



VOLUME 15, ISSUE 1

JANUARY, 2015

Terry's Tidbits and Tales

Hello Mustangers! This is your president elect, Terry Myers, starting off 2015 at the keyboard. It is going to be strange not doing the newsletter, but it is now in Pat Germain's capable and creative hands.

Ross Schwyhart is our new vice president, losing the election by only ONE vote. Sharon Myers is our new treasurer (don't worry I am not a signer on the RMMC accounts! – Ross has that privilege), Polly Roberts is our new secretary and Alan Shelton is our new Chairman of the Board since he was president last year. Vonda Fowler is handling the website and marketing duties, Steve Fowler is our incoming raffle master and Dottie Schwyhart is our new cruise controller. Brandon Short and Gary Watson are handling the Rocky Mountain Mustang Roundup autocross and judging arrangements respectively and Bryan Lowry is working the Good Times Show. All the Club officers and the volunteer position members look forward to a great 2015 for the Rocky Mountain Mustangers Club here in Colorado Springs.

The Club officers have put together a tentative calendar which is included in this newsletter and will be posted to the website. The calendar will be refined within the next couple of weeks as we confirm details and timing on some of the events. We are going to have some meetings take place at the events this year as well as some of the traditional club meetings at Mimi's Café at Powers and Constitution. The Club officers are trying to have a variety of types of events that will appeal to a wider audience within the membership.

Along these lines, Phil Long Motor City's new General Manager, Mark Barton, met with the Club officers on Saturday, 1/10/2015 and outlined how he envisioned the Phil Long Motor City dealership working more closely with our club. Subjects discussed related to adding members, meeting locations, raffle and giveaway merchandise and events – as we get more details, the Club officers will share them with the membership. We added three new members during this time at the dealership Saturday morning – one couple was finishing up their deal and looking over their new 2015 Kona Blue 50th Anniversary Mustang GT with their sales person and all of us -- ahh that new car smell!

The Club officers have some housekeeping as we are overdue in reviewing the RMMC Bylaws. We will be doing this over the next month or so and if there are changes or clarifications members want reviewed/discussed, please pass these on to the Board members by talking to us or by email.

We found something in the initial review of the bylaws. If members want to have an activity, donation given, a trip planned, social gathering or a competitive event considered, it first must be submitted to the Club officers so we can discuss and decide if it is in keeping with the Club policies and purpose at the Board meeting before it is presented to the membership for discussion and/or voted upon. *Continued...*

We ask for your cooperation with these type of matters. Submissions in writing/by email are preferred so there is less of a chance of misunderstanding.

Bryan Lowry approached the Club Officers with such an event for the January meeting. His neighbor, Kerry Duran, is a Hagerty Collector Car Insurance agent and Bryan asked him to talk with the RMMC members at the meeting. The Club officers felt that the presentation by Kerry could help members understand collector car insurance better, and possibly save some of us some money, so we agreed with Bryan that it would be something we wanted to do. I look forward to listening to Kerry and thank Bryan for making this happen.

Whew – January is a busy time trying to get everything pulled together and information to the RMMC members. Please be patient as the Club officers and volunteers try and to improve on the Rocky Mountain Mustangers Club experience! See you at the meeting at Mimi's.... I will be the one with the really big fork!

Terry



Terry Meyers and his Pony Tearing up the Autocross



Meet Your Editor

Over the past year, I've had some ideas for our club newsletter. It's not cool to expect someone else to make it happen. So, I raised my paw and volunteered to be the editor this year. I hope you will find at least some of the content and changes appealing. Bear in mind I have no experience or training with editing a newsletter. I'm simply doing the best I can. If you have some ideas or constructive criticism, by all means drop me a line at newsletter@mustangers.com. And, certainly, I would welcome any articles you wish to submit. Articles can be technical, autobiographical, or simply helpful. Whether you want to share a method for installing a headliner, a great restaurant you recently visited, or an amazing carrot muffin recipe, I want to see it! If you're worried about spelling and grammar, fear not. I can take care of that.

In this first issue of 2015, we have an interview with Rick Schmidt, President of National Parts Depot (NPD). Sure, it serves as a promotion for NPD, but I really appreciate that Rick took to the time to answer my questions for our little club here at the base of Pikes Peak. (It's not like NPD is going to increase market share with our newsletter article.) I hope you find Rick's perspective on reproduction parts helpful.

**The Mach 1 in its
Current state**



We also have a new "Did Ya Know!" column from Ross Schwyhart. I'm looking forward to seeing what Ross comes up with each month.

I wrote a short column called "Day Tripping" as a suggestion for a fun little place to take your Mustang for a road trip. If you know of a fun and interesting place where you like to drive your pony, by all means, write it up and send it in. A few pictures would also be great.

I like to think of the Rocky Mountain Mustangers as a club about relationships and not just cars. It would be great if the newsletter could help us learn from each other and share our experiences.

Happy New Year, Mustangers! Maybe, just maybe, this will be the year I get my 1970 Mach 1 back on the road.

Pat Germain



RMMC 2015 Calendar

(as of 1/6/15)

January 17	Club meeting – MiMi's Cafe Social hour 5:30, meeting 6:30
February	Date and event / club meeting location TBD
March 14 or 15	St. Patrick's Day Parade – Colorado Springs?
March 21	Club meeting – MiMi's Cafe Social hour 5:30, meeting 6:30
April 18	Mustang birthday event and club meeting Phil Long Ford – Colorado Springs
May 16	VMCCA car show and club meeting The Abbey, Canon City
June 13	Club meeting – location TBD
June 18-21	Rocky Mountain Mustang Roundup, Steamboat Springs
June 26-27	Mecum Auto Auction, Denver
July 11	Annual club meeting and picnic Bear Creek Park, Colorado Springs
July 17-19	MCA car show, Loveland
July 23-25	Bullitt Nationals, Colorado Springs
August 1	1 st Saturday Car Show, Colorado Springs
August 16	Good Times Car Show and club meeting, Old Colorado City
September 26	Fall Color Tour and club meeting The Robert's home, Florissant
October 17	Garage Tour / Progressive Dinner and club meeting Woodland Park / Teller County
November 21	Event / club meeting location TBD
December 12	Holiday party and club meeting, Rudy's



Ross and his Fox Body Mustang

Ross's "Did ya know!"

by Ross Schwyhart

Dotty and I like to have "taco night" and one of the most frustrating things is getting the refried beans out of the can with a spoon and scraper! Here's a simple trick that makes it easy:

Open one end of the can, remove the lid, turn the can over above the pan you are going to warm the beans in, and then use the can opener to poke a hole in the bottom of the can. This breaks the vacuum and lets the beans slide out. This works for any of the "old style" cans but not with the "newfangled" pull top cans. I have found that standing them on the pull top end for a bit and then putting them on their side and rolling them on the counter top help get the contents out.

Also, drilling a few holes on the side at the bottom of the trash can keeps the trash bag from forming a vacuum seal with the side of the trash can and makes it easier to remove the trash bag.



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**Interview with Rick Schmidt,
President of National Parts
Depot (NPD)** by Pat Germain



While working on my Mustang project over the past few years, I got to know Rick Schmidt of National Parts Depot (NPD). Rick has personally assisted me with issues involving purchases from NPD as well as just plain old advice for my project. When I assumed the role of editor for 2015, I asked Rick if he would do an interview for our newsletter and he graciously accepted.

Rick is no mere business executive. He has a genuine passion for classic automobiles and owns an extensive, and downright enviable, collection to include a 1968 Shelby GT500KR and a 1969 Boss 429.

I asked Rick questions I often hear other Mustang enthusiasts asking. So, let's see what Rick had to say...

RMM: *It seems all the vintage Mustang vendors carry the same parts. Therefore, isn't it best to simply find the lowest price and buy there?*

RS: The premise of this question is false, although it is a very

common stereotype. Certainly, for some parts, and some categories, there is just one choice available to the industry. But there are thousands of parts in our catalog for which there exists poorer-quality alternatives in the market; typically cheaper.

In some cases, we offer you choices, so you can choose between the different grades and options depending upon your budget and priorities.

When the price-differential is negligible, but the quality differences are considerable, we source to the higher quality option and that's all we'll carry. These differences are very invisible to the casual hobbyist flipping through catalogs or price-shopping on the internet. Also, the amount of products out there and the complexities and differences that exist are **so vast and complex**, there is no practical way for the casual hobbyist to begin to know all there is to know about it.

This is why our proprietary-sourcing is NPD's most valuable asset. You can't hope to figure out what's "best" on the market, or how many different manufacturers are making the same item. We can accomplish that. It's what we do day-in and day-out, having refined the selection over 35+ years. And that's why choosing a focused and quality-committed supplier is far more effective than buying on price alone and relying upon internet misguidance.

RMM: *There are different brands of reproduction sheet metal such as Dynacorn, Golden Legion and Thoroughbred GT. Do these companies actually manufacture the sheet metal components and is there any difference between them?*

RS: Yes and no. I really cannot speak directly/specifically to the businesses you listed as examples because I have items sourced to all three. They are all good suppliers to us. I can tell you that most hobbyists do not understand how many different factories in Taiwan are actually involved in the manufacturing of sheet metal items, how much they trade between each other, and conversely, how much they compete against each other with competing tools. Again, it's a matrix so complex and strange that most hobbyists really can't get their arms around it.

Brand-marketing has only served to further confuse the facts because we buy directly from many of the same factories and toolings that the "brands" do. The only time we cannot buy direct from the actual factory is when there is an exclusive agreement assigned to the tooling. In those cases, you have to buy from the company that owns the exclusive rights. These exclusives are the exception, not the norm. So, you can imagine how much confusion is ginned-up by the brand-name-game in sheet metal.

Regardless of whether we might source direct on a part, and our

competitors might source to a “brand-name” for that same part, our focus is offering the best parts from the best toolings at the best factories or sources. Most of the actual factory names are unknown to the hobby. We face a constant uphill climb in assuring our customers that we have a handle on our quality-of-sourcing, since we’re typically sourced more directly than other suppliers are.

RMM: *Many people complain about reproduction sheet metal not fitting. Other people report very reasonable fit. What’s going on here?*

RS: A lot is going on:

1. Proof that all parts are not the same.
2. Indicative of the ever-evolving quality coming from Taiwan.
3. Sometimes a function of the customer’s car being fairly “wonky” to begin with (many of these old Mustangs are on their 2nd and 3rd restos, or had prior collision damage, so variables can be huge).

It can be any of those three, or more. The good news is it’s a constantly improving segment, although the improvement is so slow, it’s hard to see. For anyone who’s been restoring these cars for decades, they can attest to the improvement in metal quality.

RMM: *When I buy reproduction sheet metal, how can I find the*

best quality that will provide the best fit?

RS: You’re pitching me a softball here. Order it from NPD! But really, in all seriousness and to repeat a prior answer, it’s a category where you have to have faith in your supplier to have done their homework. The average hobbyist just can’t reasonably figure every part out not even on the internet. There is too much misinformation and misunderstanding on the web to be able to distill the truth.

RMM: *Still on the subject of sheet metal, is a heavier gauge steel always better?*

RS: Not always. A comparable-to-factory gauge is always best.

For decades we’ve sold American (and then Canadian) made panels that were actually thicker than original. No real practical benefit though. Thinner is never what you want, although sometimes it’s the only existing choice.

RMM: *Some people also claim reproduction Mustang carpet doesn’t fit. Yet, the manufacturer claims the carpets are molded from the factory tooling. How can this be?*

RS: I don’t think the manufacturer claims factory tooling. Rather, they just claim the molds were pulled from virgin factory floors. And I believe that, because Mustang molds were pulled by Jack Holland WAY back in the day when virgin Mustangs were common.

It’s not the molds that are the problem, it’s the molding process. Too much heat, or not enough, or too much time in the mold, or not enough, can cause stretching and shrinking issues where a wonky carpet can come out of a perfectly good mold. It’s the process, and we’ve been in constant discussion over it. That is ALSO why it’s hit/miss. It’s not a universal complaint.

EDITOR’S NOTE: *Poorly replaced floor pans can also cause replacement carpet to fit poorly.*

RMM: *Why doesn’t National Parts Depot offer regular sales like some other vendors?*

RS: Honestly? It’s based in my father’s ethics and principles, as well as general distaste for “gimmicks, lures and tricks”. He always believed if he offered fair/stable pricing, combined with good service and good rates (shipping and so-forth), YEAR-ROUND, the business would be successful. He’s always allowed the sales to go on around him. He would just say, “Let them do that. It’s getting them nowhere and they’ll have to deal with it in January”.

The costs involved with running a parts supply business are the same for everyone. So, we know what our competitors have to make in order to survive and grow. Instead of putting our customers on a roller-coaster of too-high prices this week, followed by too-low prices the next week, we just aim a straight

line through the middle of the roller-coaster's track.

You should be ordering parts on YOUR schedule, not ours. So, we've never attempted to "wag the dog". Never will.

RMM: *Does NPD offer car club discounts?*

RS: It's a long story, but no. We treat every customer the same. It doesn't matter who you're affiliated with, or whether you buy a ton, or just a little.

We treat everyone on a level basis. We came to this realization because we used to do discounts for certain clubs and groups long ago. All it really accomplished was to INFURIATE our customers who had no club to join or did not belong to the right club. It caused more anger than it gained loyalty. We quit long ago, and everyone's been happy ever since.

RMM: *Most Mustang vendors focus on the 1965 to 1970 cars. Is parts availability improving for the 1971-1973 Mustangs?*

RS: Absolutely. It has been for quite awhile. But the laws of supply and demand are unavoidable. That's why 71-73 came last in line priority-wise with manufacturers. It's also why certain items may never be reproduced. You have to have enough potential volume to pay for the tooling while offering the part at a reasonable/feasible price.

RMM: *Is there any hope for*

Mustang II owners? (I'm talking about parts support, not their affection for a particularly unloved Mustang.)

RS: Not much. If they were going to take off, it would have already happened. And I'm not an anti Mustang II guy whatsoever. It's just simple mathematics. Not many people are restoring them. Not many (relatively) of the cars are left in restorable shape. This makes the mathematics of tooling and producing reproduction parts rather impossible and unreasonable. It's a chicken-egg dilemma that MANY nameplates face.

Many of Detroit's finest cars were built in smaller numbers (exclusive), or many of Detroit's great cars simply didn't get much appreciation until after a good number of them had already been crushed. Those cars have always been, and will likely always be, a struggle to source parts for. Reproducing parts for them would bankrupt you. It's not a personal thing. It's a numbers dilemma.

RMM: *It seems the Fox Body Mustangs are growing in popularity. Are more parts coming on the market for these cars?*

RS: Easy answer. Yes.

RMM: *This question is somewhat self-serving as I'm currently building a 1970 Mach I project. I've seen a very nice "Rim Blow" steering wheel available online, but for 1969 only. Any chance you'll be*

offering a reproduction 1970 Rim Blow wheel?

RS: There's a chance, but it's too long of a story to tell here. And quite proprietary too ☺.

RMM: *Let's change gears and talk about your amazing car collection. I'm especially fascinated by your Shelby GT500KR. Is it true this was your mom's car?*

RS: Yes, my dad bought it as a "slightly-used" car, in 1975, from a classified ad in an Orlando shopper magazine. We were visiting my grandmother and my mom's 1967 GTO did not have factory A/C. The KR had A/C. So, for the princely sum of \$2,000, dad bought the low-mile Shelby, gave it to my mom, and sold the GTO. She drove it for 3 years total. Then my dad put it in storage.

There's plenty more story from there, but we gave it a fresh restoration a few years ago. All of the original interior is still perfect. It lived a pretty charmed life compared to most Shelbys. No rust, no dents, even the original 428 was in super condition internally. Nice car.

RMM: *Is your 1969 Boss 429 a concours car, or does it have some modifications?*

RS: I bought it in 1997 (thank goodness), and I wanted a nice car that I could drive. It's exactly that. It's had one repaint in the early-80's and the original engine was stroked and performance-built by Earl Wade during that time.

Otherwise, it's a super-clean, original car. Great original undercarriage, interior, body, etc. Best decision/leap I ever made because, back then, I had to borrow money from my sister to get it bought. They're worth considerably more today.

RMM: *Is it possible for the public to see your car collection?*

RS: By appointment with me, yes. We don't leave the doors to

the collection open, but I accommodate as best I can.

RMM: *What trends are you seeing in classic car collecting? It seems all the focus is on the "survivor car" of late.*

RS: I see a ton of focus on survivors and ever-increasing focus on resto-mods. Kind of polar-opposite trending, I suppose. Some of the "survivors" I'm seeing at auction are going for loony

prices. I'd label them as "projects" more than "survivors". I'm glad my dad and I were our most-prolific with collecting prior to folks finally waking up on the low-mile, unrestored segment. We were able to squirrel away so many amazing, low-mile examples, for relatively modest prices, while the rest of the hobby was distracted with high-end trailer queen restorations. That worm seems to have turned now.



Rick Schmidt's 1968 Shelby GT500KR and 1969 Boss 429 Mustangs

RMM: *Here is a tough question: Many people don't have \$30,000 or more to plow down for a nicely restored or original example of their dream classic car. Assuming a rust-free car may be unattainable, what should someone look for when buying a project car? What situations should they absolutely avoid?*

RS: Maybe the toughest question because answers aren't easy to come by. If a person is planning to do his own bodywork, and he's already quite capable, well, that affords

plenty of latitude. But if you're like most, a novice but really wanting to learn and enjoy the work, you have to balance what you can afford against what you CANNOT afford. The smartest way to approach any hobby or endeavor where a sizeable chunk of money WILL be spent (long-term or short), is to always focus big picture. Over the years, I've seen so many folks ignore the big picture. Always buy the best project you can afford. It will pay you back in dividends exponentially. If all you can afford is a truly derelict rust heap, then you may want to

consider waiting and saving some more funds. Then again, if the rust-heap in question is a particular car that, emotionally, you want to save, then all bets are off. Go for it. Or, if time is not an issue to you, and you'll buy parts and work as funds allow, then you're fine there too. I can never question a person who's going all out to save a car that otherwise might not be. But my best advice is, don't obsess on the cost of entry. Focus big picture. If you can't afford the big picture, then you might reconsider diving into that pool.

DAY TRIPPING

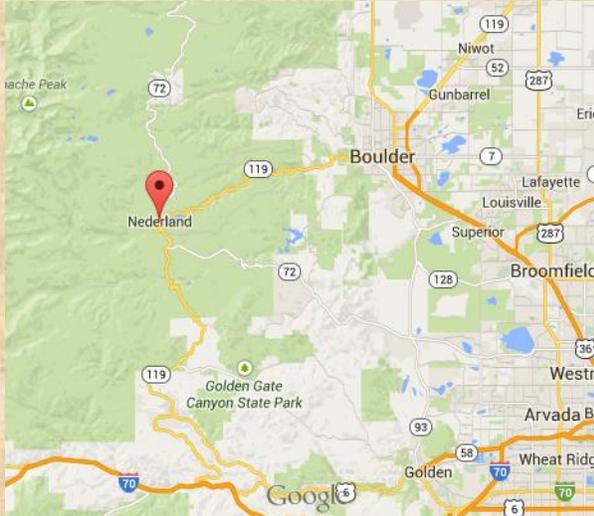
By Pat Germain

“Life is a journey, not a destination.”

— [Ralph Waldo Emerson](#)

When you want to stretch your Mustang’s legs, there’s nothing like a day trip to enjoy the open road, Colorado scenery and simply being behind the wheel of your pride and joy. And, if the day trip becomes an overnight trip, so much the better!

In this section of our Newsletter, we will feature fun and interesting places to take your Mustang. For our first installment of *Day Tripping*, let’s take a look at Nederland, Colorado. From Colorado Springs, Nederland is approximately two hours, depending on your “Jump Off” point in town. Nederland sits at 8,400 feet, seventeen miles west of Boulder.



At first glance, it may appear there’s not much reason to drop into Nederland. However, the scenery is great and there’s a beautiful, antique carousel you can ride for a small fee. You can fish at Barker Reservoir, should you want to wet a line, and there’s a small downtown area with tourist stores where you can poke around.



The antique “Carousel of Happiness” is beautiful and a lot of fun for young children and Mustangers young at heart.



Nope, you won’t be the only grownup on this ride!

So, when the weather turns warmer and you want to take your pony for a run, consider a day trip to Nederland.



Rocky Mountain Mustangers Club Logo Merchandise

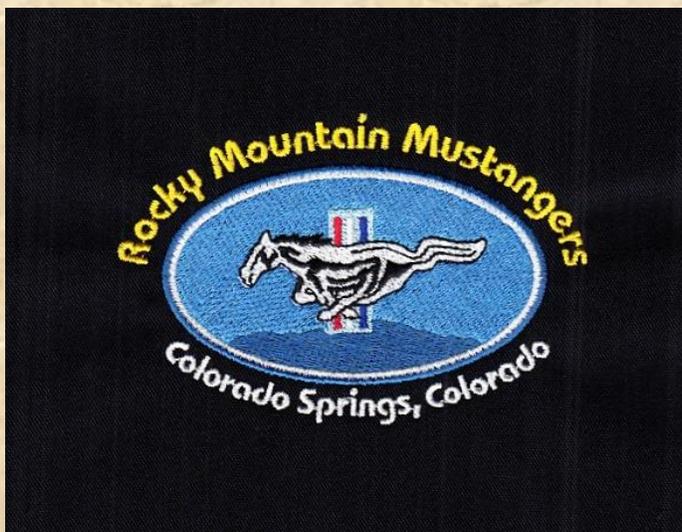
Tanks	\$12.00
T-Shirts	\$16.00
Long T's	\$25.00
Sweat Shirt	\$28.00
Pins	\$2.00
Patches	\$2.00
Decals	\$2.00

Ladies V-Neck T-Shirts now available!



New!

Rocky Mountain Mustangers stitched logo apparel is now available from Lands' End



For information on how to order Rocky Mountain Mustangers club apparel from Lands' End, email Pat Germain at:

newsletter@mustangers.com

Club code of Conduct

The Rocky Mountain Mustangers take pride in our Club being an organized club with monthly meetings and events. We enjoy having members of all ages participate and show their love for the Mustang, from a new car to a classic car, a show car and a race car, and up and coming cars. We have had numerous members come and go from the Club for various reasons. The Board of Directors does not want to see any of our members treat other members, or potential members inappropriately, with comments or actions. In accordance with our By-Laws, the Board of Directors will ask anyone found causing embarrassment to the Club to resign.

Terry	President	president@mustangers.com
Ross	Vice President	vicepresident@mustangers.com
Polly	Secretary	secretary@mustangers.com
Sharon	Treasurer	treasurer@mustangers.com
Alan	Chairman of the Board	chairman@mustangers.com
Vonda	Webmaster	webmaster@mustangers.com
Pat	Newsletter Editor	newsletter@mustangers.com
Steve	Raffle Master	rafflemaster@mustangers.com
Dottie	Cruise Controller	
Brandon	Rocky Mountain Mustang Roundup	www.rmmr.org
Gary	Rocky Mountain Mustang Roundup	www.rmmr.org
Bryan	Good Times Car Show	www.goodtimescarshow.com

Rocky Mountain Mustangers Club, Inc.

2015 Membership Form

Please take to meeting or mail to:

RMMC, P.O. Box 7102, Colorado Springs, CO 80933



PLEASE PRINT

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Mobile Phone: _____

Email: _____ Spouse Email: _____

Spouse's name: _____ Children's names: _____

When did you join the RMMC? _____ How did you hear about the club? _____

Vehicle(s):

YEAR _____ MAKE _____ MODEL _____

YEAR _____ MAKE _____ MODEL _____

YEAR _____ MAKE _____ MODEL _____

Do you have any talents? _____

What type of events do you enjoy? Popular Vote Show _____ Judged Show _____ Rallying _____ Cruising _____
Auto Crossing _____ Drag Racing _____ Road Course _____ Parades _____ Tours _____

What activities interest you? Public Relations _____ Club Relations _____ Programs/Meetings _____
Tech Presentations _____ Sponsor Development _____ Club Publications _____ Social Activities _____
Show Activities _____

Membership: The RMMC membership year runs from January 1 – December 31. **New members joining after January will have dues pro-rated at \$2.00 per month. Check or Cash ONLY.** Please make checks payable to RMMC.

Initial Membership: \$16.00 + Dues: \$2.00 per month _____ (pro-rated) = TOTAL: _____

Initial Membership reflects \$2.00 per month member dues, \$8.00 club insurance surcharge, \$8.00 initiation fee to include one club logo window sticker, one club logo patch, one club logo lapel pin, and RMMC name tag.

Renewal Membership: \$32.00 _____

Renewal Membership reflects \$24.00 member dues, and \$8.00 club insurance surcharge.

NOTE: Membership renewal is due yearly by the February club meeting. Late Renewal will result in additional \$10.00 fee.

Insurance Release Statement

I hereby understand that I am fully responsible for my automobile(s) and its contents, and agree to hold harmless the Rocky Mountain Mustangers, Inc., its members, and any volunteers from and against any claim for damage, injury, or loss to person or property which might or does arise out of participation in any club sanctioned activity. I further attest that my automobile(s) in a club sponsored event is/are covered by liability insurance as per the requirements of the State of Colorado.

Member Signature: _____ Date: _____ Your Insurance Company: _____

Information provided on this form is club confidential and not to be released without the club member's knowledge and permission.