



VOLUME 24 ISSUE 1

FEBRUARY 2024

DAVE'S REMARKS

Can you believe it; another year has gone by. I, David Brown, have been with the Rocky Mountain Mustangers since 2006—18 years! Another “New Year” has begun: 2024. Now we begin looking forward and planning for the year ahead. Many pre-plan their year ahead . . . days, weeks, and months. Some begin planning the New Year before they have completed the previous year! We all do this to some extent but some will plan for events longer than “just” a single year in the future and plan out many years in advance.

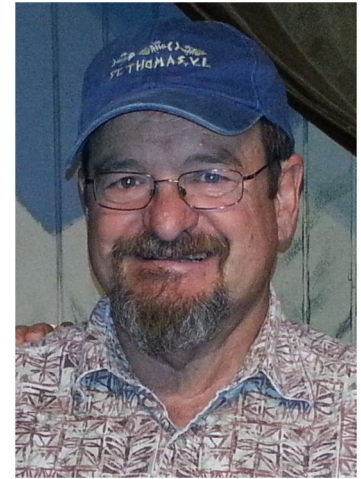
Individually, we plan things that will absolutely happen and things that never come to pass. In your planning, I would like to ask you to find that tiny bit of left-over time to join the Board Meetings (the first Wednesday of the month at 6:30pm located at Phil Long Ford in Motor City), and make a time commitment to Your Rocky Mountain Mustangers Club. The Board has created a number of associate positions for the Club’s Board and Committee Head positions. We created these as we are also looking ahead, primarily to provide training without all of the time commitment that the primary positions entail. By giving your time and making a commitment to learn how and what we do for the Club at board meetings and beyond we all will provide the needed strength for our club to grow, thrive and survive beyond our time as members. We simply must continue to plan, for not only our individual needs but for our Club’s needs as well.

I personally want to thank those individuals for the help they provided last year during my time as President and hope to see your continued commitment to the club for 2024 and for many years to come. See you all for the next club meeting at Phil Long Ford the third Saturday of the month at 4:30pm!

Thank you all,

Dave

Dave Brown, President





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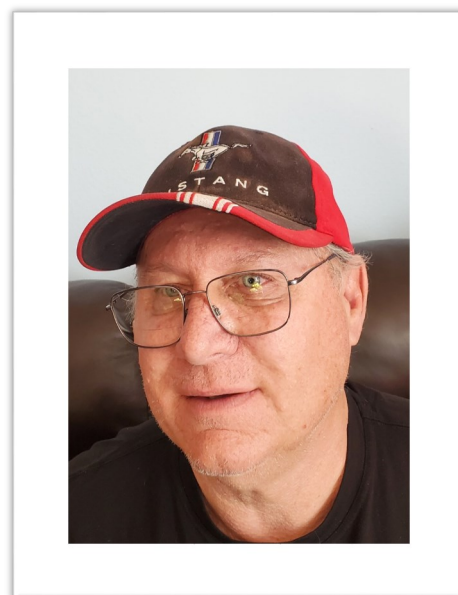
REED'S RAMBLINGS

FEBRUARY 2024

Hello Mustangers,

My thoughts go to the overarching subject of membership participation. I wholeheartedly thank all of those individuals who have stepped up to the plate and volunteered to work toward a healthy, successful and growing club.

This club can only survive if the membership as a whole is committed to it's collective success. The club is in need of volunteers to organize group activities such as the St. Patrick's Day Parade, the Club picnic in July, and the Fall Colors Tour in October, just to name a few. These activities are very popular with our membership, but won't happen without committee members to make them happen. Planning for each of these events is time critical and must begin immediately if we want them to be successful.



For those people interested in steering this club towards different events or activities, this is your chance to make a difference. I challenge you to step up and make your ideas a reality. Propose an event, plan that event, and then participate in that event.

Thanks for reading,

Reed

CALENDAR OF EVENTS

February 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
2	26	27	28	29		

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

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, February 7th. February Member Meeting on February 17th 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 Cucharras Street, Colorado Springs CO, Saturday, February 10th, 8—11 a.m. Non-club event.

February Club Meeting: Phil Long Motor City, Saturday, February 17th 4:30 p.m.—5:30 p.m., Dinner at Panino's afterwards for those who want to socialize.

Canon City Abbey Car Show: Saturday, June 8. More information at [42nd Annual Car Show](#).

Get more information on events at www.mustangers.com. We are currently looking for a new Cruise Controller for 2024! If you are interested in learning more, email Reed Hiltermann at hrtabs@hotmail.com



Memories of a Car Guy *by Hap Schadler*

[Editor's Note: This is Part Eleven 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 October 2022 issue Hap was working on a '67 Fastback for their son Joe's graduation . . .]

I went back to work on fixing up the '67 Fastback for Joe's graduation present. Before he left I had gotten him involved with helping me sometimes on the work I was doing on the car. Sara and I had told him that this was a hobby project for me and upon completion I was going to sell the car to try to make some money off of it. We talked about what color the car should be and his choice was Candy apple red with a black interior. The engine wasn't in bad shape and had been rebuilt with a mild Cam by the previous owner. I was able to rework the Carburetor and ignition to the point where the engine ran well. The transmission was fine, but the shifter linkage was a mess. I bought and installed a new Hurst shifter and resolved that problem. The differential was ok and just needed draining with a new oil fill. The brakes worked, but I added new brake shoes and re-machined the drums. The wiring and electrical systems worked and were left as they were. I was able to get the door latch readjusted so that the door closed and stayed closed. The air conditioning didn't work so I removed the compressor and the systems parts and boxed them up for a future project. The black interior really only needed a good cleaning and some new carpet. Some of the parts car's interior parts were switched where they were missing or not as good on the fastback.

(continued on next page)



Joe's 1967 Fastback was candy apple red

Memories of a Car Guy (continued)

(continued from page 4)

The body was straight, but was missing some trim pieces and a front grill. These would be replaced from the parts car as well as the bumpers which were better. The body had some minor dents and needed some body putty and a complete sanding. I would work on prepping the car for a couple of months and priming it before driving it down to Earl Schiebe for a Candy Apple red paint job. When finished the car looked pretty good and drove well. I had finished it up with about a month to spare before Joe's graduation. I put the keys in an old watch box and wrapped them up. It gave Sara and I a lot of joy to watch his surprise and happiness when he opened up the watch box and discovered the '67 Mustang keys.

Joe would return to live with us and go to College in Arlington, Texas. The Sunbird (Monza) he had bought which was not running very well at that point stayed in Michigan with his Dad who would use it occasionally and finally got rid of it. He would drive the '67 Fastback as his normal ride while going to school and used it to deliver Pizzas for his after school job. Unfortunately about a year into his return he got in an accident while delivering Pizzas and badly damaged the front of the car on the driver's side front fender. I was able to strip the damaged metal back to the shock tower and rebuilt it with new parts and pieces from the parts car. Unfortunately we didn't have a welder, so pop rivets were used for the added pieces. With all the pieces back together Joe had a functional car again. Later after he had saved up some money he was able to get the car repainted Guardsman Red. Joe eventually had to sell the car a number of years later to retire some of his debt and got about \$7,000 for it. The air conditioning parts were still in a box and went along with it.

Things had eased up at Cooper Energy Services as the oil and gas industry recovered. I was allowed to fly up to Amarillo more often and rent a car which saved a lot of time versus the long drive up and back. One of these times unfortunately I had one of my more severe car wrecks. I had just finished paying a call on Texaco in Pampa and was heading up a two lane road to Borger. I was driving about 65 Mph when I saw a delivery truck ahead on the side of the road. Just as I was almost ready to go by the driver turned left in front of me. Turned out he had been looking for the dirt road to a plant, had finally found it, and without checking his mirrors just turned. I had just enough time to hit the brakes, but with nowhere to go skidded into him probably at 30 Mph. I always was belted in when I drove which probably saved me. The Hertz LTD2 was totaled. The front end was smashed and buckled back to the cowl and I had bent the steering wheel down around the column from the force of the impact. I shut off the car and managed to get the door open. 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.

[to be continued in March, as Hap moves on to restoring another car . . .]

When Air-cooled Was Cool! *by Ross Schwyhart*

"I can't believe it, but I got to 'cause I'm looking right at it!" says Derek from *Vice Grip Garage*. It pretty much sums up what I feel as I stand in front of the bathroom mirror brushing my teeth this morning. Can it be that the face covered with gray whiskers and the bald head fringed with white hair is me? What happened? Where is that sixteen-year-old kid? You know - the one who was reading about cool hot rods in *Hot Rod Magazine* and *Car Craft* and exotic sports cars in *Road and Track* and *Car and Driver* and hoping to get a date with that cute little brunette whose dad owned the Pontiac dealership.

It was the summer of 1963. The ink was barely dry on my driver's license, and I was working a perfect job for a young motor head. I was a parking lot attendant at the Royal Gorge. I was there to help people find parking spaces, answer questions, and help out if a guest was having car problems. It was outdoors and there was plenty of opportunity to see cool cars and cute girls. What more could a guy want? A cool car would be good. Mom's 1960 bare bones blue Rambler American 4 door was not it. After MUCH talking and pleading I finally got her to go look at a cool car. A 1963 black Corvair¹ Monza coupe with the 102 HP engine, a 4 speed, and red interior. I was over the moon when she bought it and I got to use it if I paid for gas and ½ the insurance.

Nineteen sixty-three was a great year for me, getting my driver's license and a cool car in the same year. Hanging out at the Conoco station and working at the Royal Gorge meant that most of my buddies were older than I was. They had graduated and were working "real" jobs, so they were buying cars. Russ had a black '63 Chevy 2 door post Biscayne with a 425 HP 409 and 4 speed, Donny had a green '63 Chevy 2 door post Biscayne with a 300 HP 327 and 4 speed, Chris had a '63 Plymouth Fury 2 door hardtop with a 383 and 4 speed, and Tony had a blue '63 ½ Galaxy 500 hardtop with a 335 HP 390 and 4 speed. Pretty heady stuff for a small town. It was like living *American Graffiti!* We even had our



own version of John Milner, Denny Wilson who had a streetable C gas '55 Chevy hardtop.

One day mom came home with bare bones Chevy II. Oh no! What happened to the Corvair? Seems she was having it serviced and the dealer let her use the Chevy II. Whew! Now for the really bad part. For some reason the dealer had a red '63 split window Corvette in its inventory. It was not a fire breathing fuel injected one but rather a mundane base 250 HP 327 with a Powerglide but it was a Corvette! Mom let it slip that the dealer wanted her to bring it home, but she said no. Can you imagine what that would have done to my standing with my buddies if I could say I got to sit in a split window Corvette even better if I had gotten to drive it! What a bummer. Soon the Corvette was gone, and I never did find out what happened to it.

When Air-cooled Was Cool! *by Ross Schwyhart*

Later that summer another mystery car came to Cañon City. The Ford dealer took delivery of a red with red interior '63 Galaxy 500 XL convertible with a 406 with 3x2's and a 4 speed. Not really a big market for a car like that in a small town. I fell in love with it and have always liked '63 Fords since. Here again it disappeared without me knowing where it went.

As the year progressed, there would be many fun times with the Corvair. I got to see my first Cobra, a beautiful red one with black interior, wire wheels, and white side walls. Went steady with the cute brunette for a while until she moved on to one of the jocks. I guess skinny doesn't cut it with cuties even if you have a neat car. There was lots of time spent cruising Main Street and listening to the radio or just hanging out with friends dreaming about the cars we would own, talking about what we were doing to our cars, or which was better, Chevies or Fords and of course girls we wanted to date.

I continued to save toward getting my own car. But that would not happen until 1964. As luck would have it; it was a green 1961 Rambler American 4 door! And the girl's father I asked out after I got it would not let her go out with me because I had a Rambler and they had reclining seats. The only problem with his logic was that mine was so cheap it didn't have them. Bummed out again.

So here I stand looking at the old man in the mirror and I think back on that wonderful year where anything was possible, the new cars would be out in the fall, there would be more to dream about, more girls to date and who knew what the future held.

Ed Cole's Corvair was hardly a success out of the box selling only 238,026 units compared to 194,292 Plymouth Variants and 871,052 Falcons. The average American car buyer was not ready for a car with an air-cooled engine in the back. The adding the Monza trim with bucket seats to the coupe in 1960 and a 4 speed in 1961 put it in a different class more of a poor man's Porsche and it sold well. When Lee Iacocca was pitching the Mustang to the company brass, he lined up a model from each of Chevy's lines and in a line across from the Chevies corresponding cars from Ford's lines and there was a big hole across from the Corvair Monza. Adding a convertible and a turbo charger in 1962 helped sales but in 1964 with introduction of the Mustang it spelled the beginning of the end of the Corvair. It was the Mustang and not Ralph Nader who killed the Corvair.



“My First Car”

Dear Club Members, I thought it might be fun to hear about your first cars. What was it? Did you love it? Hate it? Did it inspire you? Make you brand loyal? Please hit reply to your newsletter email, and share your story with me and I'll get it into the newsletter. Here is my contribution.

I was a child of the 70's. Long hair, bell bottoms, disco. Growing up in Federal Way, a commuter suburb half way between Seattle and Tacoma, most of my memories are of rain, clouds, and the roar of planes landing and taking off at Sea-Tac Airport. I'm not sure when the car bug bit, but it must have been by the time I was in the 9th or 10th grade. I remember one of my buddies was interested in cars too and we would take the bus to downtown Seattle to go to the annual Seattle Car Show. Under the bright lights, we would sit in Porsche 914's, MGB's, Triumph bug-eye Sprites, Alpha Romeo Spiders, and Fiat X1/9's. I didn't really have any interest in anything American made, other than the Mustang, but I don't remember sitting in one. If I had, it would have been a Mustang II, which I don't think would have appealed to me; I really just wanted to get out of town in a convertible and go somewhere sunny. California sounded pretty good, and that's where all the car chases in movies took place, right?

Fast forward to 1981. I've graduated from college. I have no wheels and no job. I moved back into my old bedroom growing up and took a job as a framing carpenter, a handy skill I had picked up in high school and college to earn money to get out of the house. Within 3 or 4 months I had some cash and began scanning the Seattle Time classified ads (remember those?) for a suitable ride. I had dreams of an Alpha, but those were definitely out of my price range. Finally, I saw an ad for a 1973 Fiat 124 Spider for \$2,800.00. I hauled my younger brother, Brooks, over to the trailer park where it was located to take a look. Word to the wise: never buy a used car in the dark, in the rain, from a guy who is chugging TAB and who has just rolled in from South Dakota. We struck a deal at \$2,400, provided the local Fiat dealer gave it a clean bill of health, which they did.

After completing the purchase, I took it home and gave it a thorough cleaning, inside and out. At that point, I realized the passenger door had been repaired and repainted with a spray can. I decided not to look too closely at that door in the future. I was now a proud car owner and the owner of a sports car at that! Over the next several months I developed a relationship with an independent Fiat shop near the Boeing Renton Assembly Plant and they fixed all the things that the dealer had missed. Still, I was only into the car about \$3,100 and it ran like a top. And, I had been able to spring for an Ansa exhaust and lowering the car to make it “handle.”

I continued to save my money, and in January of 1982, I loaded all my worldly possessions in the trunk of the Spider and set off for California. I drove it down the coast from Seattle to LA, taking in the wonders of the Oregon Coast and California's Highway 1. Bumming off of friends, picking up odd jobs, I spent time in LA, drove the Spider to Illinois and back to visit my future wife, and then back up the coast to Seattle. LA wasn't all that it was cracked up to be.



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“My First Car”

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Seattle wasn't all it was cracked up to be either for a convertible owner. I took a job that required me to drive around and survey apartment and commercial properties. The Spider's lack of power steering, poor defroster, and slightly leaky top quickly made me realize I was going to need to make a change. So, 15 months and 38,000 miles after acquiring it, I sold it to a young gal for \$3,200. The one and only time I've ever made a profit on a car. She did call me later to tell me that the State Patrol thought that it was a stolen car (maybe that's why the seller was from South Dakota and was nervously drinking TAB?) I will never know, because I didn't hear any more.

For the next 19 years my wife had to listen to me complain about not having a sports car. So, in 2001 she bought me a



Miata in the same color scheme as the '73 —midnight blue paint and tan interior. We still own that car today, 23 years later. Its been flawless. The Japanese really know how to build a car that hangs together.

In 2015, Mazda and Fiat got together and produced the Miata and the new Fiat 124 Spider on the same production line. In 2018, we sold Karen's 06 Vette and acquired a 2018 Fiat 124 Spider Lusso with beautiful dark blue paint and tan leather interior. Karen thinks this is way too many small, dark blue, convertibles with tan interiors, but I think its just about right.



Parade of Lights

December 2023

Club member Steve Nyrhinen participated in the 2023 Parade of Lights through downtown Colorado Springs. The parade route was festively lit and parade attendees and participants had a great time. Steve's guest of honor was a 3-star general from Space Command. He seemed very happy to be riding in Steve's beautiful, black 2006 GT convertible. Thanks, Steve!



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.



Hoofbeats Classifieds

Autocraft Jack Stands—4 count—For Sale

These low profile Race Ramps will hold up to 12,000 lbs. Lightweight and easy to store. 12 wide x 36 long by 7 to top (bump stop sits at 8.5 inches high). \$25.00. Contact Wes at 719-440-1395.



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

Meeting was called to order at 4:30 PM.

No new members were present.

The treasury report from December was read. No secretary minutes were read as there was not a meeting in December of 2023.

Dave advised the 2024 club membership form is now on the website. He explained all paid memberships have full membership rights per the by-laws. He also went over what new members receive when they join the club and explained how the attendance sheet works.

The Board is working on a welcome packet to give new members when they join.

We are still looking for someone to fill the Cruise Controller position. Dave asked if anyone would be interested to please contact him as soon as possible. We would like to see the club do one activity every month. You would not need to bring your cars if it was bad weather, and if you preferred not to come, you would not have to.

Dave asked for volunteers to obtain some sponsors for our club. He also asked for volunteers to head up committees for the St. Patrick's Day parade, our annual summer picnic, and the Christmas party. Lynn Murphy agreed to head the summer picnic committee. Wes Powell has agreed to start up the club newsletter again.

Wes Powell has offered to do a garage sale at his house for parts to sell and buy. This activity has not yet been scheduled.

Pat Germain brought a suggestion to the club for a different location for the meetings, possibly where food, water, soft drinks, etc. could be available and a room that would have windows. Dave explained what Phil Long Ford does for the club and they are one of sponsors and feels it's a good idea to stay at Phil Long Ford. Reed advised the club has talked about having a social hour dinner at Rosies Diner, which is also one of sponsors and then members who would want to travel to Phil Long for the meeting could do so. Dave will speak with the manager at Rosies about this topic and possibly of having our meetings there as well. It was also suggested we could meet at Texas T-Bone. These suggestions, the board will take into consideration at the next board meeting. Dave also encouraged members to attend the board meeting to bring ideas forward if they prefer not bring them up in a club meeting.

Evelyn Lowry announced upcoming car shows. They are the 42nd Annual Car Show, Canon City, 22nd Annual Florence Merchants Car Show, and the International Mustang Meet 45 on Labor Day weekend.

Hap gave an update on RMMR. They are set up with the new hotel in Cripple Creek. They are giving RMMR participants a discount on rooms. \$169.00/night. The Friday night hospitality gathering will be at the host hotel. They are still working on details for this. Our club will be a sponsor this year for RMMR so we will be looking for volunteers to help. If you have any further questions, you can look on the RMMR website or contact Hap Schadler.

Phil Long Ford Motor City has a 2010 mustang convertible with low mileage selling for \$20,000.00 if anyone is interested.

Cars and parts were announced, the Raffle was done, and the Meeting adjourned at 5:45PM

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



Thank you for supporting The Rocky Mountain Mustangers!

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

Colorado Drives
PHIL LONG
 MOTOR CITY Since 1945
PhilLongFordColorado.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

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.

