



VOLUME 24 ISSUE 2

MARCH 2024

DAVE'S REMARKS

Dear Mustangers,

So what does 2024 look like? Well, for the Mustangers, it looks like "back to mostly normal." What does that mean? It means our picnic in July, cruising for ice cream, dyno day, PPIR events, RMSolo auto crossing, car shows, AND regular club meetings.

Speaking of meetings our next club meeting is on March 16th at 4:30 p.m. on the 3rd Saturday of the month. After the meeting we do a head count to see how many members want to go have a bite to eat at Panino's for a social hour. Any suggestions for other locations can be considered but will need to know ahead of time to make those reservations.

In the past Phil Long Ford has invited the club for the Mustang Birthday and a Big Shoutout to Mark Barton and Phil Long for providing our meals, cake, and give-away in April.

On another note we as a club on our last Fall Color Tour went by Dick and Debbie Collin's home to give them a Club farewell since they are not able to attend the club. Dick and Debbie have been club members for many of years and their Mustang is going to their son in another state. We will miss them and also seeing their Mustang but it has gone to another good home. (See pictures on the next page.)

St Patrick's Day Parade The club has been accepted to participate in this year's St. Patrick's Day Parade, March 16. We can have up to 8 Mustangs. We have 8 cars signed up for the event and can have as many walkers as we want to walk with the cars and carry our banner.

Remember, check your email regularly for announcements of upcoming regular events as well as impromptu get-togethers to go drive our Mustangs.

Dave Brown, President



Farewell Gathering for Dick and Debbie Collins



CALENDAR OF EVENTS

March 2024

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

April 2024

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				

UPCOMING CLUB AND NON CLUB EVENTS

Blue: Club Board Meeting

Green: Monthly Club Meeting

NEXT MEETINGS: Board Meeting, Phil Long at 6:30 in the Conference Room—Wednesday, March 3rd.
February Member Meeting on March 20th at Phil Long Motor City.

EVENTS: Club and Non-Club

Cars and Coffee North Colorado Springs: Saturday, February 17th, 10—noon. 6385 Corporate Drive, Colorado Springs CO 80919, North Parking Lot. Non-club event.

Cars & Coffee in OCC: 2409 W Cucharas Street, Colorado Springs CO, Saturday, February 10th, 8—11 a.m. Non-club event.

March 2024 Club Meeting: Phil Long Motor City, Saturday, March 16th 4:30 p.m.—5:30 p.m., Dinner at Panino's afterwards for those who want to socialize.

March 9-10, 2024 - Tri-State Auto Exhibition, National Western Complex, Denver, CO <http://www.tristateautoexhibition.com/>

March 16, 2024—St. Patrick's Day Parade, noon, Tejon Street, Downtown Colorado Springs.

March 23-24, 2024 - Custom and Classic Motorcycle Show, Norris Penrose Event Center, Colorado Springs, CO <https://www.pro-promotions.com/motorcycle-car-show>

April 6, 2024 - CARS 'N COFFEE, University Village Colorado, 4880-5342 North Nevada Avenue, Colorado Springs, CO <https://www.uvcshopping.com/>

April 7, 2024 - MONUMENT CARS 'N COFFEE, 581 Hwy 105 Monument CO from 8-11 a.m., <https://www.trilakescruisers.com/>

April 27, 2024 - 11th Annual Car Show, Lincoln Technical Institute, Denver, CO 303-722-5724 x43032 <https://www.lincolntech.edu/campus/denver-co/events>

Get more information on events at www.mustangers.com. Cruise Controller: Chris Batiste with assistance from Joel Newcomer.

In Memoriam

Gerald “Jay” Cimino, a leader for decades in the automotive industry, has passed at the age of 87. At home, and surrounded by family, he peacefully passed from this life on Saturday, February 24th.

A native of Trinidad, Colorado, Mr. Cimino married Emily Roitz in Trinidad and subsequently had four children.

After years of learning the automotive business working at dealerships in Southern Colorado and northern New Mexico, Mr. Cimino joined dealership founder Phil Long in 1975 as a partner and general manager of Phil Long Ford.

Over the years, Mr. Cimino’s leadership led to the creation of Colorado’s largest privately held automotive group, Phil Long Dealerships, featuring numerous brands.

Mr. Cimino was a veteran of the US Marine Corps and a portion of his philanthropic work was focused on supporting veterans through the founding of the Mt. Carmel Veterans Service Center and the Mt. Carmel Wellness and Community Center.

Mr. Cimino also never forgot his roots in Southern Colorado, and his hometown of Trinidad, Colorado, establishing a scholarship fund for Holy Trinity Academy students. He also created the Trinidad Community Foundation and a new visitor center.

Mr. Cimino’s contributions to improving the quality of life for Coloradan’s will long be remembered and he will be truly missed.

The club members extend their heartfelt condolences to the entire Cimino family.



Memories of a Car Guy *by Hap Schadler*

[Editor's Note: This is Part Twelve 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 Hap in the February 2024 issue Hap's rental LTD had just been totaled by a delivery truck . . .]

The delivery truck had an imposing back bumper which was now mangled and bent down towards the ground. Otherwise the back of the delivery truck didn't look too bad. As I walked up to the driver's door I saw a dark liquid flowing from the cab onto the ground and when I saw the driver his chest was covered in what I thought must be his blood. He was quite animated though and it turned out he had a hot jar of Goop cleaner and a big spit cup on his dash which had flown back onto his chest when I hit him. With my color blindness I had mistaken the mess to be his blood. We both apologized for what had happened and he radioed a friend about what had happened. His friend got there with a welding truck, quickly cut off the bumper and both of them left the scene after throwing the bumper in a ditch. A Pampa police man arrived later and asked me what hospital they had taken the driver to. I responded that I was the driver and explained what had happened. He then asked where the other driver was and I showed him the delivery truck's bumper which still had the license plate on it. This didn't faze him at all as he started to write me a ticket for an improper stop. I asked how I was to be blamed considering the circumstances to which he replied "you didn't stop in time". He did let me borrow his phone so that I was able to call an Engineer I knew at Texaco who was nice enough to come pick me up and drive me back to the airport in Amarillo. After this the cop left while I waited by the wrecked car on the side of the road. I returned the key to the Hertz people at the airport and told them where the car was. They were very nice and said not to worry about the car and hoped I was ok. I then flew home on the next flight back to Dallas. About three days later I was sweeping out my garage and something went in my back. I crumpled to the floor of the garage in intense pain. Colleen was home and took me into our local doctor's office. I hurt so bad all I could do was assume a fetal position on the floor of the clinic while I waited for my turn with the doctor. Some heavy duty pain meds and steroids with restricted movement for a week finally brought me back to where I could go back to work with a cane. Eventually this cleared up to where I felt normal again, but it was another injury to my back that would haunt me later in life.

Meanwhile Colleen's graduation was coming up and her expectations were that a car would be gifted her way as well. That's what happens when you start a precedent. A car buddy of mine had a worn out Triumph Spitfire and wanted to restore the '67 Mustang parts car. I asked Colleen if she'd be interested in the Spitfire and she said she liked the idea of a sports car.

(continued on next page)



Spitfire. Source: Wikipedia

Memories of a Car Guy (continued)

(continued from page 4)

The Spitfires body was in good shape and the interior just needed a really good cleaning. The rear springs had gone off on the driver's side and required a new set that I installed. The engine was tired so I took the car into a British service shop and had them rebuild the engine. After this I replaced the brake pads and moved on to prep the car for new paint. Colleen wanted a very dark purple color that was being used at that time on Firebirds. After sanding down the car, prepping it for painting, and shooting some primer it was back to Earl Schiebe for a paint job. The car looked and drove well after this and went to Colleen after her graduation from High school in Arlington.

This was the car Colleen would enjoy over the summer and take to Nacogdoches for college. All went well until one evening when Colleen was driving back to Nacogdoches and picked up a rock in her radiator. The car started to loose coolant and overheat, but Colleen didn't stop and by the time she reached Nacogdoches the piston rings had been fried in the engine. So the car was essentially inoperable. This brought about Sara and my trip down to Nacogdoches the next time Colleen wanted to come home in the LTD2. I had brought my tools and about 10 feet of rope with me so we could get the car home. I filled the radiator with water and noticed that the leak was a slow one. A stop for a cool down and a refill should get us home. The compression on the engine was very low and the engine wouldn't start so I put two cans of STP in the oil after draining off a little of the existing oil. This got the engine to start although the car smoked a little. And so we were off for our return to Arlington, Texas with Sara leading in the LTD2 with Colleen and me following in the Spitfire. We got about half way home when the Spitfire finally gave up and stopped running. This left us with towing the car the rest of the way home on the 10 feet of rope. As soon as I had connected both cars up I wished I had brought more rope as the distance between the cars was only about 7 to 8 feet. I talked to Sara about braking slowly and well ahead of where she planned to stop to give me some reaction time. Luckily the light Spitfire would stop quicker than the heavier LTD2. With our driving plan completed off we went for what would be a white knuckle trip for me as the Spitfire brakeman. We got home in this manner due to Sara's good anticipation on braking and put the car in the garage for my next repair project.

[to be continued in April, as Hap moves to Colorado. . .]



Ford LTD II

Source: Wikipedia

BEHIND THE WHEEL – JIMMY FORD

REPRINTED WITH PERMISSION FROM PPIHC—FEBRUARY 1, 2024

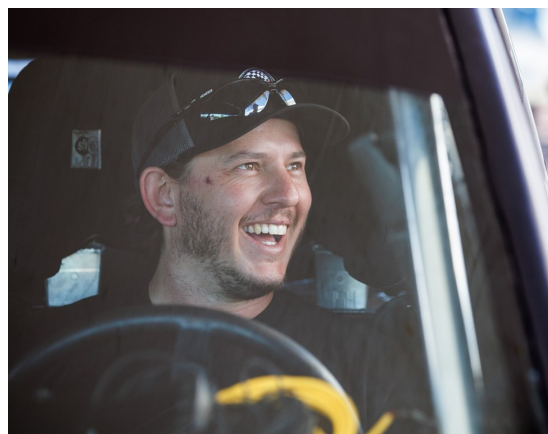
COLORADO'S JIMMY FORD ENTERS FORD MUSTANG ON PIKES PEAK

Colorado Springs, CO – A field of [74 drivers](#) has been announced for the 102nd Running of The Broadmoor Pikes Peak International Hill Climb, brought to you by Gran Turismo, and the talent pool from Colorado which includes veteran competitor, Jimmy Ford, runs deep.

Jimmy will make his third run toward the 14,115' summit on June 23, 2024 in the Pikes Peak Open division behind the wheel of a new entry, a 2017 Ford Mustang.

Jimmy's first racing endeavors began at the age of seven racing dirt bikes and quarter midgets. He was eventually named Quarter Midget Rookie of the Year and had a Top 3 Grand National finish.

He has raced in Track Attack events at [Pikes Peak International Raceway](#), and traveled to the Leadfoot Festival in New Zealand where he was awarded a Top 10 Best of Show. Since 2006, he has been a regular in the [Colorado Hill Climb Association](#) series where he won the Sportsman Class Championship in 2023.



GENERATIONS OF GRASSROOTS RACING

Jimmy has many ties to the history of this famous race. In his rookie assault on the mountain in 2022, at the milestone 100th Running, Jimmy brought his Ford Bronco with its Hall of Fame heritage. Originally built by John Wells for Leonard Vahsholtz, both men [PPIHC Hall of Famers](#), the Bronco won on Pikes Peak in the mid-1990s. Not only that, Jimmy's father, Jim, who heads up his crew, also raced on Pikes Peak in the early 1990s. Pair that with support and expertise from veteran PPIHC stock car winner, Joel Newcomer, and the depth of experience on Jimmy's team is impressive.

Jimmy's father, Jim Ford, Sr, (pictured) raced on Pikes Peak in 1993 in the Stock Car division, finishing 10th in his #7 Pontiac in 13:33.25. That same year, Leonard Vahsholtz claimed the win in the Stock Car division, setting a division record of 11:47.28 in his 1990 Ford Probe.



Joel Newcomer has known the Ford family for many years. As a PPIHC rookie in 1976, Newcomer embraced the Stock Car division and competed for more than a decade. He notched a division win in 1980 in his Chevy Monza 355, setting a division record of 12:57.33. The #84 race car (pictured (next page) in 1994), was John Day's Buick Skylark which both Newcomer and Ralph Bruning raced in the Stock Car division in the 1990s.

BEHIND THE WHEEL – JIMMY FORD

REPRINTED WITH PERMISSION FROM PPIHC—FEBRUARY 1, 2024

When asked what’s changed on Pikes Peak since he was a competitor, Newcomer thoughtfully replied, “The course itself has changed. Everything is a lot faster now with the course paved. You need better brakes, more aero, and quicker steering than we had back in the day.” He continued, “But, the thing that hasn’t changed is how the people work together. All the drivers, including the top drivers, are willing to help anyone and offer their advice.”



FORDS WITH THEIR FORDS

Jimmy later shared, “My rookie year on Pikes Peak started really fast. I leaned on veterans of the mountain to help prepare the team. We entered with hopes of reaching the top on race day, but being from Colorado Springs, I knew anything could happen.”

“Testing sessions and practice week exceeded our expectations with favorable weather except on the crucial day – race day. Visibility was low due to fog at the Start Line, then somewhat clear in the middle section, but sleet was coming down on the top section. Despite the challenging conditions, we lined up confidently.”

“A fellow driver believed my dirt racing background and the loose conditions favored me for a top-three finish in my class. The road conditions were loose, but I enjoyed it, pushing through Halfway Picnic Grounds. As I approached the 11-mile water station, the engine’s pitch changed, and suddenly, everything went silent except for the rear diff turning. I quickly shifted to neutral, realizing the engine had seized. Coasting out of the race line, I knew our chances of reaching the top were gone with a broken connecting rod.”

Presenting their Ford Bronco “Bronczilla” for the first time at 2022’s Technical Inspection, Jim Ford (pictured below) maneuvers the vehicle into line with son, Jimmy, behind the wheel for the pre-race examination.



BEHIND THE WHEEL – JIMMY FORD

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Returning in 2023, the sun was shining, the crowds were cheering and the new engine, built by Leonard Vahsholtz, was performing well as Jimmy raced toward the summit.



Jimmy crossed the finishing line for the first time in 2023, finishing 4th in the Pikes Peak Open division with a time of 10:07.261 what he described as “an unparalleled feeling.”



BEHIND THE WHEEL – JIMMY FORD

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As one of the *Fast 15* Qualifiers in 2023, Jimmy was recognized at the post-race awards ceremony for his achievement by PPIHC's event manager, Alex Urban.

TAKING IT TO THE NEXT LEVEL

Veteran racer and car owner, Joel Newcomer, described the 2024 entry and what makes the Mustang well suited to race on Pikes Peak, "This car was built at Mosport in Canada. It's raced at Sebring and Daytona. It was designed for high speed road racing with aero built into the car that's adjustable for the rough section at the top of the mountain. We're looking forward to seeing how the Roush Yates Engine performs, too. It's already done really well in early test sessions."



BEHIND THE WHEEL – JIMMY FORD

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GET TO KNOW [JIMMY FORD](#)

Fun Facts:

“The first car I ever bought was a 1979 Pontiac Trans Am T-top. I’ve made a few minor modifications, but mostly it’s stock.”

“I love Mexican food. I can eat it for every meal. And, my favorite restaurant is 511 Rose in Georgetown, Colorado. The ambiance and the owners are amazing, with some of the best food!”

“I have a pair of infamous bright orange socks I wear on Race Day as my lucky socks.”

What do you most look forward to during Race Week? *“Throughout the week new challenges and issues arise. Fixing them and putting them behind you or dealing with what you have to and moving forward as a small race team is something you look back on and feel proud of accomplishing.”*

Fan Fest is another amazing part of the week, where you see tons of people who share the same passion for motorsports as you do, and it’s unmatched. This event brings in family and friends from all over the country to support our team’s efforts.

Overall, race day is my favorite, getting up early in the morning, prepping the car, knowing that anything can happen and change your hopes for the event.”

Best advice from your dad: *“Smooth is fast, keep it on the road, and remember, good sportsmanship goes a long way.”*

Favorite section? *“11-Mile water station is my favorite part of the course. As you approach the first of its three corners, it seems tighter than it is. Holding through the initial turn is crucial for maintaining momentum. There’s a bit of tension, but as it tightens, you carry that momentum through the next two lefts. I enjoy the force and challenge of nailing the apex to seamlessly connect them all, aiming for a smooth corner and a powerful exit.”*

Most challenging section? *“The most challenging action on the course is through Boulder Park on up to Cog Cut. It is very bumpy and high speed which takes commitment when the bumps are throwing you all around. Even though it is my least favorite I can certainly say I look forward to clearing this section on race day.”*

Advice for a rookie on Pikes Peak? *“Connect with seasoned racers who’ve tackled it for years. Their deep familiarity with the terrain allows them to guide you on optimal racing lines and ensure your car’s performance on race day. The mountain community is welcoming, eager to share advice and support newcomers, as they’ve navigated the challenges as rookies themselves.”*

Additionally, invest time in watching in-car videos, yours and others. This not only exposes you to diverse driving techniques but also helps you understand the car’s feedback throughout the entire journey, enhancing your preparation.”

Photos by: Larry Chen, Charles Zhao, Luis Garcia, Jason Zindroski, Joel Newcomer, Jimmy Ford, PPIHC Archives



Meet Club Member Joel Newcomer!

I talked recently with Club Member Joel Newcomer to hear his story!

Joel is a native of Colorado Springs. He and his wife Carolyn currently live on 10 acres east of Larkspur with their Percheron draft horses.

When I asked Joel about his interest in things automotive, he said that it really has been a life-long interest. He has been actively involved with the Pikes Peak Hill Climb for many years. In 1976 he raced on the mountain in the Stock Car Class and was named Rookie of the Year. As Joel tells it, in those days you welded a roll cage into your car, did a few engine mods, and raced. Joel's brother Lance was also involved in his racing efforts. In 1980, Joel won in a Chevy Monza with a NASCAR engine built by John Wells. Joel retired from active racing in 1993.



Joel is the founder of Newcomer's Plumbing and Heating, Inc. a leading commercial plumbing contractor. Now semi-retired, Joel has been helping sponsor Jimmie Ford (see related article in this newsletter) an up and coming young driver who is now tackling America's Mountain. Jimmie is racing a 2017 Mustang provided by Joel, which inspired Joel to acquire a Mustang of his own. Currently, Joel has a 2020 GT500 (pictured above) and a 1991 Fox Body hatchback which he will be restoring.

Joel and Carolyn have been club members for just a year, so if you haven't had a chance to make their acquaintance, make sure you seek Joel and Carolyn out to say hello. I'm sure Joel would be more than glad to share some interesting stories about racing up the Mountain or raising draft horses! I also want to thank Ross Schwyhart for telling Joel about the club as Joel and Carolyn are a great addition to our diverse and interesting membership!

Hoofbeats Classifieds

Craftsman 165 PSI Air Compressor For Sale

I'm selling my Craftsman 165 PSI Air Compressor. Never used. Retailed originally for \$499.00. Sales price is \$195.00 Contact Wes at 719-440-1395.



MINUTES OF THE MEETING OF THE ROCKY MOUNTAIN MUSTANG CLUB**FEBRUARY 17TH, 2024**

Meeting was called to order at 4:30 PM

The treasury report and secretary minutes from the January meeting were read.

Rosie's Diner, Big O, Muffler Masters, and a few others have renewed their sponsorship with the club. Dave discussed an idea on how to thank our club sponsors. He presented an example of a thank you certificate that Ross had come up with. It would be 8 1/2 X 11 and put into a frame which the sponsor can display in their place of business. The membership attendees at the meeting agreed to go with the certificate.

Dave explained about the possibility of having our social hour before our meeting at Rosie's Diner. Because of the time we would need to do it and the staff being available, the restaurant would have a limited menu. If the club membership has any other suggestions of where to have our social hour, Dave is asking for members to volunteer in locating a place and get all the information about the restaurant that the board would need, then bring the information to a board meeting to discuss.

Lynn has reserved Woodland Park for our annual summer picnic. The third Saturday of July when we normally have the picnic has already been booked by another group, therefore Lynn has reserved the third Sunday of July. This date can be changed; however, we would need to do it as soon as possible if members do not prefer the Sunday date. The time will be from 12:00 – 5:00. If you would like to volunteer in helping Lynn putting the picnic together, please reach out to her.

Joel Newcomer will help Chris Batiste as Cruise Controller.

Wes has reserved our spot for the St Patrick's Day parade on Saturday March 16th. He has enough club cars signed up; he does need banner and regular walkers. If you are interested, please contact Wes and let him know. The Pig Jig fundraiser we participated in last year, the organizers will not be doing it this year. Joel has spoken to the Broadmoor Museum about doing a tour on the 3rd Saturday of April, so after the tour we can travel to Phil Long for our meeting. In May he would like to set up going to the Shelby Museum. Please let him know if you are interested in participating in these events.

Marc gave an update on RMMR. He and Brandon will run autocross on Friday. We need to make sure we have enough volunteers from the club to help with this. Remember the club does get money from RMMR for volunteering, so please take serious consideration in helping with this.

If you have any interesting stories you would like to see in the newsletter, please contact Wes and let him know.

Cars & Parts were announced

Raffle was done

The meeting adjourned at 5:30 PM

Membership Form

Rocky Mountain Mustangers Club
 2024 Membership Form
 Please bring to a meeting or mail to:
 RMMC, P.O. Box 7102, Colorado Springs, CO 80933



PLEASE PRINT

Name: _____

For renewing members check this box if there are no changes from your 2023 information.

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

Initial Family Membership (\$60.00) _____

Renewal Family Membership (\$50.00) _____

Initial Single Membership (\$50.00) _____

Renewal Single Membership (\$40.00) _____

Honorary Membership (\$30.00) _____

NOTE: Membership renewal is due yearly by the February club meeting.
This form must be signed and dated.

Insurance Release Statement

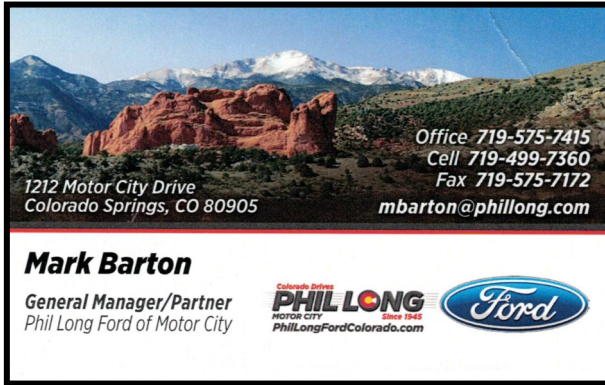
I hereby understand that I am fully responsible for my automobile(s) and its contents, and agree to hold harmless the Rocky Mountain Mustangers, Inc., its members, and any volunteers from and against any claim for damage, injury, or loss to person or property which might or does arise out of participation 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
Cell 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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Rosie's
DINER

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

Dave	President	president@mustangers.com
Ross	Vice President	vicepresident@mustangers.com
Juleen	Secretary	secretary@mustangers.com
Joel	Treasurer	treasurer@mustangers.com
Ross	Chairman of the Board	chairman@mustangers.com
Kevin	Webmaster	webmaster@mustangers.com
Wes	Newsletter Editor	newsletter@mustangers.com
Janie	Raffle Master	rafflemaster@mustangers.com
OPEN	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.

