



VOLUME 23 ISSUE 5

MAY 2022

MARC'S REMARKS

May: for me this is “The first month of summer.” Tomorrow, the last day of April, will be the 2nd Track Attack event of the summer. As always, I invite anyone with an interest to watch, drive or ride along. Sadly, you won’t receive this until the day after, on the first of May. It would seem that is why this is called the “May Newsletter.” So as an early invitation for the May Track Attack event scheduled for Sunday the 22nd, this is that notice. I hope you will consider showing up for that event. Further I hope to remember to reinvite you all at our Club meeting the day before.

Next thing on my mind is, considering how things go regarding Club events from here through sometime into the fall, a quick Roundup of things on our agenda that aren’t specifically activities.

First, I should thank all of you who either attended last month’s Board or Club meeting, for your input and active involvement in some of the things we are currently working on to refine some of the Club Documents, Fees, and Events. As we endeavor to resolve these items, I find your input Very important. The board asks a lot of questions about these concerns as it helps us to serve the many wants, needs and desires of the membership. Clubs are, by pure definition, a group event.

Our conversation regarding the insurance portion of our annual membership costs was informative and I believe provided definite direction. The next discussion in that department should be the “monthly dues.” The last piece of the total of that part of the finance conversation has to do with the initiation fee. I believe, as we are in need of ordering several items that are part of that fee expense, we should soon have information to present regarding that part. With those few items in hand I believe we will be able to present a well-informed recommendation as to how to adjust our member costs intelligently.

A last item that should be further discussed is the notion of a second voting membership within the household of a primary member. It was pointed out that some spouses don’t share the same opinion of the primary member in the house on items that are voted on. The notion is that a second membership within a household should be a reduced fee at approximately half that of a primary member.

Thanking you all in advance for your previous, as well as upcoming comments, at our Board and Membership meetings.

Eat Well, Drive, Mustanger ALL, ~Marc Short



CALENDAR OF EVENTS

May 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	24	25	26	27	28
29	30	31				

June 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	24	25
26	27	28	29	30		

UPCOMING EVENTS

Blue: Club Board Meeting

Green: Monthly Club Meeting

NEXT MEETINGS: Board Meeting at Phil Long at 6:30 in the Main Conference Room—Wednesday, May 4th. May Member Meeting - Phil Long Ford Meeting Room at 4:30 p.m. Saturday, April 16th.

EVENTS: Club and Non-Club

Cars and Coffee: NEW Location—The SoccerHaus at 4845 List Drive, Colorado Springs 80919: **First Saturday** of the month—May 7 and June 4—7 a.m.—11 a.m.

Cars and Coffee: at Bass Pro Shop, 13012 Bass Pro Drive, Colorado Springs 80921: **Last Saturday** of the month—May 28th and June 25th—6:30 a.m.—9:30 a.m.

Cruise to Rancher's Roost in Westcliffe CO: Saturday, May 14th. Watch for Reed's email.

Track Attack at PPIR: Sunday, May 22. Call Marc for more details or check the PPIR Website.

Car Show at the Abbey: Saturday, June 11th in Canon City. Presented by the Canon City Car Club.

Rocky Mountain Mustang Roundup—www.rockymountainmustangroundup.com. June 15—19th in Colorado Springs.

NSRA Nationals Car Show: Friday June 24 through Sunday June 26th in Pueblo CO at the Fairgrounds. www.nsra-usa.com.

Get more information on events at www.mustangers.com or by contacting Reed Hiltermann.



Memories of a Car Guy *by Hap Schadler*

[Editor's Note: This is Part Six 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 April 2022 issue he was contemplating trading the Dodge for a new Chevy K10 . . . }

That winter we had a terrible blizzard with chest high snow and were actually snowed in for several days until they were able to open the road with a front end loader. We had to put up several people in our house who had gotten stranded on the road that went by our house just west of Hillard, Ohio. We all managed to shovel out the driveway to the road so I could get the truck out. The truck now had about six feet of snow piled up in its bed and sat with a nose high profile. Upon removing the snow the truck's attitude was unchanged. The rear springs had sagged and lost their arch. This led us to trading in the Dodge for a new K10 Chevy Truck.

The 1978 K10 Chevy was the first vehicle I had ever ordered. It was metallic brown with a buckskin interior. We ordered it with a three speed transmission and a 350 cubic inch V8. We also got power steering and brakes with an AM/FM radio. We had no rear bumper on it, just the set up for towing the horse trailer. This was a fun truck and it ran very well over the time we had it. As it was heavily financed I sold it after our divorce to lower my debt.

The last vehicle to mention during my first marriage years would have to be my wife's 1973 Mercury Capri. It was painted yellow with a black interior. It had a 2.8 V6 engine with a four speed transmission with disk brakes. No air conditioning, but it did have a nice AM/FM radio. It was quick and handled great for a car of that time. I wound up driving it back and forth to work quite a bit as it got better gas mileage than the trucks. It did have some quirks. The rear windows were set up to flip out for ventilation; however the mechanism that allowed for this was just glued to the window. After a couple of years this came loose and the windows would flap unless you duct taped them down. The fix was to retrofit them with a new window and mechanism that had a bolt going through the window to attach it to the window opening mechanism. This was of course not under warranty by then and expensive. The other problem we had with the car happened shortly after the blizzard. The Capri was parked outside and farther back from the truck on the driveway. The Sprite was in the garage. Upon shoveling out the Capri I went to start it when there was a nasty engine noise and then nothing. After checking timing I discovered that the fiber cam gear had disintegrated. I ordered a new one which came in aluminum (much better material choice) and then proceeded to jack up the car in the snow and lay cardboard under it. The temperature was below freezing through the repair and gloves were next to impossible to use. I removed the front engine cover, removed what was left of the cam gear and fished out as many pieces of the old fiber gear as I could. I flushed the remainder of the smaller pieces out through the oil pan drain with some gasoline. I installed the new cam gear making sure the timing was right. Buttoned everything back up, filled the engine with oil and started it up. Everything worked fine. My wife would take the car with her as part of the divorce the following year. To my knowledge the car ran . . . (continued on next page)

Memories of a Car Guy (continued)

. . . for a number of years after she left me.

After the divorce I got back down to one vehicle, the '65 Mustang Fastback. I lived a couple of miles from work and the grocery store and bank were within walking distance. So I could walk most places if I needed to. I drove the car only as needed which was usually for trips down to Cincinnati or over to Columbus to see my parents. About this time my brother's future wife was living with my parents as my brother was away in Spain working on his veterinary degree. When I'd come to visit I'd sometimes take her out to a local bar for drinks and to play video games. One night she drank way too much and upon leaving in the Mustang she opened her door on a corner I was taking to throw up. She did so but I had to grab her belt to keep her from going out the door. I got the car stopped and her resituated in the car with the door closed. Once back to my parent's place I got her back to her bed room and then got my mother to help her out. That kind of curtailed our weekend excursions.

I finally damaged the '65 Mustang one afternoon a day after a snow storm. I was driving on a rural two lane road when I hit some slick pavement on a curve and spun the car. The car went into a mail box in front of a farmer's house and knocked down the box and the wood post it was on. Luckily there wasn't much damage to the car. There was just a dent on the lower part of the driver's door. I went to pick up the mail box when the farmer appeared. I stuck the post back up in a snow bank as he approached and apologized for hitting his mail box. He was upset, but glad I was OK. I gave him my address and promised to pay him for whatever it cost him for a new mailbox. He sent me a receipt a few weeks later for only a new metal mailbox which I promptly repaid.

I had been working at White motor for several years and it had been sold to Cooper Energy Services due to White's bankruptcy. This was great for the Superior factory as business was good and we started to expand and add people. I had worked my way up into a senior position in the Applications group and my boss had me interviewing new candidates for jobs in our group. He asked me my opinion on one young man I had interviewed to which I replied "He's more than qualified, but I don't think you can afford him". To my surprise he said his salary shouldn't be any problem. Since this young man had only one year of experience at Caterpillar after college and would be making several thousand more a year than I was currently making, I knew it was time to make a change. They did hire the young man from Cat and I then discussed my salary with my boss who said they could only give me a raise of 3% as that was the best they could do because of company policy. I immediately started looking for a new job and quickly got an offer from Perkins Diesel as a Development engineer at their facility in Farmington, Michigan for 30% more than I was currently making. It was a great way to start over after my divorce. I sold my house, found a nice apartment in a suburb of Detroit near Farmington, packed up, and moved. The '65 Mustang was going home.

[to be continued in June, as Hap meets Sara in Detroit . . .]

April Club Meeting and Garage Tour

Saturday April 16, 2022



Odie and the Amazing Technicolor Radio

(or how I moved into the hi-tech world of car stereo)

By Ross Schwyhart

For me cars and music go together. I think it all started when I was growing up and the car commercials on TV all had the top of the line hard tops or convertibles with a handsome couple driving down some isolated road with music to fit the mood in the background while the pitch man told of the virtues of owning such a wonderful piece of machinery. As I grew older I developed a taste for instrumentals that way I could visualize whatever car I wanted to put to the music and the handsome couple was me and some beautiful woman!

The first car that my family had with a radio in it was a 1946 Packard. It was a tube type and took forever for the tube to warm up so you could hear music and no matter how much I pleaded with my dad I could never hear *Hot Rod Lincoln* more than once.

Now where I come from the radio has 2 knobs. The big one on the left makes the music louder and the big one on the right picks what kind of music you listen to. None of these little bitty buttons labeled SEEK, SCAN, FM1, FM2 etc. In the early sixties the choices in radios were pretty much AM with or without push buttons for setting your favorite stations. I can remember hitting the big time by getting a rear seat speaker installed in one of my cars. That way when the current lady of mine and I were out parked we didn't have to have The Beatles in the front seat with us.

Since that time there has been quite a march of progress in the car radio. AM/FM, Four tracks, eight tracks, cassettes, and now CD's. I was never taken with the four or eight tracks so I went for cassettes. What a big step it was to finally get the tape player put into the radio! Remember those knee knocker tape players that you hung under the dash?

When I re-did my Mustangs I put CD's in them. A single play in the white one and CD changer in the convertible. Someone else did the installation on both of them so I just got to put the CD in the slot and enjoy the music. This brings us to Odie and the amazing Technicolor radio.

Odie (my white Mazda pick-up) [YES I do name my cars!] had a nice factory radio. AM/FM cassette with lots of little buttons half of which I never did figure out what they did. Since Odie is quieter than some of the Lincolns that I remember from the sixties and having a large library of CD's it only seemed right to upgrade Odie to a CD too. Now the first thing I did was take a cartridge for my CD changer down to the store so I could get a changer that used the same one. Nothing would be worse than loading up some CD's for a nice cruise and finding out that you loaded the wrong cartridge. After finally getting the sales person to understand why and what I wanted I made my choice. No easy task given the sheer number of radios on the market today.

"Do you want us to install your stereo?" he asked. Before I knew what was happening a big kid/little kid battle had developed. (continued on the next page)

Odie and the Amazing Technicolor Radio (continued)

Big kid "No, I'll do it myself." Little kid "Yes, have them do it. You know how these kind of things go! That way we can have tunes right NOW!" Well, the big kid won out so I came home with my new radio in 2 boxes.

Once I got home I opened the boxes and got out all of the instructions. Three books worth. Yeah, I know that's not the guy way to do things but then I do stop and ask for directions when I'm lost too!

Yikes! The books are bigger than the radio. What gives? I have a major problem with things that the instruction manual is bigger than they are. Upon looking through the books I discovered that these instructions were no different than the instructions for most everything you buy these days. Some of the stuff they tell you not to do with things amazes me. If you are dumb enough to do it then I look on it as a form of positive birth control - one less stupid person to have to deal with! The world would be a better place if Ralph Nader would have stuck to his law books and let the rest of us find out for ourselves that it hurts when you hit your finger with a hammer or not to take Deep Heat internally!

After I looked through the instructions I realized that if you left out the *Naderese* and cut out the stuff printed in Spanish, French, German, and several other languages that the installation instructions were only one page long! Hummm...!! This was too easy!

In the old days you better figure on the better part of a day to install a new radio. There were dashes to cut, speaker holes to make, and wires to run and hook up. To do a nice job required gutting the entire interior of the car and then putting it all back together and hoping that you didn't miss something along the way and have to take it all apart again!

Since Odie already had 4 speakers installed this looked like it was going to be easy. Wrong!! The first thing I found out was that these new radios are what they call a DIN mount. They don't work like the old ones where you pull off the knobs and loosen a couple of nuts and the radio slips out. They require a special tool to release them. I called the store to see if I could get one. No, but if I would come down they would set my radio free for me. So after a trip back to the dealer to have them release the radio I was ready to install my new radio.

All I had to do was mount the adapter box for the radio into the dash and following the instructions that came with the adapter cable I hooked up the wires and plugged the cable into the connector on the wiring harness in Odie. Could this be all there was to this?! (continued on the next page)

Odie and the Amazing Technicolor Radio (continued)

No cutting, no cussing, no stiff neck from being on your back up under the dash for 3 hours! This was too easy! I had everything done in an hour! It was now time for the moment of truth.

I went into the house and got a CD. I had picked up an el cheapo CD just in case something was not right with the unit. So armed with my bargain CD I went back out to the truck. Turn on the key. Nothing!! Where's the ON/OFF knob? Oh, I see it! It's that little blue triangle?! Ok we have radio. Wow! This thing has colors and letters where the dial on an old radio used to be! Now for the final test. I slip the CD into the slot. The radio sucks it in! Wow! We have music. COOL! Now how do I get the CD out?! A search of all the little buttons does not show one labeled EJECT!

I've had the unit in Odie for about a week now and I'm starting to like Mozart's *Wind Serenades*. Maybe if I get time I can see where in one of the 3 books that came with the radio it shows where the EJECT button is! In the meantime if I get tired of Mozart I can always push the little blue button and turn off the CD.

Thanks to Ross for this blast from the past, as it was in his president's message in the June 1999 club newsletter.



Member's Ride—THE HUNT FOR BLACK OCTOBER

(as originally seen in the April 2001 Hoofbeats)

...hey Stew, I just heard about a car you might be interested in. The guy says it's a 69 and it is supposed to be a big block, interested?

Schwing!!! My buddy John gives me the number of the guy in Pueblo with the car and hangs up. I pause for a moment, as I have been on many a wild goose chase looking at mustangs that were not quite what they claimed to be. However, there is always that little chance it might be the real deal, so my excitement began to grow. I called the guy and it turns out he is the manager of a small body shop and the owner recently passed away. His widow was selling the business and liquidating assets and one of the owner's toys was this 69 mustang. Yes, he said, it is a 428 car with an automatic. I couldn't believe my luck so I set an appointment to go look at the car the next evening. I called Ron to ride along and look it over with a critical eye as I miss things when I get stoked up looking at a potential new baby. At the body shop the guy pulls off a dusty cover and reveals a black 69 sportsroof with Keystone wheels and aftermarket sport slats. But there is a shaker sticking through the hood with "Cobra Jet" on the side. Now it's getting interesting. Its kind of dark in the shop, and the car is dusty and dirty, but the body looks real straight and the black paint is nice. We open the hood and behold!...the big FE is there and it looks pretty unmolested. The correct carb, ps pump, fuel pump, shaker and snorkel, valve covers were all there but looking pretty tired. Ron and I crawled under it and found the "N" housing and recorded the rear end and trans tag. It looked pretty solid underneath but dirty and grimy.

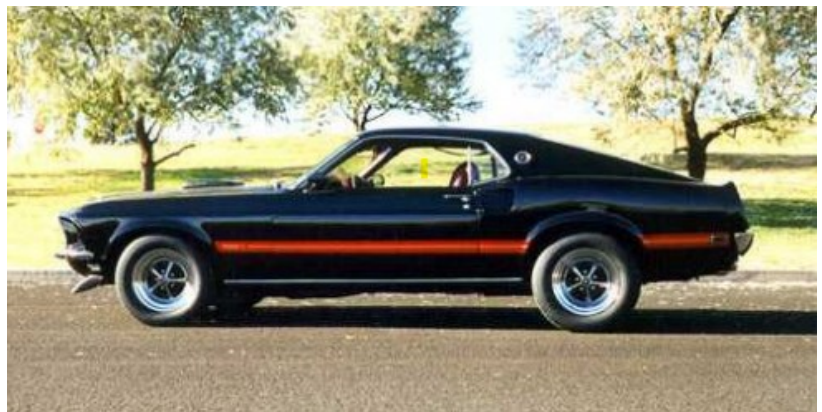
After about an hour of looking it over and jawing with the guy Ron and I decided this was a pretty good car. When we inquired about the price, I felt it was about \$3500 too much so I didn't think I had much of a chance to get it. On the way home Ron and I listed the things it needed and about what we thought would be a good deal for the car. The next day I called and offered \$3500 less than what they had asked figuring I wouldn't hear from them again. However, I got a call back saying that they would accept the offer! Oh what a feeling!!! I literally raced to the bank and got a cashiers check and set up the pickup of the car for Saturday.

On Friday I get a call from the guy and his tone sent chills down my spine. The widow had changed her mind and now the car wasn't for sale at any price. I was crushed. I had hunted for an affordable big block for 2 years and had one in my grasp, and now it was gone. Oowch. I left my name and number with the guy so that if she had a change of heart, he could call.

Two months later, I come back from lunch and there is a message for me saying call the widow. Man, I couldn't dial the phone fast enough! She answers the phone and asks if I was still interested in the car. Barely concealing my excitement, I said yes and she wondered if I would raise my offer \$500. Talk about your moment of truth! I was still stinging over the loss of the car the first time and momentarily thought about playing hardball on the price, but then regained my senses and said sure. We set up the meet for Saturday to complete the transaction. Man, every time the phone rang after that I jumped in fear! Saturday came and Ron and I took the trailer down, drove the car on, and booked for home. I wanted out of there quick so she couldn't change her mind again!

Although this hunt was an emotional roller coaster for me, I still think the hunt is half the fun of the mustang hobby. Even though I need another project like a hole in the head, I still scan the want ads looking for that next car. I look at a tired old mustang and try to imagine how cool it would be after restoration and go...what if....

Stew Harding



Hoofbeats Classifieds

For Sale:

Pair of Carroll Shelby Wheel Company CS-11 Rear Wheels—20x11 in Gloss Gun-metal with Polished Lip. These fit any 2005—2022 Mustang. You would need to acquire front wheels that are 20x9.5. **New in box.** Selling as I ended up with an extra set of rear wheels. \$249 per wheel; normally retail for \$422.99 on CJ Pony Parts. Call or email Wes at wpowell@builderfunnel.com or 719-440-1395.



For Sale:

Corsa Axle-Back Exhaust with Polished Tips; these are currently installed on my 08 Shelby GT. I am wanting to take the exhaust back to the original Ford Racing Axle-Backs and so the Corsa's are up for sale. If you are interested, these are still on the Shelby, so you can listen to them before making a decision. If you like the sound, we can work out a price. Call or email Wes at wpowell@builderfunnel.com or 719-440-1395.



Hey Mustangers!

If you would like to sell your automotive and Mustang related items, or if you are looking to buy, place an ad for FREE on this page.

Just send your ad info to wpowell@builderfunnel.com:

Info should include:

1. Description of item(s)
2. Price
3. How to get in touch with you
4. Picture (if possible).

I will run the ad for 3 months, unless the item sells and you let me know to remove the ad sooner!

Minutes of the meeting of the Rocky Mountain Mustang Club

16 April 2022

Meeting was called to order at 5:00 PM by President Marc Short. The meeting was held at Wes and Karen Powell's new garage, the last stop on the club garage tour.

There were 3 guests present – Ted with 1969 Cougar, Larry with a T-bucket street rod and Chris who is interested in Mustangs.

The minutes of the March meeting were read.

The treasurer's report was read.

Old Business

Lynn and Wes are still working on the policies and procedures from another club and need to simplify and change the wording to fit the Mustangers.

Terry stated that the confirmation letters for the Rocky Mountain Mustang Roundup have been emailed.

Kevin Lucier, the club webmaster, presented his solution for the club's Facebook page. He would like to create a second page that would be open to the public and that submissions would be moderated prior to being posted on the page. A motion was made and passed by a vote of the members present to do this.

Reed stated that with the arrival of warmer weather there will be more events in the newsletter. There will be a Time Attack on April 30th and the First Saturday show is moving to a location on Centennial Blvd starting in May. The club will be cruising to Westcliff, Colorado on Saturday May 14th. It will a circle route but the route has not been finalized.

New Business

Marc brought up the need to review the club dues. He feels that there is a need to increase the "insurance fee" to \$11 or to increase the dues and include the "insurance fee". More research needs to be completed before this is presented for a vote. It would also require that the club by-laws be amended.

At the board meeting Jamie Case stated that she feels that there is a need to have a dual membership for spouses that would like to vote on club issues. She will be presenting how to accomplish this to the board in May. The membership fee would be \$50 for a single membership and \$75 for a dual membership.

Food for the club picnic was discussed. It was suggested at the April board meeting that the club provide the meat, drinks, plates and flatware, and condiments and members bring a side dish, salad, dessert, or an appetizer. There would be a contest for the best dish in each class and members could share their recipes. A motion was made and passed by a vote of the members present to do this.

Now that Kevin has access to the club website he is working with Wes to post the newsletter on the club webpage.

Dave Brown asked if the club had made plans for the annual Christmas party. He suggested that the club utilize Texas T-bone again this year and that he would look into reserving a spot for the club. He is taking this action.

Reed asked if there was interest in another club dyno day. Having one in the fall was suggested so he will pursue getting it arranged.

Cars and parts were held.

The raffle was held and the meeting adjourned at 5:55 PM.

Membership Form

Rocky Mountain Mustangers Club

2022 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.

[] Check if you are willing to share your Name, Email, Cell Number, & Year of your Mustang with other club members.

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

1212 Motor City Drive
Colorado Springs, CO 80905

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

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Thank you for supporting The Rocky Mountain Mustangers!

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
Lynn	Vice President	vicepresident@mustangers.com
Ross	Secretary	secretary@mustangers.com
Wes	Treasurer	treasurer@mustangers.com
Terry	Chairman of the Board	chairman@mustangers.com
Kevin	Webmaster	webmaster@mustangers.com
Wes	Newsletter Editor	newsletter@mustangers.com
Murph	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.

