



VOLUME 22 ISSUE 7

DECEMBER 2021

Marc's Remarks

December has arrived and with it a host of religious holidays followed by the end of the year and the last holiday of the season as some might say. Many will not note the shortest day of the year and yet it will come and go. With all of that going on people share many different things with family, friends, work associates and nearly anyone else that can be imagined to be of value from one person to another.

Whatever else happens families will gather, quantities of mostly amazing food will be eaten stories will be told and most of the country will relax at least for one day. Some will mention the end of the year and talk about the renewal that comes with a new year. Perhaps, even more than the few that regularly discuss matters of that nature, will step into that arena. We as a Nation and as a species have had a couple of, well, less than stellar years.

I, as many of you know, regularly plant a garden and grow a nice bit of fresh natural food. Most years we find the time and drive to can and freeze a substantial amount of that and eat pretty well until the next garden season.

When I think of the renewal a new year brings this is one of 2 very top of mind thoughts I bring into the New Year. The second is Auto crossing. While these two separate things both vie for the weekends, I/We the Short family still find a way to fit the best part of both of these adventures into our world each year.

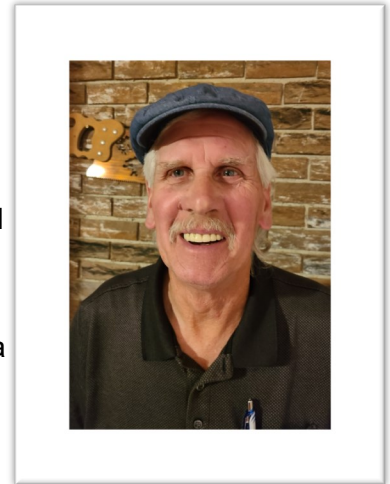
With all of that being as it may, I am even more ready for a "NEW" Year this year than ever in the past. I long for no more government driven fear over every new little bug thing they can get a wedge driven into our lives with. Don't misunderstand, I am well aware that the nasty bug this all started with was at the least very deadly. I pray we will see less government intervention and more regular folks retuning to the responsible forms of their previous selves. When we don't work, we lose our character, our humanity even.

Being active and passionate great examples is one way that we can each lean forward to greet a new day and indeed a New Year. This time of year, many different greetings are used, largely depending on each individual's view of anything from the world in general to their individual faith or even the lack thereof. I appreciate the sometimes-unique greetings I hear this time of year and I prefer to respond with something like,

Merry Christmas!! to you all and a Very Happy New Year!!

Eat Well, Drive Well — Mustangers ALL —

Marc



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CALENDAR OF EVENTS

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	

January 2022

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
23/30	24/31	25	26	27	28	29

UPCOMING EVENTS

Blue: Club Board Meeting

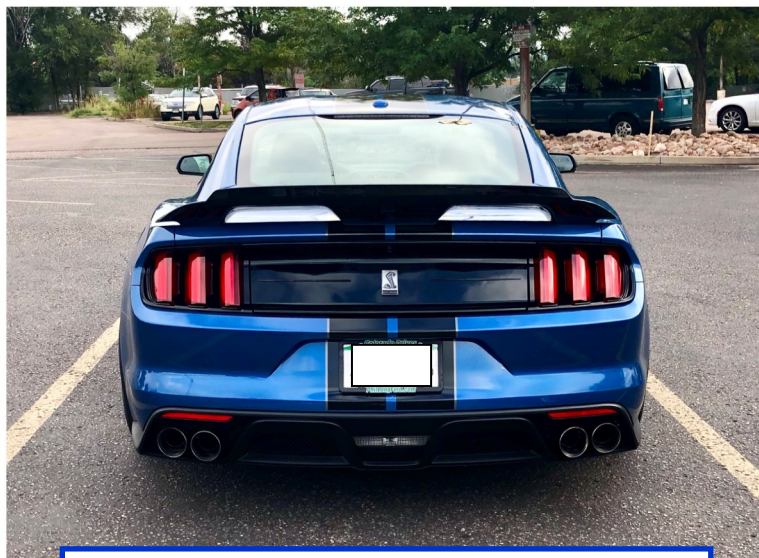
Green: Monthly Club Meeting

NEXT MEETINGS: Christmas Party/Monthly Club Meeting at Famous Dave's/Texas T-Bone—December 4th. Hope to see you there! Board Meeting at Phil Long at 6:30 in the Main Conference Room—January 5th. January Member Meeting at Phil Long at 4:30 p.m.—Saturday, January 15th.

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.



The Ford Shelby GT350 looks good from any angle!

Memories of a Car Guy *by Hap Schadler*

[Editor's Note: This is Part Three 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 Two, Hap had just finished describing the family acquisition of a '65 Fastback]

My Dad always was helpful with his car crazy son. He found ways to keep me constructively busy during this time in my life before I could drive. He would give me jobs to do to take care of the Comet like checking fluid levels, checking tire pressures, and washing the car. He also asked a client of his if I could help do odd jobs for free at his garage. This was Bob Johnson who with his father ran an old Certified Gas station about a mile down High street from Dad's practice. This was a cover for Mr. Johnson's main pursuit which was owning and maintaining his and other people's classic cars. One of these was a very pretty red 1930 Packard roadster which had been Mr. Johnson's. He had sold this car after restoring it and the new owner had Mr. Johnson do all the maintenance and show prep on the car. Other old classic cars also made occasional stops for service work, but the one that impressed me the most was Mr. Johnson's English Squire Roadster. This was a very rare car and probably one of the better performance sports cars made back in the 30s. He had purchased the car in England while he was in the Service and brought it back with him. So I happily walked down to Mr. Johnson's daily through one whole summer to read his old Hemmings Motor News magazines, do odd jobs, and to clean and polish the exhaust pipes that came out of the hood of the Squire Roadster.

Our '65 Mustang 2+2 Fastback was like a dream car to me at that time. It had bucket seats, a 289 cubic inch V8 engine with a four speed transmission, an AM radio, and great styling. It was also a small car for the time. It did have carpet, drum brakes, nice wheel covers, and back up lights, but it had no power options at all. Mom thoroughly enjoyed driving the car and picked up the nick name of Mario (Mario Andretti) from my Dad due to her speeding tickets. I still remember her comment about one ticket she had received "Harry, I don't know how the officer got me at 60 miles per hour. I was only in second gear". The Mustang was used by my Mom for many years and then by me until I could afford to buy my own car. I took my driver's license test in this car and mastered parallel parking in it even though it had manual steering. The only negative comment from the driving instructor was that although I was staying in my lane I was taking corners too fast. It was also borrowed to go out on dates and was the first car I ever drove to over 100 mph on a deserted section of the newly opened C470 freeway at Midnight. I still remember my Dad getting a Sears under dash air conditioner put in the car. He thought this was a great addition, but I was upset with him as I thought it hurt the car's performance. After I purchased my own car my Mom continued to drive the car and let my brother use the Mustang while he was in college. My parents decided by 1978 to get something new for my Mom and offered me the car. I had graduated from college and gone through a divorce by then and happily accepted the car as my new source of transportation. The '65 Mustang and I then went through many new adventures, but that's a later story.

Memories of a Car Guy (continued)

By 1967 the Comet was getting old and worn out. Dad had also done well enough with his practice that he wanted to get something more luxurious and comfortable for longer trips. After searching dealerships for another station wagon he settled on a 1967 Olds Vista Cruiser. This was back into Edsel territory on amenities. It had a nice V8, auto transmission, power brakes, power steering, air conditioning, a nice interior, and the vista cruiser roof which we loved as it gave rear seat passengers a front window to look out from as well. It was a nice car, But Mom and I still cried when we took the Comet in to the dealer for the trade in.

About this time I was getting restless and was flat out car crazy. I made car models, I ran slot cars, I made poor boy soap box derby cars, and I read every book or magazine I could get my hands on that was about cars. I was fascinated by cars from the 20s and 30s and race cars. Listening to the Indy 500 was a sacred ritual each Memorial day. Dad addressed this car lust by taking my brother and I out on expeditions to look at old cars that would occasionally show up in the paper. We looked at a lot of cars until we found a 1931 Model A Tudor which was in decent condition, but needed some work. Dad liked the car and I thought I could fix it up and drive it. Dad agreed to buy the car for \$1000 making my brother Tod and I each part owners in the car and each owing him \$500.

This was a great first car to work on and to learn to drive. Very basic. It had a Ford flat-head Model B four cylinder engine with a three speed manual transmission with no synchromesh. You learned to make non grinding smooth shifts by double clutching between gears. Brakes were manual mechanical drum brakes. Everything was manual except for the vacuum operated windshield washer. It didn't have a radio or a heater. It had a throttle and a spark control on the steering wheel column, a round little accelerator pedal on the floor board, a starter button on the floor board, a choke pull, brake and clutch pedals and a big gear shift coming through the floor. Starting it was much more complicated than a modern car. You needed to pull back the choke some, re-

retard the ignition with the spark control, open the throttle up a little, put the car in neutral with a foot on the brakes, turn on the ignition, then push the starter button on the floor and crank the engine over. As the engine cranked if it started to catch you need to be quick with the throttle lever to give it more gas. If it didn't catch right off you needed to work the retard lever back to a point where the engine would catch. At least I never had to use the manual hand crank to get it started although occasionally I would roll down a hill if it was giving me problems and pop the clutch to get it started. *[to be continued in January 2022. . .]*



**My first car—the 1931 Model A
Brother Tod is behind me in the Pith helmet!**

Mustanger Member Profile

This Month's Member: Wes Powell

How long have you been a club member?

I was a member briefly in 2008, then re-joined in 2018.

What's your hometown?

Federal Way, Washington. It's wet there!

How long have you been in Colorado?

We moved here in 1996 to get out of the rain. (Actually, because we bought a local business.)

How long have you been a Mustang fan?

Probably ever since my grandfather's second wife loaned me her 1971 Mustang convertible (in "Three Putt Green Poly") so I could take dates out in style (instead of in a 1970 Datsun 510 station wagon). Getting to drive a convertible in the Seattle area seemed wildly decadent and impractical.

What's your current Mustang?

A 2019 Bullitt. I love this car.

What's your dream Mustang?

I have many! but probably the one I let get away—my 2007 Shelby GT/SC. After that, an 2019 GT350, a 2007 Shelby GT-C, and the 2012-13 Boss 302.

Best vacation you've ever been on?

We took the kids to New York City and Washington DC when our oldest graduated from high school. A great trip and we hit all the monuments, the Statue of Liberty and the Empire State Building.

Any hobbies other than Mustangs?

I love reading, walking and hiking. My goal is to take up the piano and drums again in 2022.

What are your favorite club activities?

I like our drives. Mustangs are made to be driven and enjoyed. I also enjoy hanging out with club members at some of the car shows or at a Cars and Coffee event. Though I couldn't do it this year, the Dyno Day is always fun.

Tell us about your Family?

Married to my wife, Karen, for 38 years. Three kids, Spencer (34), Blake (32), and Casey (30). They are all married and live in Colorado. We also have two grandsons, Carter (3) and Teddy (1), who are a ton of fun!



“Looking Back”

(My Personal Automotive Sound Journey)

By Ross Schwyhart

“Hey, turn the radio up!” I said from the back seat. It was the summer of 1963 and we were cruising Main Street in Rodney’s ‘56 VW. Cruising in the Bug with Rodney was cool because a) Rodney was a fun guy to hang out with b) the Bug had a working radio c) the Bug had a sunroof and d) the Bug ran just fine on cheap Oriental brand gas which cost .25¢ a gallon meaning an evening’s worth of cruising if we all pitched in a quarter apiece and that left us with money for a Coke, hamburger, and fries.



Some of Ross’ original artwork!

The reason for me wanting Rodney to turn up the radio was because the D.J. on station KOMA in Oklahoma City was playing “Walk, Don’t Run” by The Ventures in regular air time. About the only way I got to hear an entire instrumental song was to buy the 45 of it. Instrumentals were usually relegated to fill the air time before the news at the top of the hour. For me to have this played in regular air time was a slice of heaven. I have always liked instrumentals and listening to a stack of 45 instrumentals I would imagine driving some cool car while some great instrumental played in the background. I guess I had seen too many car commercials with a guy in the latest and greatest car cruising down some deserted road, music in the background, being told that it was the greatest car ever so it wasn’t hard for me to fit myself into the picture driving a Hi-Po 289 fastback with a 4 speed or a ‘63 split window Corvette on a nice twisty road. Never mind the fact that I was a teenager working for .75¢ an hour!*

I grew up in the days of AM radio and the music coming from the center of the dash on a sun baked speaker was anything but high fidelity. In Canon City there were only 2 radio stations that kids listened to KDZA in Pueblo during the day and KOMA in Oklahoma City at night. They played all the latest rock and roll songs that we loved. A working radio was must in any car and held a high place on the list of things to look for when buying our next BMW (barely moving wheels). You were really up town if you had a rear seat speaker and at the top of the food chain if you had a “reverb” unit.

The first time I ever experienced high fidelity in a car was in a friend’s brand new 1966 SS 396 Chevelle. It had an AM/FM radio with an 8 Track. He had just gotten it and came by to show me his new toy and we went for a cruise. The only 8 Track tape he had was the demonstration one that came with the car. Listening to “elevator” music was not the greatest thing for a teenager but, the sound was fantastic! Four, count ‘em four speakers!

(continued on next page)

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

I never did join the 8 Track tape group but when the cassette tapes came out I jumped in with both feet. Now I could make my own music tapes and be the guy in the commercial at least in my imagination. The first car cassette players were not the best and had a nasty habit of eating tapes on a regular basis but at least I could hear what I wanted to hear. As time passed the cassette tape player moved from being an add-on unit and became integrated into the radio and auto reverse and pinch roller retraction became part of the norm. The car makers jumped from 8 Track to cassette but still offered 8 Tracks into the 80's. Some things die hard.

Enter the compact disc in the late 80's. The big advantage here was that you had the album you wanted but the down side was it was hard to make your own CD's. The advantages of song skip, next song, and replay at the touch of a button outweighed not being able to record your own CD's. Although CD burners did come on the scene later thanks to the personal computer. By the 2000's CD players were pretty much standard equipment in cars and trucks. Many had the option of holding 6 to 10 CD's for hours of uninterrupted music.

My next step in car music came when we bought our 2008 Bullitt and it had an auxiliary input jack which allowed any device with a stereo headphone jack to be connected for playback. This led to the purchase of an iPod Nano and then out of frustration with iTunes an MP3 player. This gave me the option to make play lists of music from my CD's and they could contain as many songs as I wanted! The first one I created was called “Bullitt Songs” and contains all of my favorite cruising songs.

The current stage for me is music on flash/thumb drives. I still have a hard time realizing that my entire 300 plus CD library fits on something that is only a little over 2 ½ inches long! I haven't ventured into the streaming sources but my friends tell me that they are great and will learn the music you like to listen to and build lists of it for you and even suggest new material you might like.

I've come a long way in my automotive audio journey. From AM radio with CONELRAD marks at 640 and 1240 kilohertz on the dial to music from satellites. It's been a fun sojourn and one I am glad that I have made. It would have been hard for me to imagine in the 1960's that we would have audio in our cars that can compete with the best home audio systems and who would have thought that trucks would be right there with cars in the audio department? I wonder what's next; with self driving cars will we be watching as well as listening to our music? In the mean time good listening and happy cruising!

**An interesting side note about “Walk, Don't Run”. The song was written in 1954 by jazz guitarist Johnny Smith and achieved world-wide recognition from The Ventures' 1960 version although it had been released previously by Smith in 1954 and by guitar master Chet Atkins in 1956. In the middle of a successful career Smith came to Colorado Springs to live with his young daughter in 1957. For several years he continued to record and tour but spent most of his time running a music store here. It was located in the small shopping center where Panino's on Eight Street is now located and I have a friend who used to go there and play with him.*

Minutes of the meeting of the Rocky Mountain Mustang Club

16 October 2021

Meeting was called to order at 4:43 PM by President Marc Short.

There were 3 new members present - John Bannon owns a 1965 convertible, Lee Becker owns a 1989 LX convertible, and Randy Winstead who owns a 2012 Boss 302.

The minutes of September meeting and the treasurer's report were read.

Old Business

Wes was able to get into the club's website but, we still need to get with Tammy to get the 2 part verification removed so Kevin Lucier, the new webmaster can take over.

Dave Brown passed around the menu for Texas T-bone/Famous Dave's for the members to look at.

Bryan Lowery has sent the name of the speaker who was at the Mustang International show to the Roundup committee, to see if they could get him to come to a future Roundup. John Clor, Enthusiast Communications Manager for Ford, was the speaker and he gave a very entertaining, and funny presentation, and did Q&A session as well.

Mark Barton gave a short talk about Phil Long's new Ford GT on display there.

The club will again this year will be collecting unwrapped toys for donation to Toys for Tots. Bryan Lowery will be the point of contact and he will be reaching out to them to see what toys are needed most. He encouraged members to bring a toy for a girl and one for a boy as well.

Elliot of Rune Leather gave a presentation on his business and is offering a \$75 discount to club members.

The question of the club's donation to Care and Share was mentioned. In the past the club has given \$200 to them.

Pat Germain gave his observations of the fall color tour. Everyone who participated in it had a good time.

Jim Fleck gave a run down on the club's dyno day. There were some rather healthy Mustangs there.

The results from reaching out to the members to either run for office or to be on a committee brought no volunteers; a candidate for vice-president is still needed.

Raffle master Lynn Murphy is looking for a member or members to either take over or to help with next year's raffle.

Marc Short and Wes Powell will be working on creating the club policies and procedures document.

New Business

There was no new business.

The raffle was held and the meeting adjourned at 5:38 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



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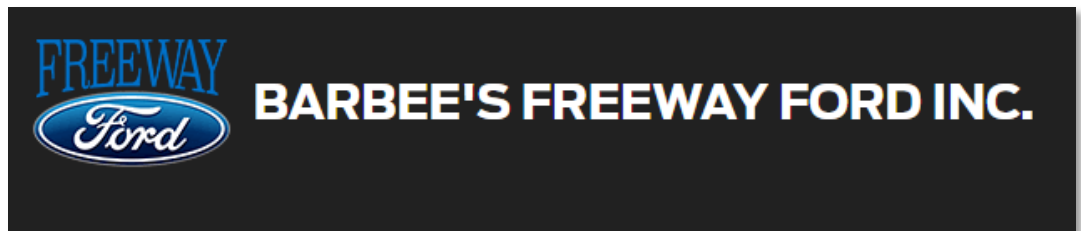
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COOL LINKS

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.

