



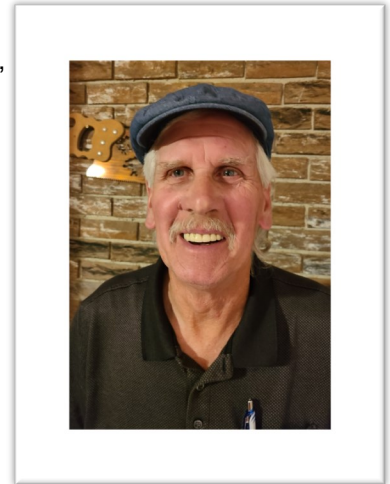
VOLUME 21 ISSUE 5

SEPTEMBER 2021

Marc's Remarks

As Summer continues to do it's best at hanging on, I, like many of you am anxious to have some cooler days. Sadly, and gladly, it is not a thing we mere mortals have any control over. I am already looking forward to our annual "Color Tour". I greatly enjoy the opportunity to get out for a nice drive in the mountains and a good lunch with our club family. Great people, great cars, relaxed spirits, good food, how much can really be asked of one day??? The total of it all somehow for me is just sort a special magic that makes those days some of my favorites.

With the close of Summer comes the last "Track Attack" of the year. That is scheduled for Sunday September 19th. For whatever reason I have had a reasonably good season this year. For me anything in the top 25% is not just a fun season but an accomplished season. Currently I am hanging out in 6th out of 75 in my class. It's not likely to remain that good after the drops. Any of you that might be interested I am running in the morning session, Track is "Hot" from 8:00 – 11:30 AM. I find having folks riding along is a calming thing for both me and the car. (Yeah, that might all be in my head.)



I can tell you that as of this moment I am encouraged with the progress we have made this year as a club. I can further tell you that our Board elections is persistently on my mind. I can further tell you that I have made no decision concerning whether or not to run for another term as President. Farther, the Board as whole has not gone round the table to get a commitment from each member concerning how each of them is thinking concerning running for an additional term. I know that no matter how each of us sees that issue there will be an election at the November general membership meeting. If I were actually retired, which I likely will never be, it would be a total no brainer I would be happy to run again. I will readdress this notion plenty more in my own head before it is settled one way or the other.

I know without any doubt that clubs like ours thrive when leadership is involved and committed. I know that many minds together create the best results for volunteer organizations like ours. I know that we are growing, growth is important as it adds assurance to us that as older individuals fade away there will be younger individuals willing to commit the time and nurture the club forward.

You knew this was coming, but I'll type it anyway. Put serious thought into who among us should be stepping up to run for any or even all board positions. We will thrive if we continue to grow. I have no idea what changes should come next, but I am certain we are not done growing and improving. Every time that I write one of these editorials, I start wondering what needs to be brought to the club's attention, after writer's block, every time, I stumble into a topic and so it continues...

I look forward to seeing many of you tomorrow as we share stories, memories and moments of appreciation for our lost brother, friend, member Mark Everett. I know I will miss his driven get it done attitude.

Eat Well, Drive Well — Mustangers ALL — *Marc*

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CALENDAR OF EVENTS

September 2021

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | | |

October 2021

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-------|-----|-----|-----|-----|-----|-----|
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24/31 | 25 | 26 | 27 | 28 | 29 | 30 |

UPCOMING EVENTS

Blue: Club Board Meeting

Green: Monthly Club Meeting

NEXT MEETINGS: Wednesday, Sept 1 at 6:30 p.m., is our next Board Meeting at Phil Long Ford. Saturday, September 18th. is our next Club Meeting. Start time is 4:30 p.m. We will go out to eat after! Hope to see you there!

EVENTS:

Sept 11th & October 9th—Stockers 2nd Saturday Car Show, 10:30 a.m.—1:00, 2165 Academy Place

September 11—[Cruise Above the Clouds](#), Woodland Park CO

September 25—Bass Pro Shops Cars and Coffee—8:30 a.m.—11:30 a.m.

Fall Colors Cruise—October 2nd

Dyno Day—October 9th; contact Reed at 719-229-8787

Various Ice Cream Cruises—look for emails from Reed.

Get more information on events at www.mustangers.com.

2019 Fall Colors Cruise at Cripple Creek



at

Mustangers History *by Alan Davis*

Hello, my name is Alan Davis. My wife is Leslie (Led). I was asked to give a bit of history of the Rocky Mountain Mustangers. First, a bit of clarification. I was a charter member of the club when it was originally formed. The time of the events is as best I can remember them.

In the early part of 1968, I purchased a used 1965 Mustang convertible (wish I still had it) from Phil Long Ford. Several months later in late summer, I received a letter from Phil Long inviting me to an informational meeting at the showroom about forming a club. Curious, I went and found that several members of the Denver Mustang Club, along with Ford Motor Co. and Phil Long were trying to get a club started in our town. I'd guess about 45 to 50 people attended.

I joined that night along with about 25 other people. The board originally consisted of DMC members until the new club could get its own board and name. It was given a temporary name of The Colorado Springs Mustang Club.

About two weeks later, we had another meeting at Phil Long where a President, VP, Secretary, and Treasurer were voted for and the name Rocky Mountain Mustangers was decided on, mostly to avoid several other car clubs with Colorado Springs as their name and to promote the club in a larger area. With the help over a period of time from DMC, we started a bank account, and learned how to conduct meetings and keep records. We were invited to join RMASCCC (Rocky Mountain Area Sports Car Club Council), based in Denver. RMASCCC had most Colorado car clubs as members, such as DMC, Boulder Sports Car Enthusiasts, MG Car Club, Colorado Springs Corvette Club, and Porsche Club of America, among others. The idea was to get a single set of rules and regulations for all clubs to use at events, such as Autocrosses and Road Rallyes. (You could count on some type of event almost every weekend.) Mailing lists were kept so that all clubs knew of these events.

Back then, the biggest objectives of the clubs were competitions and less on car shows. There were yearly championships in the various autocross classes and road rallyes. After attending, and learning at these events, it was within a few years that Mustangers were winning championships and sponsoring/organizing award winning rallyes. I'm proud to say that I won several championships in my class in autocrossing and a Region 8 class championship in Solo II SCCA competition. After meeting Led, the two of us were the top rallye team in our class for several years, including wins in the infamous Glenwood Springs Rallye by the MG Car Club. Sorry for the brag, but we were proud of our record.

As a club, we adopted yellow windbreakers with emblems (a bumblebee) as the club jacket. We were then known as the Yellowjackets among clubs. Phil Long co-sponsored the magnetic signs for the cars that I am sure you have seen, there are a few still floating around. We also became part of the National Council of Mustang Clubs which FoMoCo put together. This gave us access to more memorabilia, clothes, and decals, etc. *(continued on next page)*

Mustangers History (continued)

We started having small events following the meetings such as poker runs, flour rallyes, fun drives, then heading to a local eatery. Usually a pizza place (Fargo's was a favorite) or a local diner was the food stop.

Although we, as a club, participated in many of the various RMASCCC events, we never had an open event for other clubs, so we decided that we should do it and started holding autocrosses at Doherty High School on Fillmore Street. They seemed to be popular and had many good comments from participants. So, we thought we would try to hold a road rallye. Didn't do as well—we needed to learn a lot more and we were told that as a club we probably couldn't ever have a good one. Hard headed as we were, we planned for over a year for an ultimate rallye with every legal trick we could think of. Hence, the Yellow-jackets Revenge was born. The two day event garnered us a great reputation and the general, open events we ran were never questioned again!! Side note: we even ran the Punt, Pass and Kick competition for Ford locally at Colorado College Football Field.

Problems meeting at Phil Long eventually caused us to seek other meeting venues. We settled for quite a while at Capitol Federal Bank on Academy Blvd., although several restaurants were meeting places over the time period for a change of pace. It was during this time that membership decreased dramatically from approximately 70 paid members to 20 to 25 on average. The focus of the members started to shift from competitions toward car shows and showing off our vehicles. Without help from FoMoCo and Phil Long, recruitment became difficult. (The Internet wasn't around then and money for advertising wasn't readily available.) I do want to give credit to one person who did more to keep membership up than most others: the late Floyd Elliott was a parts man at Phil Long who would ask and invite anyone with a Mustang that he saw/ dealt with, to a meeting. In fact, in 1980, he invited a young lady with a 66 Fastback to a meeting. Luck would have it, she did attend a meeting and I met Led. And, this year we celebrated our 39th wedding anniversary!! With time, the pitter-patter of little feet took most of our time and money. We had twin daughters and a son and this led to spending less time on cars and more on family transportation and less time for the club and events.

After some growing up of the kids and more available time on our hands, we looked on the Internet, and to our surprise RMM was still functioning!! So, a couple of years ago, we attended the Mustang Birthday Party at Phil Long and found a strong, dynamic club with many friendly people and interesting Mustangs. And having acquired another 1966 Fastback similar to Led's original one, we re-joined immediately. And haven't regretted that decision since. We are happy to be back!!



Davis Mustang

I realize that this is just a short taste of the beginnings of RMM and I could fill several pages with stories and anecdotes. Perhaps for another time, but remember that this club has existed for over 50 years, some good and some bad years, but I think its at its best now!

Be proud of your Mustangs and your club!!

Mustanger Member Profile

This Month's Members: Hap Schadler and Sara Sugrue

How long have you been a club member?

Sara and I have been members since 1994, I believe.

What's your hometown?

Originally I'm from Columbus, Ohio and Sara is from Northville, Michigan

How long have you been in Colorado?

We moved to the Denver area in the summer of 1988.

How long have you been a Mustang fan?

Since I saw my first one at the Ford Exhibit at the 1964 NY World's Fair. Sara has been a fan since her Dad let her drive his '64 1/2 convertible the summer of 1964.

What's your current Mustang?

We have three of them; a black 1965 Fastback, the 2001 green Bullitt Mustang, and the silver 2010 GT convertible.

What's your dream Mustang?

I'd have to say the 2001 Bullitt Mustang. I wanted one so bad and then was able to purchase Bob Bon-durant's personal Bullitt Mustang in 2002. I've always loved the car. It fits me like a glove.

Best vacation you've ever been on?

Tough to say. The best car vacation though was driving our 2010 GT convertible through Utah and Arizona and seeing Moab, Canyon Lands, Escalante, Canyon Reefs, Bryce, Zion, the North Rim of the Grand Canyon, and Monument Valley Parks.

Any hobbies other than Mustangs?

Auto-crossing, skiing, coin collecting, cooking, and sewing (Sara).

What are your favorite club activities?

Enjoy whenever we can get down to the Springs and everyone, but have always enjoyed the club picnic and the fall foliage tour.

How long have you been married?

40 years as of this September.



Hap and Sara with their 2001 Bullitt

The '55—'57 Chevy of the 80's

By Ross Schwyhart

With the bass guitar riff from Steve Miller Band's *Swingtown* in the background, Ford announced to the world that there was a new Mustang "to fall in love again" with for 1979. This Mustang looked like no other Mustang before it. Other than the name, the long hood, short deck, and the running horse with the tri-bar there were no clues to its ancestry. Like the original 1965 Mustang this



new one borrowed heavily from the corporate parts bin using the Fox platform as its base. Who knew that from this beginning would spring the longest running, most modified, and now becoming a classic Mustang! So let's take a closer look at these remarkable Mustangs.

The Fox Mustangs can be broken down into 3 segments – the four eye cars (1979 to 1986), the aero cars (1987 to 1993), and the SN95 (1994 to 2004) cars.

The Fox platform design was the result of Jack Telnack's time in Europe. He served as the Vice President of Design for Ford of Europe bringing that influence to the design studio in Dearborn, starting on a new "one size fits all" platform for the U. S. market. The successful Audi Fox was the bench mark for the new platform hence the name. It proved to be a great and versatile one, finding its way under 12 different vehicles. Everything from luxury cars to a pickup truck! (You'll have to look that one up.)

The new Mustang was more aerodynamic than its predecessor, 200 pounds lighter with a longer wheelbase and more interior room. Lighter metal, thinner glass, aluminum, and plastics were used to help put the Mustang on a diet. The new chassis featured MacPherson strut front suspension, a 4 link rear suspension with something never seen on Mustangs before, coil springs in the rear! Disc front brakes and rack and pinion steering completed the deal.

The interior remained basically the same in the four eye models with minor changes to control locations, steering wheels, and seats. Exterior changes are easier to spot but it takes a sharp eye to determine the differences between a 1979 and a 1982. The same is true for the 1983 & 1984 models and the 1985 & 1986 models. A quick look at the VIN is the best way to tell, the first digit on the 1979 & 80's and the 10th digit on 1981 to 1993's. The engines also pretty much carried over from year to year with coming and going of the Turbo 4 cylinder and the 302 (5 Liter) V-8. There was a significant improvement in performance in the latter years of the four eyes as you will see.

Throughout its 14 year life span the Fox platform continued to change and evolve. From a low powered emission strangled car to high performance easily modified street fighter. Looking at history will show that the world that the Fox first entered in 1979 was an entirely different from the one it left in 2004. By 2004 performance and handling were no longer dirty words. *(continued on next page)*

The '55—'57 Chevy of the 80's

Here is a comparison between the Fox Platform and the Mustang II it replaced

| | <u>1978 Mustang II</u> | <u>1979 Fox Body Mustang</u> |
|--------------------|------------------------|------------------------------|
| Wheelbase | 96.2 inches | 100.4 inches |
| Length | 175 inches | 179 inches |
| Curb Weight | 2,646-2,751 pounds | 2,530-2,672 pounds |
| Base Price | \$3,731 | \$4,494 |

Body styles

2-door convertible

2-door coupe

3-door hatchback

Transmissions

4 or 5-speed manual

3 or 4-speed automatic

Engines

2.3 L (140 cu in) I4

2.3 L (140 cu in) turbocharged I4

3.3 L (200 cu in) I6

2.8 L (171 cu in) Cologne V6

3.8 L (232 cu in) Essex V6

4.2 L (255 cu in) small block V8

4.9 L (302 cu in) "5.0" small block V8

Rear Axle Ratios

2.26 (78-82 4.2L V8 automatics)

2.47 (79 5.0L V8 automatics)

2.73 (87-93 V8 manuals)

3.08 (82-85 V8s)

3.27 (87-93 V8 automatics)

3.45 (4cyl SVO w/ 7.5" rear)

Wheel Rim Diameters

1979 – 1981 13" 14" 15.35" (TRX)

1982 – 1983 14" 15.35"

1984 14" 15.35" 16" (SVO)

1985 – 1986 14" 15" 16"

1987 – 1990 14" 15"

1991 – 1993 14" 16"

Curb weights

Coupe

Hatchback

Convertible

1980: 2,608 lb (1,183 kg)

2,642 lb (1,198 kg)

1983: 2,684 lb (1,217 kg)

2,744 lb (1,245 kg)

2,795 lb (1,268 kg)

1987: 2,724 lb (1,236 kg)

2,782 lb (1,262 kg)

2,921 lb (1,325 kg)

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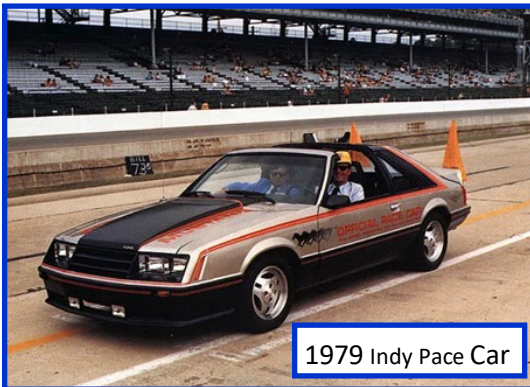
1979

A notch back sedan and a sleeker hatch back were the only 2 body styles available with 3 levels of trim base, Cobra, and Ghia. The base was designed to be the entry point on which to build your Mustang with a whole range of interior and exterior options to choose from. The Cobra was meant to be the “performance” package while the Ghia was the luxury version. The Cobra package had exterior upgrades such as black trim and the copy cat snake graphic on the hood. A special Indianapolis Pace car edition was also issued with pewter silver metallic paint with orange, red and black accents; with a different front fascia with Marchal fog lights. Performance had become a thing of the past. With stricter emission standards and the increased weight from imposed safety standards the engineers had their hands full trying to keep the fun in the Mustang.



There were 4 engines to pick from the normally aspirated 2.3 Liter in-line 4 rated at 88 HP, a turbo charged version of the 2.3 Liter rated at 132 HP, a 2.8 Liter V-6 rated at 85 HP, and the good old trusty 302 (5.0 Liter) V-8. Ford rated at 140 HP. Ford gave a 0 to 50 time of 7.1 seconds for the turbo 4. All engines were available with either a 4 speed manual transmission or a 3 speed automatic. Ford pinned its hopes on Americans accepting smaller displacement engines with a turbo charger to give the V-8 grunt. Unfortunately the technology to make this a success was several years down the road. Open the hood on one of these early turbo cars and look at the amount of vacuum hoses running all over, it's no wonder the early turbo cars had so many reliability problems.

Exterior options included full vinyl roof, liftgate louvers and a rear window washer with wiper for the hatchback, a flip open air panel, 2 tone paint, and pin stripes. There were several choices for seat coverings including all vinyl, cloth, cloth and vinyl, and leather and vinyl with either low back or high back bucket seats depending on which trim level was picked. For listening to tunes while you enjoying your new Mustang you had a choice of AM radio, AM/FM radio, AM/FM with 8 track, or AM/FM cassette. Other options included air conditioning, tilt steering wheel, power locks, power steering, cruise control, rear window defroster, intermittent wipers, and a handling package with Michelin TRX metric radial tires. Fourteen inch wheels with turbine style covers were standard with an optional slotted aluminum wheel. The same wheel combinations continued through 1982.



Slipping inside a 1979 Mustang the driver sees the Fairmont roots. The instrument cluster and door panels were taken directly from it. On the far left side is an outlet vent for air and AC, next is a bank of warning lamps for seat belts, brake, check oil, and up shift indicator, centered in front of you are a large tachometer and speedometer, flanking on either side are the fuel, oil pressure, voltage, and temperature gauges. Looking further to the right you see another outlet vent for air and AC and then the vertical HVAC slider controls. There are stalk mounted controls for the windshield wipers, intermittent wiper speed, and washer on one and the head light dimmer, horn (who thought that was a good idea?!) and direction signals on the other. When equipped the full length console a Graphic Warning Module was included. This had warning LEDs to alert the driver of low windshield washer fluid, low fuel, or that a head light or tail light was burned out, an ash tray, and a digital clock. The interior door release handle and the door lock button were located low on the door panel.

1980—1982

1980 The biggest change for 1980 was the dropping of the 302 cu in V-8 in favor of a smaller 255 cu in V-8. This was done to improve fuel economy. It was basically a sleeved down 302 and produced 118 HP and was only available with an automatic transmission. It recorded a 0 to 60 time of 8.3 seconds and ¼ mile in 17 seconds with a speed of 78 mph. This made the turbo 2.3 the top dog in the Mustang performance arena. These were dark days for performance minded Mustang owners. There were 2 other engine choices; the normally aspirated 2.3 Liter 4 and the 3.3 Liter in-line 6. The 3.3 Liter 6 replaced the earlier 2.8 Liter V6 because of supply problems with the Cologne Germany plant. Power windows became an option this year and Halogen head lights became standard on all Mustangs. The Cobra got the front bumper from the 1979 Pace car as well as a rear facing non-functioning hood scope. Other changes included a Carriage style padded roof for the sedan to give it a convertible look and a roller cover for the cargo area on hatchbacks.



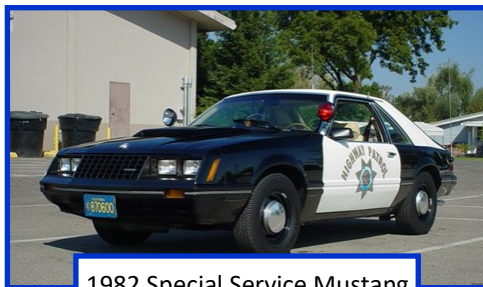
1979-1986 Typical Dash Non GT

1981 This year saw the introduction of the T-top option and the Traction-Lock limited slip differential. Although they looked cool the T-tops served only to weaken an already flexi-flyer chassis. The engine and transmission choices carried over from 1980 as did most options. This was the last year for the Cobra designation until it was used again in 1993. Reclining seats became standard equipment on all Mustangs. Revised door panels featured improved arm rests with an angled grab handle and the interior release handle moved up on the door to a more convenient location and the door lock push button was relocated to the top rear of the door. This was also the first year for the 17 character VIN number. This helps when you are looking at Fox in the bone yard as it contains the body style (places 6 & 7), engine (8th place), and model year (10th place).

1982 “The Boss is Back” cried Ford. Ford also told America that there was now a Ford that chased Porsches for a living referring to the state of California purchasing 1982 V-8 powered L models to replace the Camaros that had not proven to be ideal. Back was the trusty 302 but this time with a marine application cam and a revised firing order. This upped the horsepower to 157 with a 2 barrel carburetor. The dual snorkel air cleaner with a decal stating that there was a 5.0 Liter H.O. engine in this engine bay sat atop the carburetor. Back also was the GT model missing from Mustangs since 1969. The GT was offered only as



a hatchback model in 4 colors and had a revised grille, a non-functioning forward facing hood scoop, front air dam, and rear spoiler. It was billed as the fastest car in America and the car rags loved the performance. V-8 Mustangs now came with an added pair of control arms commonly called “slapper bars” to help with traction.



1982 Special Service Mustang

They also got mandatory option power brakes and steering. Gone was the troublesome turbo 4 but the 255 cu in limped along for another year. You could order it in place of the 5 Liter in GT's for a \$57 credit. A GT with that engine today would be a rare find and worthy of saving just because of what it is! This was the last year for a vinyl roof. The GLX model replaced the Ghia model and 13 inch wheels were discontinued. This also the first year that all Mustangs were built in Dearborn, Michigan. Prior to this Mustangs could have been produced in either the Ford plant in San Jose California or Dearborn.

1983

1983 Once again Ford upped the ante, a 4 barrel carburetor now sat atop the 5 Liter giving it 175 horsepower and 245 lb/ft of torque! All 5 Liters were backed with a manual transmission and limited slip differential. Big news also was the return of a convertible which had been missing since 1973. All 1983 to 1993 convertibles started life as a 2 door coupe. The top was then cut off, a fiberglass cover put on, and the cars were sent



1983 Coupe Non GT

to Cars and Concepts where the convertible top mechanism, top, exterior and interior trim were installed. Then they were trucked back to the Dearborn assembly plant for final assembly and inspection. The convertible was available in either GLX or GT trim but only 1001 GT convertibles were built late in the 1983 model run. GLX convertibles could be powered by either 3.8 Liter V-6 or the 5 Liter V-8 but GTs only had the 5 Liter backed by a 5 speed transmission. At \$13,000 these GT convertibles were the most expensive Mustangs to date. Unlike the other Fox body Mustangs, convertibles had roll down back windows. These were manually operated when power windows were installed. Ford gave the Mustang a new sleeker front treatment and revised tail lamps that now had separate amber lenses for the directional signals. A mid-year change was the replacement of the single rail 4 speed by a Borg-Warner T-5 5 speed on V-8 Mustangs. Another mid-year change was the return of the turbo 4 this time with EFI out of the Thunderbird backed by the 5 speed transmission. Constant rate power steering replaced the slower variable-rate. This was the last year that you could have an eight track player in a Mustang. It is also the only year that a GT model did not have fog lights.



1983 GLX Convertible with 5.0

1984

1984 Gone were the former alphabet soup model designations and in their place came the LX model designation. This year saw the introduction of the SVO Mustang. The SVO was a European inspired Mustang quipped with an inter-cooled, electronic fuel injected, turbo charged 4 cylinder engine backed by a 5 speed transmission. They featured 5 lug 16 inch wheels, Koni shocks, and 4 wheel disc brakes. They had a unique front fascia and a bi-plane rear spoiler. The interior featured a modified brake pedal to allow for better heel-toe braking, a different instrument cluster with a boost gauge, a fuel selector switch, and a dead pedal to help the driver



1984 SVO (Special Vehicle Operations)

brace during high speed cornering. The LX model became the wolf in sheep's clothing on the street scene. It came without the GT's flash but had all the GT's handling and performance with a lower price tag. The sedans have become the "drug of choice" when modifying a Fox Mustang for any kind of racing. The ADO automatic transmission came on line along with electronic throttle body fuel injection on automatic equipped V-6 and V-8 cars. This was the last year for the optional TRX wheel and tire package. The horn button moved to the center of the steering wheel from its awkward stalk mounted location. A mid-year upgrade saw the introduction of the quad shock rear end with gas filled shocks from the SVO and variable rate springs. To celebrate the 20th anniversary of the Mustang, Ford produced a special model called the GT 350. These were all painted Oxford white with red exterior accents with Canyon red interior and were available as either a convertible or a hatchback and were powered by the turbo 4 or the 5 Liter V-8. A look at the body buck tag located on the radiator brace will show ANNIV stamped if it is one of the 5,260 made. The interior featured Lear sport seats with a halo head rests. Ford's use of the designation GT 350 for them led to a battle with Carroll Shelby over the use of the name with the court's ruling in favor of Ford. There were rumors about an improved H.O. 5 Liter coming but production problems kept it from appearing until 1985. The nonfunctioning scope was removed from the GT midyear and fog lights graced the lower front fascia. Starting this year all windows were powered when optional power windows were ordered on the convertible. The pedals were repositioned for more driver comfort and a bit more foot room, the rear spoiler got a redesign, and the first 3 Saleens were built.

1984 20th Anniversary Convertible



1985 and 1986

1985 After just 2 years Ford updated the Fox again incorporating a new SVO inspired front end and revised tail lights and side trim. There were minor changes to the interior making it look more European. The back lighting in the instrument cluster became red in place of the prior years green. GTs featured matte black trim in place of the LX's interior color and chrome trim. But the real magic came under the hood. The long awaited improved H.O. 5 Liter arrived! This new engine featured an aggressive hydraulic roller cam with freer flowing header type exhaust manifolds. These improvements gave the 5 Liter

210 horsepower and 265 lb/ft of torque when equipped with the 4V carburetor and 5 speed. A dual looking exhaust poked out the back with polished slanted cut ends on V-8 cars. Car magazines were impressed with the new power. *Car and Driver* recorded 0 to 60 in 6.4 seconds and a standing ¼ mile in 14.9 second at 91 mph. These were fairly impressive numbers for 1985! The 10-hole "phone dial" 15 inch wheels debuted on GT Mustangs. This also was the first use of 15 inch tires on a Mustang. In an attempt to stiffen the chassis structural adhesives were used with pinch welds. Intermittent wipers, AM/FM radio, remote controlled right side mirror, a full console, and a lining in the trunk of sedans and convertibles all became standard equipment. The Lear sport seats used in the GT350 became the standard seats in GT models. Automatic equipped 5 Liters did not get the roller cam engine, this caused the horse power to decrease to 180 and torque to be 260 lb/ft. An interesting side note, although the Cobra name had been retired in the US, Canadian literature referred to the GT as the Cobra GT.

1986 With the 1985's good bones Ford started what has become the hot rodder's starting point for building a hot Fox platform. Gone was the 4 barrel carburetor in its place came the new Sequential electronic multiport fuel injection system. This step was not made for performance but rather for improved fuel economy. The result was a drop of 10 horsepower but a 15 lb/ft increase in torque. The downside is that this 5 Liter is the least responsive to power adders due to the restive cylinder heads and the use of speed density fuel management. All the 85's body and trim carried over to 1986 with the addition of the federally mandated third brake light which added a deck lid luggage rack to the convertibles to hold the light. Ford finally realized they were making a performance machine with the 5 Liter. With this in mind, they upgraded the weak 7.5 inch differential with the stronger 8.8 inch unit from the Crown Victoria. Hidden from view was the larger diameter 10.5 inch clutch. For the first time Fox Mustangs got a true dual exhaust system. The car magazines were telling enthusiasts to buy the pre-1986 Mustangs as these new "black box" controlled cars could not be tinkered with like the old ones! Little did they know, an entirely new chapter was opening for the 5 Liter. Once again more structural adhesives added and rust protection was improved.

1986 LX Hatchback, GT
Hatchback & SVO



1986 GT Convertible



Continued in October !

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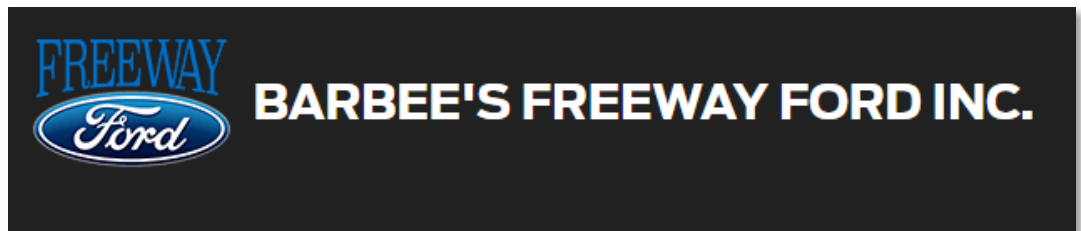
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Rocky Mountain
Mustangers!

FREEWAY
BARBEE'S FREEWAY FORD INC.



COOL LINKS

Links to Model Specific Forums: www.allfordmustangs.com/forums/

All Shelby Models: www.shelbyforums.com

First Gen Mustangs: www.vintage-mustang.com

Mustang Museum:
www.mustangownersmuseum.com

Latest Generation Mustangs:
www.mustang6g.com

Mach-E Forum: www.macheforum.com



NEW MEMBERS... WELCOME!

Below is a list of club members that you may contact for suggestions and/or questions.

Board of Directors and Committee Members

| | | |
|-------|-----------------------|------------------------------|
| Marc | President | president@mustangers.com |
| Dave | Vice President | vicepresident@mustangers.com |
| Ross | Secretary | secretary@mustangers.com |
| Wes | Treasurer | treasurer@mustangers.com |
| Terry | Chairman of the Board | chairman@mustangers.com |
| Mark | Webmaster | webmaster@mustangers.com |
| Wes | Newsletter Editor | newsletter@mustangers.com |
| Lynn | Raffle Master | rafflemaster@mustangers.com |
| Reed | Cruise Controller | hrtabs@hotmail.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.



2021 Membership Renewals
Rocky Mountain Mustangers Club, Inc.

Please take to meeting or mail to: RMMC, P.O. Box 7102 Colorado Springs, CO 80933

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

Email: _____ Alternate Email: _____

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

When did you join the RMMC? _____

Vehicle(s):

YEAR _____ MAKE _____ MODEL _____

YEAR _____ MAKE _____ MODEL _____

YEAR _____ MAKE _____ MODEL _____

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

Initial Membership consisting of:

(1) \$8.00 club insurance.

(2) \$8.00 initiation fee which includes one club window sticker, one club logo patch, one club logo lapel pin, and RMMC nametag.

(3) \$2.00 per month times the number of months remaining in the year: from \$24.00 (full year) to \$2.00 (joining in December). Total: _____

Renewal Membership consisting of:

(1) \$8.00 club insurance.

(2) \$24.00 club dues (not prorated)

Total: \$32.00

NOTE: Membership renewal is due yearly by the February club meeting.

Insurance Release Statement

I hereby understand that I am fully responsible for my automobile(s) and its/their contents, and agree to hold harmless the Rocky Mountain Mustangers Club, 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's Signature: _____ Date: _____

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