

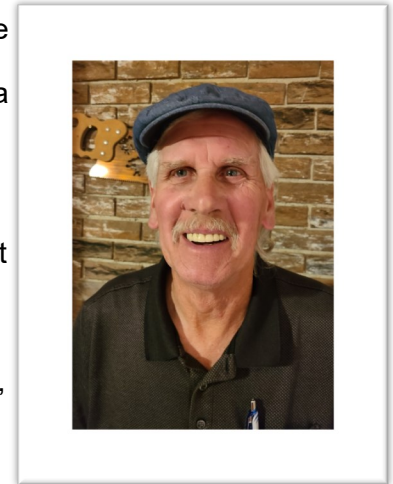


VOLUME 21 ISSUE 7

NOVEMBER 2021

## Marc's Remarks

Well, here we are and Halloween is upon us. The weather guys are saying there will be some winter weather to start the work week and maybe some Northern Lights as far South as the Palmer Divide on Saturday evening. So, while we in Colorado are familiar with Halloween snow and even sometimes a blizzard it seems down right Spooky, we might have Aurora Borealis in our sky's anywhere in Colorado and definitely weird to have it far enough South to be seen in El Paso County. Is the sky actually getting ready to fall?? If you are a long time Coloradoan you know the real start of winter isn't on the 22nd of December but, is actually the end of October when the first significant snow most often graces those of us on the east side of the Front Range.



That has always struck me odd that there is a Range of Mountains here in El Paso County actually named The Front Range. Until I learned that, I always thought it was fair to call all the mountains in Colorado that border the High Plains of Eastern Colorado "the Front Range".

Onto more important things. Let's have a chat about a RMMC Vice President. We at this moment have ZERO nominees for that Board position. Apparently, NO ONE in our club believes in the importance of having the BOARD Fully complete. Our By-Laws have no provision for an incomplete Board. With the exception of mid term vacancies and how to fill them, some of those allow for direct appointments. I think it would be favorable to have one or more of our rather diverse and eminently able membership to step up and Say:

"YES, I CAN RUN for VICE PRESIDENT"

Without any doubt Vice President is the easiest Job of the Board members. A Great Vice President who has never been a Board Member only needs to attend Board Meetings and pay attention to how things get done so they can become a most excellent President when the opportunity arises. I have found serving on our Board to be a very pleasurable experience. Simply put, I am amazed at the depth of knowledge just within the Board. When considering the Club Membership as a whole we are everything other than lacking in diversity and skills. As mature, intelligent, talented, and skilled people anywhere would step-up and say "I'll Do My Part." I expect no less from our club members.

Eat Well, Drive Well — Mustangers ALL —

*Marc*

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# CALENDAR OF EVENTS

## November 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				

## December 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	31	

### UPCOMING EVENTS

Blue: Club Board Meeting

Green: Monthly Club Meeting

**NEXT MEETINGS:** Wednesday, November 3rd at 6:30 p.m., is our next Board Meeting at Phil Long Ford. Saturday, November 20th, 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:

Christmas Party—Famous Dave's and Texas T-Bone, Saturday, December 4th, from 1 p.m. to 4:00 p.m.

Get more information on events at [www.mustangers.com](http://www.mustangers.com).



The colors were excellent on our Fall Colors Tour to Cripple Creek and Canon City!

## Memories of a Car Guy *by Hap Schadler*

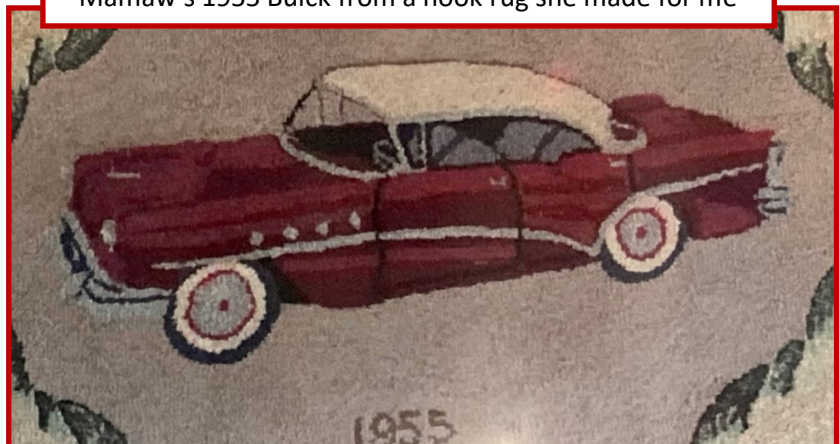
**[Editor's Note: This is Part Two of a serial article by one of our own club members, Hap Schadler, chronicling his love of the automobile and some of the many interesting cars he has owned. When we left Part One, Hap was describing the dearth of seat belts in the early 1960's . . . ]**

At that time many cars still didn't have seat belts. Also there were no regulations on having children in the front passenger seat. The danger of this was reinforced when I witnessed an accident in a field I was playing in at the entrance to a sub division. A white '61 Ford Galaxy rounded the corner from High Street into the sub division at a high rate of speed and went right into a telephone pole about 40 feet from where my brother Tod and I were playing catch. The Driver had been drinking and had his young son standing on his lap helping to steer the car. When the car hit the pole the boys head went through the window. I remember him screaming with his bloody head protruding through the windshield. The police and fire department were able to rescue him and take him to the hospital with his father. By this time I was making model cars and had just finished one of a '61 Ford Galaxy. I gave it away.

Mom was very careful on driving the Comet and we got used to her two safety precautions for a car without seat belts. One was the slump. If she braked hard she wanted you to relax your knees and let the momentum carry your body down toward the floor of the car. She had us practice this maneuver a couple of times and complimented us on doing the slump when she did have to brake hard. The other was the right hand restraint which must have been genetically ingrained in all parents prior to lap and shoulder belts. Mom was quick and I swear her hand wooshed across us just as quickly as she was hitting the brakes. We had lots of great drives with Mom in the Comet. Most of the longer drives were up to Marion from Columbus to see her Mom and Dad. On one trip back she pushed the car well past empty and just as she spotted a gas station the car started to sputter. She coasted up to the gas pump in neutral completely out of gas. She patted the dash board and kissed the steering wheel and made us swear to never tell our Dad about her running out of gas.

My Mom's parents were Gramps and Mam Maw to us. They lived in an old Victorian house that Gramps was turning into a museum for the owner's family and they both owned 1955 two door Buicks. These were the big four port hole Buicks with the big Buick V8 nail head engine. Both had Power steering and power drum brakes and automatic transmissions. Our grandmother loved to drive and often would drive down to Columbus to pick my brother and I for a weekend stay with them. She had had Cataract surgery and wore coke bottle glasses to see. I still remember her on summer days saying its convertible time which was her signal to us to roll all the windows down while she put the pedal down and zoomed up the two lane route 23 to Marion.

Mamaw's 1955 Buick from a hook rug she made for me



## Memories of a Car Guy (continued)

My Dad's parents were Pap Pap and Nana to us. They lived and worked in Youngstown. My grandfather was in charge of security at Republic Steel and loved driving cars. Dad said his father had always thought he could be a race driver and he loved driving down to Columbus to see us or back to New York City where he had grown up to see friends and family. When I came to know him he drove a variety of Dodge and Chrysler products. The most memorable one was the Duster that my brother wound up with when he passed away. He did love to drive fast and would record how much time it took him to do the Youngstown to New York City drive. One of my Dad's Memories of his father's fast trips was a trip they took from New York City to Yellowstone National Park and back to New York City in a 1938 Packard in the summer of 1939. The entire trip was done in a week. I think Dad said the trip was like "look there's Old Faithfull" and then back on the road.

My Dad by 1964 was doing better with his business and was thinking about getting a second car so that Mom had something to drive and they wouldn't have to juggle the Comet to get things done. By this time we had moved from living over the veterinary practice into a nice house on the East side of Columbus. The extra car would give them both some extra freedom to get things done while not stranding the other at home or at work. The Studebaker Avanti had just come out and my Dad's father was a big fan of the car. Dad thought about it, but decided to wait. He took us that year out on a special vacation to see the New York World's Fair. This was quite the experience and one of the high lights for me was going to the Ford exhibit. You got to get into actual new cars which were then drug around the inside of the exhibit. I remember trying to time our place in line so that we got a Thunderbird or a Mustang convertible to ride in. We got a Thunderbird. I still remember the great interior with the wrap around rear seats and bucket front seats. I don't remember though much of what was in the exhibit. I think the Thunderbird and the Mustang both made an impression on my Dad.

That fall the '65 Mustang Fastback came out and Dad liked the sporty styling and the advertised price. After doing a search of many of the

car dealers, Dad found a '65 Black Fastback with a red interior at Rikert Ford. It was a demonstrator for the dealership and had been built back in December of 1964. I remember a cold rainy late January night when Dad took us all for a test drive in the car. He had to wrap a rag around the gear shift as someone had stolen the knob off the handle on an earlier test drive. We thought



the fold down rear seats were neat and proceeded to lay down for the entire test drive. Dad and Mom liked the car and on Valentine's Day he bought the car and gave it to Mom. ***[to be continued in December . . .]***

# Mustanger Member Profile

## This Month's Member: Jim Fleck

*How long have you been a club member?*

Three years, since 2018. I joined at the Mustang Birthday Party at Phil Long Ford.

*What's your hometown?*

Geneva Ohio.

*How long have you been in Colorado?*

Almost 30 years!

*How long have you been a Mustang fan?*

The first car I wanted to buy was a yellow split window Corvette, but my step-dad wouldn't co-sign saying it was a race car! I ended up with a '56 Ford Club sedan (one of two I would own) and then bought a yellow 1970 Mach 1 for \$2,800. A great car—I even put ski racks on it and took it to Big Bear. I owned it until it was stolen while I was working in Houston.

*What's your current Mustang?*

My next and current Mustang is the one you see in the picture, my 2018 Mustang GT PP1. I could have bought another 1970 Mach 1 that Phil Long was selling for about the same money, but I wanted to be able to drive the car hard and not have issues.

*What's your dream Mustang?*

The one I have now!

*Best vacation you've ever been on?*

As a young man I spent a month in Palma de Mallorca, situated on the south coast of Mallorca on the Bay of Palma. There was so much history there, lots of castles and olive orchards.

*Any hobbies other than Mustangs?*

Rock climbing with my son Jamison and wood working.

*What are your favorite club activities?*

The cruises! I've also started autocrossing this year and want to do a full season next year.

*Tell us about your Family?*

A son, Jamison (32), and a daughter, Jackie (27), who both live in Colorado.



# “But You Gotta Know the Territory”

## (Tips on Buying a Fox Body)

By Ross Schwyhart

*So says Professor Harold Hill in The Music Man. I certainly didn't know the territory when, in 1992, I went looking for a 5 liter Mustang. I had \$4500 of borrowed money to find one and I lucked out and found a decent 1985 hatchback for my first Mustang! I have had one or more fox platforms since then. I don't claim to know all there is about them but I have a fair knowledge so I am going to pass on some of what I have learned.*



*As with any classic car purchase you need to make up your mind what you want and then do your homework on that car. With the fox platforms there are only 3 options for body styles but a whole range of trim levels and special editions to choose from. If you are looking to do any serious performance enhancements a convertible should be the last choice with the sedan being the top one. The fox was not designed to be a convertible and so when the top of a sedan is cut off to make one a great percentage of the structural strength is gone. Ford tried to make up for this by adding stiffer side rails and front bracing but they are still subject cowl shake and flexing.*

*With a fox you have a blank canvas to work with. Brake upgrades are a good starting point as they were weak to start with. A little junk yard scrounging can yield all the parts you need to make your pony have 4 wheel disc brakes and while you're looking get some bigger front rotors from a 2000 and newer Mustang. Sub-frame connectors are a good addition especially on convertibles. A K brace and strut tower brace will help stiffen up the rest of the body.*

*Here in Colorado rust is not a big problem but if the car you are looking at came from the rust belt give the area around the A pillars a good look as the large cowl opening allows debris in and it collects in the corners at the base of the A pillar. About once a year I take the cowl grill off and vacuum out this area. Check around the windows too and if you are looking at a hatchback look closely around the rear window as the channel under the trim is a great dirt catcher. Look for any cracks in the top near the B pillar and on the C pillar. If there are any it is a sure sign of some hard launches at the strip.*

*Examine the underside and look to see if the torque boxes are damaged. These live in the area right in front of the lower trailing arms. While you are looking check for cracking at the front seat attaching points. This is a weak area and one of the first to crack and show signs of a hard life.*

*The drive train of the 1987 and newer foxes is much improved over the previous years. An upgraded 8.8 rear end, 10.5 inch clutch, EFI, and true dual exhaust are a few of them. Since the fox platform was used for so long and under so many different cars upgrading a pre '87 is an easy task. If you want to upgrade the aftermarket has just about anything you could ask for. (continued on next page)*

## “But You Gotta Know the Territory” (p. 2)

*The engines and transmissions are pretty bullet proof but, as with any car they can only take so much. The 302 has been around for ages so parts are not a problem and the modifications that can be made to them are endless. Unless you are planning on a back to stock restoration plan on replacing the single rail 4 speed with a later 5 speed to get the advantage of more forward speeds and less breakage. A replacement 8.8 rear end is a good idea as well. In my opinion the biggest bang for the buck modification for performance is changing out the rear ring and pinion. The addition of a set of 3.55 gears will really wake up your fox and with the overdrive transmissions you can still live with the car on the highway.*

*You have to remember that foxes were built in the era of lots of plastic and this leads to many broken or missing pieces. The ash cover lid on 1987 and newer cars is one of the first things to break as is the console lid on the four eye cars. Taking apart a fox can lead to breaking things so be careful when you start taking stuff off. Again there are almost all the parts you would need from the aftermarket. Headliners, seat material and carpeting are there for the asking. A good question to ask the owner is has the heater core been replaced. Replacing one in an AC equipped car requires removing the entire dash unless you feel really brave and are willing to pull on the dash to get the heater cord out. .*

*There are lots of books available on foxes but I have three that I would recommend that you purchase before you go looking for your fox. They are:*

*The Official Ford Mustang 5.0 Technical Reference and Performance Handbook by Al Kirschenbaum. Even though the title says 5.0 there is plenty of information about the car in general.*

*Fox Body Mustang Restoration 1979-1993 by Jim Smart. This is a good hands-on look on taking apart a fox Mustang and putting it back together.*

*Fox-body Mustang Recognition Guide 1979-1993 by Thomas A. Shreiner and Peter C. Sessler – a good overview of all years and the special editions that were produced.*

*I like driving my foxes. They are good performers and pretty comfortable on longer trips. I have made 2 trips to Michigan in mine and have not had to stop every few hundred miles because I was tired. And since they are “newer” cars you can have power windows and locks, AC, cruise control, and a nice audio system too.*

*For years fox platforms were considered a throw away car. Many were ridden hard and put away wet or subjected to the humiliating experience of having a Chevy small block installed so finding a good one is getting harder to do today. There are plenty out there you just need to look around. I hope that if you are considering a Mustang project that you think about a fox platform. Like the original Mustang they are fun and can be made into whatever you want and your wallet can afford.*



LX Coupe

# Fall Colors Cruise 2021





# Fall Colors Cruise 2021



# Fall Colors Cruise 2021



# Minutes of the meeting of the Rocky Mountain Mustang Club

18 September 2021

Meeting was called to order at 4:34 PM by President Marc Short.

New member Shelby Anderson introduced herself and told us about her Mustang.

The minutes of August meeting were read.

The treasurer's report was read.

Reed Hiltermann gave an update on upcoming club events which include the fall color tour which will be on October 2nd.

The route will be the same as last year and he will email out the details. The club dyno day will be held on October 9th and so far there are 11 cars signed up. He also said that there would be a charity car show on October 16th.



## Old Business

Dave Brown gave an update on the club Christmas party which will be held on December 4th from 1 PM to 4 PM. He has eaten there and the food was good. He is talking with them about lower prices for the club.

Donny Besen is working with the city of Woodland Park about having some events in conjunction with the club picnic. He will be meeting with them later this month.

## New Business

Club is in need of a webmaster. Kevin Lucier has volunteered to take the position. Wes Powell is working on getting access to the site.

A motion was made to exempt next year's board members from paying membership dues but there was no second after it being discussed.

Mike and Jeanie Taylor and Steve Niebergall volunteered to call the club members to see if anyone was interested in either running for a board position or heading one of the committees.

Neil Case and Donny Besen will be conducting the annual audit of the club's books.

Dave Brown has "volunteered" to run for president next year and Marc Short will be the board chairman.

There was no raffle and the meeting adjourned at 5:27 PM.

# Membership Form

## Rocky Mountain Mustangers Club

2021 Membership Form

Please bring to a meeting or mail to:

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

**PLEASE PRINT**



Name: \_\_\_\_\_

Address: \_\_\_\_\_

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

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Spouse's name: \_\_\_\_\_ Children's names: \_\_\_\_\_

### Mustang(s):

YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_

YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_

YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_

**Membership:** The RMMC membership year runs from January 1st – December 31st. **New members joining after January will have dues pro-rated at \$2.00 per month.**

Please by cash or check ONLY. Make checks payable to RMMC.

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

Initial Membership reflects \$2.00 per month member dues, an \$8.00 insurance surcharge, and an \$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 \_\_\_\_\_

**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 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: \_\_\_\_\_

Name of your Insurance Company: \_\_\_\_\_

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

## Club Sponsors



Office 719-575-7415  
Call 719-499-7360  
Fax 719-575-7172  
mbarton@phillong.com

1212 Motor City Drive  
Colorado Springs, CO 80905

**Mark Barton**  
General Manager/Partner  
Phil Long Ford of Motor City

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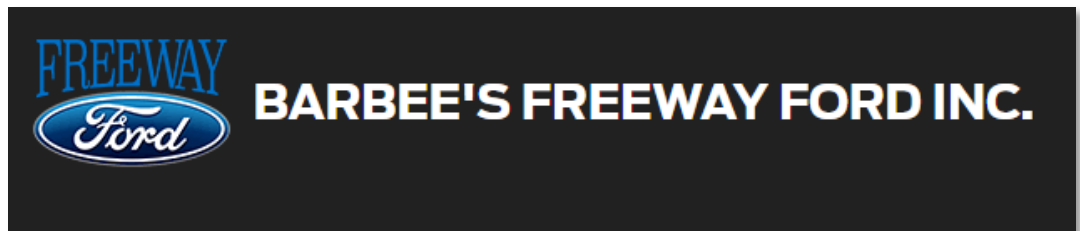

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Thank you for  
supporting The  
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## COOL LINKS

Links to Model Specific Forums: [www.allfordmustangs.com/forums/](http://www.allfordmustangs.com/forums/)

All Shelby Models: [www.shelbyforums.com](http://www.shelbyforums.com)

First Gen Mustangs: [www.vintage-mustang.com](http://www.vintage-mustang.com)

Mustang Museum:  
[www.mustangownersmuseum.com](http://www.mustangownersmuseum.com)

Latest Generation Mustangs:  
[www.mustang6g.com](http://www.mustang6g.com)

Mach-E Forum: [www.macheforum.com](http://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.

