad, how high can you count?"

The father replied, "Well, I don't know, son -- how high can you count?"

The son immediately replied, "One thousand, five hundred, forty-two."

The father said, "Why did you stop?"

The son shrugged his shoulders and said, "Well, church was over."

## Membership Renewals Due

### April (pending deactivation)

Bob & Lori Killackey  
Glen & Amy Klein

### May

Rick & Diane Kerlin  
Mona & Roy Miller

### June

Paul & Sara DeSmith  
Brian & Sherri Jackson  
Carl & Brenda Kindig  
Dave & Gretchen Lowell  
Ron & Cindy Olsen  
Terry & Theresa Sarul  
Kami Woody

### Please note these procedures used by the treasurer for dues collection

- Month #1 (One month before due date): First Invoice
- Month #2 (The month of due date): Second Invoice
- Month #3 (De-Activation Month): No Invoice (notice in newsletter)

Dues should be mailed to David Yoder, 1155 N Center St #B, Bremen, IN 46506

**Reminder:** As of January 1, 2025, dues are \$30.00/year (\$25.00 per year for MCA members with MCA number)

## New Members!

- Danny & Jessica Beem, from Walkerton, with a 1965 Fastback
- Austin Delio, from Osceola, with a 1967 Coupe
- Marc & Jennifer Dunderman, from Osceola, with a 2021 GT
- Mel & Judy Grzeskowiak, from Elkhart, with a 2001 Coupe
- Philip & Janice Wiltshire, from Middlebury, with a 2019 Bullitt

Welcome to the club. We look forward to getting to know you!

## Free to Good Home!

(1) Fabric Tonneau Cover for a '96 F-150  
Contact Jim at 574-243-0723 or lkrill60@hotmail.com

## For Sale



Hood Scoop for 2005-2009 Mustang GT \$75.00



FE 427 Dual 4-barrel Air Cleaner \$350.00



Encore Tonneau Cover for 6 1/2' Ford Bed  
(Super Body only) \$350.00

For more details, call Jerry at 269-350-6040

## Axel's Spring Fling

(continued from page 1)

As U can see by my pictur, I wuz very proud and happie that we won a trophie at the car sho, turd plays. (Popa had to splain that to me).



I couln't stop smiling!

All my hard work pade off!

I also LÜVED seein all my Mustang frenz all day. They shor do sit a lot!



I hop yu all enjoy the Mustang season. Yer Frend,

Axel Rose Garrison

Thanks for your story, Axel. Glad you had a good time! And thanks to Popa for 'splaining things to you!

## Show shirts

This year's show shirts are now available. We ordered 5-Mediums, 15-Larges, 15-Xtra Larges, 15-2XLs, and 5-3XLs. Last year we took pre-orders, and this is the number of shirts we ordered. Our goal is to have no shirts left after the show.

Our cost is \$20 per shirt, and we will be selling to members at cost (\$20) before the show. Anything left we will sell at the show for \$25. We do not plan on buying more shirts, so this is a first come first served basis.

We will have the shirts at the June & July meetings.



## It's that time again...

Our show is two months away! Please help us in our goal to send each entrant home with a door prize from their day with us (after all, not all of them will go home with an award).

The door prizes don't have to be anything expensive or necessarily automotive related. Think of what you'd like to get at a show. Also, if you've won a door prize that you don't want, here's a place where it's not that bad to regift!

We're also looking for items that can be given away as part of the 50/50 drawing. These should have a higher value than door prizes, since the participants will be buying tickets for these items.



## 44th Annual Mustang & All Ford Show Saturday June 14, 2025



Hosted by Baker Ford of Coopersville, 940 O'Malley Dr, Coopersville, MI 49404 (Exit 16 off I-96)

Local Charities Supported: The Grand Rapids Home for Veterans and Lori's Voice

Attractions: Beautiful cars, food, vendors, music, raffle prizes, 50/50

Hours – 8AM to 3:30PM

Registration – 8AM to 11AM

Registration - \$20 day of show

Visit our website or Facebook page for more information.

Download flyer at [WMMC 2019 Car Show Flyer](#) (trust me, it works)



## Old Fort Mustangs 42<sup>nd</sup> Annual Mustang & Ford Show

Saturday, July 19

Ivy Tech Coliseum Campus, 3800 N. Anthony Blvd., Ft. Wayne, IN 46805

Registration 8 a.m. – 11 a.m., Awards at 3 p.m.

Participant judging, dash plaques to the first 150 entries

For information:

<http://www.oldfortmustangers.com/>

[Oldfortmustangers@gmail.com](mailto:Oldfortmustangers@gmail.com)

John (260-348-1855)

Jason (260-750-5012)

Bob (260-267-6576)

Download flyer at [Microsoft Word - Flyer2025](#)

## Car for Sale!



2003 Mustang GT, 5 Speed, 133k miles (first 100k miles in Texas), no motor or frame corrosion, leather seats, Brembo brakes, new Exedy Clutch, professionally tuned, wear parts replaced, lots of BBK parts (details available) \$8,000 Contact Jenny Fogelsong, 574-314-7954 or [lady-fogelsb@gmail.com](mailto:lady-fogelsb@gmail.com).



# The Restoration Crisis Is Building

**HAGERTY** | Media

By McKeel Hagerty, 09 May 2025



Students in the auto restoration program at McPherson College, which is expanding its curriculum to include mechanical engineering this fall. *Courtesy McPherson College/Corey Nolen*

There are roughly 48 million enthusiast vehicles in the U.S., from supercars and American muscle to Japanese makes, SUVs, pickup trucks, and restomods. But while more and more people are into vintage rides, there are fewer and fewer people who know how to fix and restore them. Our craftspeople are retiring, often without passing along their skills. Likewise, [parts are harder to come by](#), especially for early 20th-century cars.

I have some thoughts about how to improve this situation, but first, let me share an interview I did recently with Michael Schneider, president of [McPherson College](#), the only U.S. school with a bachelor's degree in Restoration Technology. In 2023, McPherson students took second-place honors at the Pebble Beach Concours for their restoration of a 1953 Mercedes-Benz 300S Cabriolet.



One of six cars entered in the Postwar Luxury class at Pebble Beach 2023, the McPherson Mercedes took a coveted second-in-class, earning the students a trip across the reviewing stand. *Evan Klein*

## Q: How acute is the need?

**A:** It's significant, particularly as '80s, '90s, and 2000s cars become classics. As interest grows in "youngtimer," RAD-wood, and supercar segments, the need increases.

## Q: Is the shortage felt at every level, including high-net-worth cars?

**A:** Definitely. Collectors want seasoned technicians. We need to bridge the gap for the less experienced to learn from those with experience or the shortage will continue.

## Q: What is the worst-case scenario if skills are not passed on?

**A:** We will see fewer classics on the road. Our ability to develop the younger generation's skills will be the difference between your car sitting in storage rather than at an event or on the road.

## Q: How do we draw people to the field?

**A:** Take kids for rides in your car. Let them drive! Driving is often the spark that leads to someone going into the field. Introducing youth to our collections and events is critical.

## Q: What is the role of McPherson College in meeting the need?

**A:** We want to expand our expertise in the industry by exposing students to modern classic projects. We also plan to grow our capacity to meet industry demand, not just in the sheer numbers of graduates but also in additional technical areas like mechanical engineering, which will be part of our automotive program in fall 2025. The car is at the center of our campus, but we need the continued support of collectors and others in the industry so we can be the pipeline to keep our cars running.

The pipeline is crucial, as I know all too well. Recently, Tony, a mechanic friend of mine, was trying to resuscitate a 1937 Packard V-12 that needed a third gear synchronizer, an obscure part—and a complex one to remanufacture. After weeks of calling his sources around the country, he found one which was serving as a paperweight on the source's desk. Tony said, "Sometimes you get lucky."

While that's a charming anecdote, it's also a bit sad. As a community, we can do better than rely on happenstance or weeks of searching to fix and maintain our beloved cars.

Let's crowdsource this scarcity problem—both in terms of parts and expertise. If you know of a go-to mechanic, machinist, restorer, fabricator, or upholsterer with irreplaceable skills, or a reliable parts procurer like Tony's friend, let me know at [mhagerty@hagerty.com](mailto:mhagerty@hagerty.com). Please include your thoughts on what skills and trades you think are most at-risk in the classic-car world. Maybe we can figure out a way to capture the knowledge before it fades away. Maybe there is a shop or a skill that can be matched with an eager young entrepreneur on the rise, a skill set that can be recorded and preserved. Help us map out a path.

If we get enough useful suggestions, I will do my best to find a way forward.

Until next time, keep on driving!

*This story first appeared in the May/June 2025 issue of Hagerty Drivers Club magazine. [Join the club](#) to receive our award-winning magazine and enjoy insider access to automotive events, discounts, roadside assistance, and more.*

[The Restoration Crisis Is Building - Hagerty Media](#)



## 9 old tools almost nobody uses anymore

**HAGERTY** | Media

By Kyle Smith, 23 February 2023



[Kyle Smith](#)

The nuts and bolts that make up our beloved automobiles have not changed that much over the last 150 years. But the tools needed to maintain them? Those have changed a lot. Software has cemented itself as part of a service technician's day-to-day regimen, relegating a handful of tools to the history books. (Or, perhaps, to niche shops or private garages that keep many aging cars alive and on the road.)

How many of these now-obsolete tools do you have in your garage? More to the point, which are you still regularly using?

### Spark-plug gap tool



[Kyle Smith](#)

Though [spark-plug gap tools](#) can still be found in the "impulse buy" section of your favorite parts store, these have been all but eliminated from regular use by the growing popularity of [iridium and platinum plugs](#). These rare-earth metals are extremely resistant to degradation but, when it comes time to set the proper gap between the ground strap and electrode, they are very delicate. That's why the factory sets the gap when the plug is produced.

These modern plugs often work well in older engines, meaning that gapping plugs is left for luddites—those who like doing things the old way just because. Nothing wrong with that; but don't be surprised if dedicated plug-gapping tools fade from common usage fairly quickly.

**Verdict: Keep. Takes up no real space.**

### Dwell meter



*sodor/eBay*

50 years ago, a tune-up of an engine centered on the ignition system. The breaker points are critical to a properly functioning ignition system, and timing how long those points are closed (the "dwell") determines how much charge is built up in the ignition coil and thus discharged through the spark plug. Poorly timed ignition discharge is wasted energy, but points-based ignition systems disappeared from factory floors decades ago, and drop-in electronic ignition setups have never been more reliable (or [polarizing](#)—but we'll leave that verdict up to you.)

Setting the point gap properly is usually enough to keep an engine running well, and modern multifunction timing lights can include a dwell meter for those who really need it. A dedicated dwell meter is an outdated tool for a modern mechanic, and thus most of the vintage ones are left to estate sales and [online auction sites](#).

**Verdict: Toss once it stops working. Modern versions are affordable and multifunctional.**

(continued on page 10)

## 9 old tools almost nobody uses anymore (continued)

### Distributor wrench



*Snap On tools*

When mechanics did a lot of regular timing adjustments and tuning, a purposely bent distributor wrench made their lives much easier. However, much like ignition points, distributors have all but disappeared. Thanks to coil-on-plug ignition systems and computer-controlled timing, the distributor is little more than a messenger: It simply tells the computer where the engine is at in its rotation.

Timing adjustments have become so uncommon that a job-specific tool is likely a waste of space. If you've got room in your tool chest, keep yours around; but know that a standard box-end wrench can usually get the job done and is only fractionally less convenient than the specialized version.

**Verdict: Keep if you have them. No need to buy if you don't.**

### Pre-OBDII diagnostic scan tools



*Sajeev Mehta*

Prior to the required standardization of on-board diagnostic computers by the U.S. in 1996, a single car could host a wild mix of analog and digital diagnostic methods. OBDII, which stands for On-Board Diagnostic II, wasn't the first time that a small computer was used to pull information from the vehicle via an electronic connection; it merely standardized the language.

Throughout the 1980s and early 1990s each OEM had its own version of a scan tool. Now those tools can be reverse-engineered and functionally spoofed by a modern computer, allowing access to diagnostic info tools that, at the time, were only available to dealers. Since many pre-OBDII cars are now treated as classics or antiques.

and driven far less frequently, the need for period-correct diagnostic tools is dropping.

**Verdict: Keep. These will only get harder to find with time, and working versions will be even rarer**

### Distributor machine

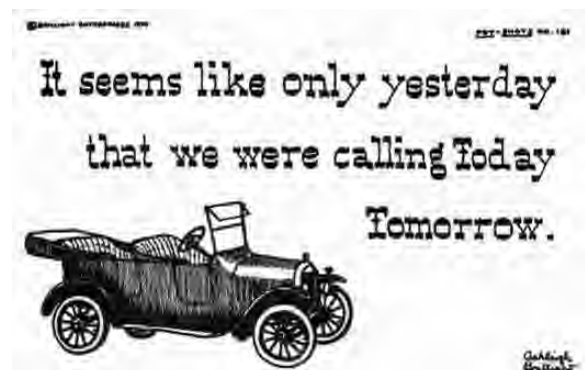


A distributor is simple in concept. Trying to balance the performance and economy of the ignition system, with the distributor attached to a running engine, and achieving proper operation starts to get pretty complicated. That's where a distributor machine comes in.

A distributor is attached to the apparatus and spun at engine speed by an electric motor. This allows you to literally see how the points are opening and closing. You can also evaluate the function of vacuum or mechanical advance systems. These machines are still great but the frequency that this service is needed these days is few and far between, especially when trying to justify keeping a large tool around and properly calibrated.

**Verdict: Keep, if you are a specialty shop or tool collector.**

(continued on page 11)





## 9 old tools almost nobody uses anymore (continued)

### Engine analyzer



*ajpperant*

Even a casual enthusiast can see there is a lot more information that can be gleaned from a running engine than whatever readouts might be on the dash. Enter the engine analyzer, a rolling cabinet of sensors and processors designed to fill in the data gaps between everything that is happening in a car and what its gauges report.

An engine analyzer is essentially a handful of additional instruments packaged into a small box hanging around the bottom of your tool drawers. It can also house a lot of sensors in a giant cabinet, which was likely wheeled into the corner of the shop in 1989 and left to gather dust. Now engine analyzers can be [found listed online](#) for as cheap as \$200.

The funny thing is that many of the sensors in these engine analyzers are often the same systems that come built into modern [dynamometer tuning systems](#). In a dyno, the sensors allow the operator to see more than max power; they also show how changes to an engine's tune affect emissions. Maybe engine analyzers didn't disappear so much as change clothes.

**Verdict: Toss.** The opportunity cost of the space these take up can be tough for most home garages. Sensors went out of calibration decades ago so the information you might get from one is dubious at best.

### Most pneumatic tools (for home shops)



*Ingersoll Rand*

Air tools hold an odd place in the hearts of many gear-heads. For many years the high-pitched *zizzzz* and chugging hammers of air-driven die grinders and impact drills were the marks of a pro. Or, at least, of someone who decided that plumbing high-pressure air lines around the shop was easier than installing outlets and maintaining corded tools. Air tools are fantastic for heavy use, as they are much easier to maintain and can be rebuilt and serviced.

Those tools can really suffer in lack of use, though, since pneumatic tools rely on seals and valves, neither of which deal well with dry storage. Battery tools have caught up to air tools for most DIY folk. No more air lines or compressors taking up space in the shop—and requiring additional maintenance—and, in return, a similarly sized yet more agile tool.

**Verdict: Keep, if you already have the compressor. Don't have one? Invest in battery tools.**

### Babbitt bearing molds/machining jigs

Every engine rebuild has to have bearings made for it in some fashion. Today's cars use insert bearings that are mass-produced to surgical tolerances for a multitude of applications. If you wanted—or more accurately needed—new bearings in your [Model T](#) circa 1920, you needed to produce your own ... in place ... inside the engine. Welcome to [Babbitt bearings](#).

The process is a true art form, from the setup of the jigs to the chemistry of pouring molten metal and machining the resulting orbs to actually fit the crankshaft and connecting rods. Now there are newly cast blocks for your T that replace the Babbitt with insert bearings. Since those antique Ford engines just don't get abused the way they used to, and lead fairly pampered lives, they need rebuilding far less often than they did in-period. Modern oils also do a better job of protecting these delicate bearings. Since they are less and less in demand, the tooling and knowledge to make Babbitt bearings are difficult to find, and precious when you do.

**Verdict: Keep. It's literally critical to keeping a generation of cars alive.**

### Split-rim tire tools



(continued on page 12)



## 9 old tools almost nobody uses anymore (continued)

Among the realm of scary-looking tools that have earned their infamy, split-rim tools hold court. The concept is simple: The rim is sectioned, allowing it to contort into a slight spiral that can be "screwed" into a tire. (This is almost the reverse of a modern tire machine, which stretches the tire around a solid wheel rim.) When tires needed tubes, both tire and rim were relatively fragile, and the roads were rough, split rims were popular—and for good reason. Now the tooling for **drop-center** wheels is ubiquitous and shops often won't take on split-rim work. Success is hard to guarantee, even if techs are familiar with split rims—and they rarely are.

**Verdict: Keep. No substitute for the right tools for this job.**

\*\*\*

These tools might not make much sense in a dealership technician's work bay, but that doesn't mean they should disappear forever. Knowing how to service antiquated technology is as important as ever, whether using old tools or new ones. If you've got any of these items, consider it your responsibility to document what the tool does and how to safely use it. Keeping alive the knowledge of where our modern tools came from is powerful.

[9 old tools almost nobody uses anymore - Hagerty Media](#)

## Local cruise-ins

**Tuesday:** Portillo's, 5102 N. Main Street Mishawaka IN 46545. (May 14 through July 30)

**Wednesday:** Simonton Lake Drive-in, 51602 State Road 19, Elkhart, IN 46514-5817

**Wednesday:** Amvets Post 1978, 1117 E. Bertrand Rd., Niles 5:00-8:00 pm June 5 through August 28

**Wednesday:** 'Classic Car Cruze In' (5:00-8:00 pm) June 4, July 2, August 6, and September 13, Swan Lake Resort, 5203 Plymouth LaPorte Trail, Plymouth, IN 46563

**Thursday:** Das Dutchman Essenhaus, 240 U.S. 20, Middlebury, IN 46540 (through September)

**Saturday:** Downtown Lincolnway, LaPorte (6:00-9:00 pm): June 1, July 6, August 3, September 7, and October 5 (5 p.m. to 7 p.m.)

**Saturday:** Mobilgas Cars and Coffee, 1101 W. Jefferson Ave., Plymouth, IN (7:00-11:00 am) June 7, July 5, August 2, and September 6)

**Saturday:** Cars and Coffee at the Studebaker Museum, [201 Chapin Street, South Bend, IN 46601](#) (8:00-10:00 am) July 5, August 2, September 6)

**Saturday:** Carguys & Coffee at Carguys Auto Detailing, 1724 Lincolnway West, Osceola, IN (8:00-11:00 am June 14, July 12, August 9, September 13, and October 11)

Please let me know of any other cruise-ins you are aware of...

## 2025 Memorial Day Parades

We had great parade weather and a large member turnout; fourteen cars for the Osceola parade and eighteen for Mishawaka.



Luna came along with Grandma and Grandpa Mittleman and seemed to enjoy herself.



Both parades had large spectator crowds; this shot was taken in Osceola



After the Mishawaka parade, we went to Copper Creek restaurant in Granger for lunch before getting on with the remainder of our Memorial Day schedules.

Thanks to everyone that came out to help us promote the club.

## 2025 Club Apparel



We are happy to announce a revamped apparel web store in cooperation with Logo Boys in Mishawaka, who will be our new supplier. The site address is <https://michianamustangsapparel.itemorder.com/shop/home>. We have expanded the choices to include not only short and long-sleeve T-shirts, but quarter-zip Microfleece in both Ladies' and Men's styles, hoodies, sweatshirts, jackets, accessories such as carrying bags, blankets, and more. We haven't forgotten the kids - we've included a couple youth apparel items too. For the T-shirts and sweatshirts, you can have the logo on the left chest only, or, for \$6 extra, you can add the full-size logo on the back. Depending on the item, we've offered every color currently available. The biggest change is that T-shirts are now available in quantities of one piece. All items have an attached sizing chart to help you choose the proper size. As with any printed or embroidered garment, these are not returnable so please be sure to order the proper size. You may pick up your orders at Logo Boys in Mishawaka at 3102 Home St. which runs north and south between McKinley Hwy and Day Rd. Or, you may choose to have your items shipped to your home although that is pretty expensive these days. We will be looking for more items to add to our store as time goes on, if anyone has something they'd like to see please let us know. We hope you find the new store exciting!

### Please help with your newsletter!

**Tell us your story:** Do you love talking about your Mustang; what you've enjoyed most or least; how you bought it and why? Then you're halfway there. Send your story to me with a few photos.

**Keep us in the loop:** Did you do some great mods to your Mustang, or attend an auto-related event or car show? Take a trip that you'd recommend to others? Send me your photos and a short article on what you did.

**Teach us:** Did you make some mods to your Mustang or work on a restoration or repair? Take a few photos as you go through the process and send them to me.

**How to submit:** Email your story and photos to me, or mail them to the address in 'The fine print' in the next column.

Word format is preferable to .pdf; I can handle either, but there's an additional step required to convert the .pdf file. I can also handle things if you just write the story in the body of the email.

There are no restrictions on article length, especially since I'm now doing a separate newsletter for mailing. I can have as many pages as I need for emailing.

It's handier to have pictures attached as separate files. If it's important that the pictures be placed at specific places in the article, put them in place in the article; I can work with it without a problem.

**No matter how stupid  
you feel, remember,  
Little Red Riding Hood  
couldn't figure out a  
talking wolf in drag  
wasn't her  
grandmother**

### The fine print...

**Michiana Monthly** is published monthly by the Michiana Mustangs Club, a regional club of the Mustang Club of America.

Submissions for the newsletter may be made to Michiana Mustangs c/o Art Campbell, 51059 Woodhaven Drive, Elkhart, IN 46514 or e-mail to [acampbell@michianamustangs.com](mailto:acampbell@michianamustangs.com). Your submissions should be received by the 25th of the month to be included in the following month's newsletter.



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