



VOLUME 21 ISSUE 6

OCTOBER 2021

## Marc's Remarks

Mustangers, today I am absolutely mentally twisted, confused, elated, sad, anxious and a bit antsy. Twisted is the result of the rest of the list. Confusion comes strictly from current work and country stuff. Why does government continually get in the way anytime anything goes well even for a minute? Elated, WhooHoo, I placed 10<sup>th</sup> out of 91 competitors in my class at this year's Track Attack. Further, Brandon and Shannon placed in 6<sup>th</sup> and 8<sup>th</sup>, respectively, in their class at this year's events. Sad, Race season is over. Anxious and Antsy go together. I am wriggling in my seat waiting for this year's Color Tour. (Sitting still has always been overrated as far as I can tell.)

It's always just a great day. A nice drive interspersed with nice stops containing some of Colorado's most outstanding scenery and conversations with club members who are simply some of the best folks around. All that followed by more great conversations and some easily better than most diner food to warm the spirit and the body. It doesn't eclipse the thrill of a great day's runs on the excellent venue at PPIR. Still, it does provide the best of a pleasant no pressure sort of a day just out for a drive with our local Mustangers family.

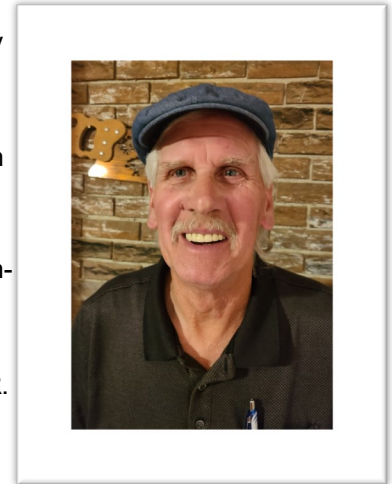
Just for giggles you should all know that Shannon was the 4<sup>th</sup> fastest woman during this year's Track Attack competitions and was the Fastest woman during this years Rocky Mountain Mustang Roundup Event. Further I should mention that she was the fastest woman in the class she drives in, which had a total of 54 competitors. Most of the cars in that class have been massaged a large amount to enhance its abilities. The car she co-drives with Brandon is a very minimally improved 98 Mustang GT. That class is RB and is open to both men and women. There are no sex divided classes in the Track Attack events.

Ladies, you should know that women are the easiest to teach this sport to due to their natural smoothness of motion. Women only have to learn car feel, easy for most and aggressiveness, difficult for most. Fast female drivers are generally more open to learning this sport and also easier on the vehicle. Men have natural aggression and have a darn tough time learning smoothness while trying to keep their aggression under actual control. Most men start out being generally harder on the vehicle.

Yup, anyone can do this. Jim Fleck a fellow RMMC Mustanger started doing this only this year. He competes in his 2018 Mustang GT which classes in a class called GT. He is one of 116 who competed in that class this year. He only ran 4 of 8 events. His year end finishing position was 36<sup>th</sup>. While he is only just learning this sport, he is an elder to many of us. It's never to late to do something new.

I know this is scheduled to hit your inboxes on Friday Oct first. For those of you that get to read this before the Color Tour, just know I'll be pretty relaxed during the tour and would love to hear any input regarding whatever is on your mind during the Color Tour.

Eat Well, Drive Well — Mustangers ALL — *Marc*



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# CALENDAR OF EVENTS

## October 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
24/31	25	26	27	28	29	30

## November 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

### UPCOMING EVENTS

Blue: Club Board Meeting

Green: Monthly Club Meeting

**NEXT MEETINGS:** Wednesday, October 6th at 6:30 p.m., is our next Board Meeting at Phil Long Ford. Saturday, September 16th. is our next Club Meeting. Start time is 4:30 p.m. We will go out to eat after! Hope to see you there!

#### EVENTS:

October 9th—Stockers 2nd Saturday Car Show, 10:30 a.m.—1:00, 2165 Academy Place

Fall Colors Cruise—October 2nd

Dyno Day—October 9th; contact Reed at at 719-229-8787

Various Ice Cream Cruises—look for emails from Reed.

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



Triple white "Summer Special" Fox Body—perfect for cruising to Mustang Events!

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

**[Editor's Note: This is Part One 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.]**

I believe I was born loving cars and vehicles in general.

My earliest memories are of a wooden toy car with wooden wheels and two holes where peg people were supposed to go. It was red and white where there was still paint on it and the peg people were long gone under the couch or in Mom's dust pan. The axles were bowed from pushing down on it and moving it around the floor while making motor noises. It was well weathered from being outside or perhaps being chewed on by me or our Dachshund, Brunhilda. Probably was lead paint based in those days, but I probably ate worse things in those younger days as well. It is marked up with crayon colors on the bare wood from an early attempt at restoration or perhaps customization. Well loved. I still have it after all these years.



**Chocolate Trucks.** My car fixation was probably where the family version for

saying good night and sweet dreams came from. I loved traveling around in our old '54 Ford two door sedan and remember going to the hospital with my Dad to pick up my Mother and my new baby brother Tod, bouncing up and down on the front seat as they came out to the car. One of the things I loved seeing from the car was trucks, especially big trucks. I'd jump up and down and yell out "Truck! Truck!", although it didn't come out that way. It sounded more like "Fruck" or even worse, "F\*\*k," which didn't go over well with my Mom. I remember her working with me to get the pronunciation correct and it was about this time that she started to wish me a good night and sweet dreams when I went to bed with the phrase "chocolate trucks" as those were the two things I liked the most. It became our habit for my mother to say this to me every night with a response back to her of "chocolate trucks". It worked in getting my "T" pronunciation down and is still a good night saying in my family.

I remember I cried a little when Dad got rid of the '54 Ford. It was pretty basic with a six cylinder and three on the tree shift. No power anything and no radio. It did have a heater that Dad swore by as being better in Fords than in other cars. Since his previous car had been a Jeepster it might not have taken much to support this belief.

Dad's Veterinary business was finally taking off somewhat by the time he decided to get rid of the '54 Ford. So he went upscale on his replacement and bought a '59 Edsel two door sedan. I still remember him saying what a great deal he'd gotten on the car. It was quite the departure from the '54 Ford. It was long and wide and red and white with lots of chrome. Big bumpers and that famous horseshoe front grill. The inside was much nicer and airier. It came with a radio, automatic transmission, power steering and power brakes. The engine was a

## Memories of a Car Guy (continued)

a 352 cubic inch high output V8 which required Sunoco 250 grade gasoline. Since premium was a lower grade octane level to Sunoco 250, this caused Dad to always be looking for Sunoco gas stations to prevent engine knock. This was the first strike against the poor Edsel. Things started out well with the Edsel and Dad enjoyed the upgrade he'd allowed himself, but little electrical problems started to happen while he drove the car. By this time the Edsel had picked up popular sentiment as being a failed and ugly car. Edsel owners were also the butt of jokes. This was strike two for the poor Edsel. Dad would normally keep his cars for 4 to 5 years before replacing them, but the third strike forced his hand in getting rid of the Edsel in the fall of 1960. We were driving up Olentangy River road in Columbus when sparks and smoke started coming out of the push button automatic transmission control located in the center hub of the steering wheel. Dad couldn't get the car out of drive and finally got the car over to the side of the road where he could turn off the ignition. By this time the smoke and sparks had stopped. After a couple of minutes and a mixture of swear words Dad tried to restart the car. It started right up and when he put it back in drive it acted as if nothing had happened. Being an old Army Air Corp flight engineer on B24s and C47s, Dad believed in mechanical Gremlins. That was strike three. Dad bought a 1961 Mercury Comet two door Station wagon as a replacement. The dealership wouldn't take the Edsel in on trade and Dad was forced to sell it himself. I remember he said that a young fellow who planned on racing it had bought it from him. It probably led a short life after that out on the dirt track circuit or as a demo derby car.

The Mercury Comet was loved by everyone in the family. It was rock solid and very dependable. Dad had gone back to basics with the Comet after the problems with the Edsel and due to the financial impact of having to buy a car after only a couple of years. The Comet was light metallic blue and had the 170 cubic inch Ford six cylinder with a three on the tree manual transmission. It had manual drum brakes, no power steering, and no radio. Dad had gotten use to a radio in the Edsel so he bought a small portable AM radio and placed it on the dash. This was our daily driver for the next seven years. Dad used it in his business, for trips, drive in Movie nights, and other adventures through Ohio. It is the first car I ever washed. I remember climbing up onto its roof with a soapy sponge to wash it as that was the only way to get the entire roof washed as a nine year old. It is the first car I really remember my Mom driving. She was our Cub Scout Den leader and she would throw the group into the Comet and take us out for field trips. She would also take us shopping in it and run errands for Dad.

At that time many cars still didn't have seat belts. Also there were no regulations on having children in the front passenger seat. The danger of this was reinforced when I witnessed an accident in a field I was playing in at the entrance to a sub division. A white '61 Ford Galaxy rounded the corner from High Street into the sub division at a high rate of speed . . . **[to be continued in November]**



**'61 Mercury Comet Dealership model that came with the car**

# Mustanger Member Profile

## This Month's Members: Steve and M'liss Nyrhinen

*How long have you been a club member?*

2019—the year before COVID.

*What's your hometown?*

Virginia, Minnesota.

*How long have you been in Colorado?*

February, 1980. The mountains brought me here, even though I didn't have a job or know anyone.

*How long have you been a Mustang fan?*

Well, I actually like all muscle cars from the 1960's—the original muscle car era. The reason I have a S197 is that it reminds me of the 1960's Mustang body style.

*What's your current Mustang?*

A black 2006 Mustang convertible GT. It is mostly unmodified, which I like, but it does have an '08 Bullitt exhaust, an upgraded intake, and custom tune. The wheels were a factory option, but one you don't see very often.

*What's your dream Mustang?*

NOT an electric one! I'm partial to convertibles, but I love them all.

*Best vacation you've ever been on?*

When we took the RV to California with the grandkids and went to Disneyland. We were able to camp on the beach!

*Any hobbies other than Mustangs?*

I like camping, ATV'ing in the mountains, hunting—outdoor activities.

*What are your favorite club activities?*

I don't know if its actually a club activity, but I loved going to RMMR this year. I really liked watching the track activities at PPIR and would definitely like to participate in those next year.

*How long have you been married?*

M'liss and I have been married for 31 years.



# A Near Death Experience—The Fox Platform 1987 to 1993

By Ross Schwyhart

By 1986 the Fox Mustang's styling was getting to be old hat, so for 1987 Ford introduced a major face lift. Both the interior and exterior were modernized. The front of the Mustang got a more European SVO type "aero" nose to keep it in line with other Ford offerings of the time. The interior received a new dash, center console, door panels, and revised seats.



The exterior had a more aerodynamic profile and there was a clear difference between the GT and the less expensive LX's. The LX nose had a centered opening for cooling above the rib strip with the blue oval in the center of the cross bars whereas the GT had a low "bottom opening surrounded by openings for the round fog lights. GT's received side skirts, a longer rear fascia which hid the exhaust, and the rear also had body colored "cheese grater" coverings over the tail lights. GT's also got the detailer's nightmare 15 inch turbine aluminum wheels while 5 Liter LX's had the familiar 10 hole design that started in 1985. All this gave the GT, in my opinion, a rather cluttered look. The sail panels became a smooth piece and the larger rear quarter windows had Mustang lettering at the bottom. There were different rear spoilers for the LX & GT too.

Inside the new dash featured finger tip paddle switches for the headlights, emergency flashers, rear defroster, and the convertible top. These were located at the 10 and 2 positions relative to the steering wheel. The HVAC controls moved to a panel above the radio in the center stack and became rotary activated rather than the linear as before. The steering wheels were also new. The door panels now had extended arm rests that included switches for the power window and power door locks. The center console contained the ash receiver, an arm rest with flip up lid for small storage and the controls for the power side mirrors. The gauge cluster also received a face lift but still had the same gauge types from before. The seats were new too. With the sport seats in the GT getting a power lumbar, support adjustable side bolsters, and new fabric choices. Leather became an option in the GT's and convertibles.

Engine choices were down to two, the 2.3 Liter inline 4 or the 5 Liter V-8. The best news was that the 5 Liter received better breathing E7TE heads and forged aluminum pistons which upped the horsepower up to 225 with 300 lb/ft of torque. The 5 speed manual transmission was standard with an optional 4 speed ADO automatic. The 2.3 got electronic fuel injection this year. The fuel injection used on the 5 Liter was the speed density type. If you are planning on enhancing the performance of your Fox keep this in mind as this system does not like modifications. There were no major changes to the chassis or suspension.

*(continued on next page)*

## A Near Death Experience—The Fox Platform 1987 to 1993

OK, now for the near death part. The bean counters at Ford had been looking at the production numbers for the Mustang and with the trend toward front engine front wheel drive cars it made sense to them to take a Mazda platform and make a Mustang out of it. *Mustang Monthly's* Editor Donald Farr somehow got wind of the plan and in a plea to the readers launched a letter writing campaign to save the Mustang from this fate and it worked! Ford received over 60,000 letters in 2 weeks protesting the decision! Thank you, Mr. Farr for helping save the Mustang as we know it; front engine rear wheel drive.



LX Convertible

Now boys and girls get out your magic decoder ring because, with a few noticeable changes, all 1987 to 1993 Fox Mustangs look the same! Here is a handy chart to help you know what year is what when you are looking at the VIN number. This is in the 10<sup>th</sup> position in the VIN number.

Year	VIN Letter
1987	H
1988	J
1989	K
1990	L
1991	M
1992	N
1993	P



LX Coupe

**1988** Other than a bigger output alternator, higher capacity battery, and the discontinuation of the T-top option there were no changes to the Mustang. This year, cars produced for sale in California received the MAF (mass air flow) EFI system while the other 49 states got the speed density system. Yellow now appeared on the color chart. The 5 Liter was proving to be popular as over 50% of the Mustangs built were equipped with it. The aftermarket was now starting to make more speed equipment for the 5 Liter and upgrades for the suspension and chassis were becoming more plentiful.



GT Rear View

## 1989—1990

**1989** Mass air flow system became standard across all 5 Liters this year. This system is much easier to modify and works well with power adders. Power windows, outside mirrors, and door locks became standard equipment on convertibles this year. A one year only model, the LX sport was produced. It allowed the buyer to have a GT without all of the GT's gingerbread and weight. After 1989 all 5 Liter powered LX's were called "LX 5.0L". This was Mustang's 25<sup>th</sup> year but Ford did little to recognize this mile stone. A small running horse logo was affixed to the dash of cars produced from March to the end of the model year. The speedometer was now a 140 mph unit replacing the 85 mph ones from the energy crisis area. Upgraded audio was introduced with the premium sound system featuring 6 speakers and 80 watts of power. In the what might have been department, to celebrate the Mustang's 25<sup>th</sup> year Jack Roush built a twin turbo 351c.i. powered Fox equipped with 4 wheel disc brakes and numerous suspension upgrades to show to the folks at Ford but they decided that it was too expensive to put into production so all we got was a little logo on the dash!

**1990** The Mustang received a new steering wheel equipped with a driver side air bag in order to comply with the National Traffic Safety requirements. This resulted in the tilt wheel being discontinued. The lower dash was also redesigned to incorporate a driver side knee bolster. A driver's foot rest i.e. dead pedal, borrowed from the SVO was now in place on all models. It had only been in the GT's before. In the rear seat area the arm rests were eliminated but now speakers were in their place. The center console was eliminated only to be reintroduced later in the production run due to customer's complaining about it being missing. Clear coat paint and door pockets were now standard on all Mustangs and leather seating was available on all models. Ford agreed to do a run of special LX convertibles in conjunction with the NCAA finals. It was supposed to be sponsored by 7-Up but the event was cancelled. Ford decided to go ahead with the run anyway. The result was an Emerald Green metallic exterior with white leather interior LX convertible. Also included were the 15 inch turbine aluminum wheels from the GT. These all had 5 Liter V-8's with either a 5 speed or an ADO automatic. In total 4,103 "7-Up" convertibles were produced.



A "7-Up" Convertible



## 1991-1993

**1991** The 2.3 Liter engine received a new cylinder head with 2 spark plugs per cylinder which increased the horse power from 88 to 105. The awkward underside of the steering column key release button was eliminated this year, finally. The convertibles got a new top mechanism which allowed the top to fold lower to the body by 4 inches. Now all 5 Liter cars had the new 5 star 16 inch wheels and price for a base Mustang was now over \$10,000! The addition of 16 inch wheels required a new front fender liner to clear the larger wheel/tire package. Sales of the Fox were beginning to slow.

**1992** Yet another verse of the same song, the major change this year was the switch to body colored protection strips on the LX and titanium colored on the GT when the two tone option was ordered. New this year was a 4 way power driver's seat. Midyear a unique "summer special" convertible was introduced. These were LX convertibles painted a Vibrant Red with white leather seats. All had a special rear wing and white pearlescent 5 star wheels with running horse caps and all had the 5 Liter V-8 and either a 5 speed or ADO automatic. The base price was \$22,727 and 2,019 were produced. I call them "tomato soup" Mustangs due to the hue of the red paint. Many dealers did not even know this was a special edition.



A Summer Special Convertible

**1993** Good-bye, old Paint. This was the final year for the original Fox platform. After 15 years in was being put out to pasture. On October 15<sup>th</sup> Ford announced the new SN-95 Mustang but, the Fox didn't just fade away like an old soldier, it went out with a bang. As was the case in 1992 2 "summer special" convertibles were introduced. One was a triple white car and the other a bright Canary yellow, basically zinc chromate primer with a clear coat. The yellow cars were available with either white or black leather interior and featured chrome 5 star wheels. The white cars were painted white with white leather interior, white top, and the white pearlescent 5 star wheels with running horse caps. Both were equipped like the 1992 summer special cars. One thousand five hundred white ones and 1503 yellow ones were produced. These are commonly called "feature cars".



A yellow "Summer Special"

# 1993

In addition the folks at SVT came up with 2 very special Cobra models. A Cobra R was built for the track using the same engine as the standard Cobra and had all the trappings of a full fledged race car – no rear seat, bigger brakes, Koni shocks and struts along with many chassis tweaks, engine oil and power steering coolers but came with power windows. All 107 Cobra R's were painted Vibrant Red. A very few of these ever saw the track as people saw an



1993 Teal Cobra

instant collectible and put them away for the future. The standard Cobra received an upgraded engine with "GT-40" heads with better flow and bigger valves and an E 303 cam. This engine was good for 235 horsepower with 285 lb/ft of torque. Most feel that these figures were on the conservative side. There were only 3 colors available on Cobras – black, red and teal. There is a direct line from the SVO to the Cobra such as 4 wheel disc brakes and larger wheels and tires. Both Cobras were closer to the LX in appearance but had a unique rear spoiler and a running horse in the grill opening. Many feel the Cobra is the 5 Liter Ford should have been making all along. Ford reduced the standard 5 Liter's horsepower to 205 with 275 lb/ft of torque claiming that these were more "real world" numbers. This was the first year that a CD player was a factory option. On August 25, 1993 a white 5 Liter LX coupe was produced marking the end of the 15 year run for the Fox. Thankfully this car has been preserved by Robert Blackwell. Do an internet search to read about this car's interesting story.



1993 Cobra R—a sure fire collectible

# Membership Form

## Rocky Mountain Mustangers Club

2021 Membership Form

Please bring to a meeting or mail to:

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

**PLEASE PRINT**



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

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

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

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

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

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

### Mustang(s):

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

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

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

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

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

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

Initial Membership reflects \$2.00 per month member dues, an \$8.00 insurance surcharge, and an \$8.00 initiation fee to include one club logo window sticker, one club logo patch, one club logo lapel pin, and RMMC name tag.

**Renewal Membership:** \$32.00 \_\_\_\_\_

**NOTE: Membership renewal is due yearly by the February club meeting.**

### Insurance Release Statement

I hereby understand that I am fully responsible for my automobile(s) and its contents, and agree to hold harmless the Rocky Mountain Mustangers, Inc., its members, and any volunteers from and against any claim for damage, injury, or loss to person or property which might or does arise out of participation in any club sanctioned activity. I further attest that my automobile(s) in a club sponsored event is/are covered by liability insurance as per the requirements of the State of Colorado.

Member Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

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

## Club Sponsors



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

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Colorado Springs, CO 80905

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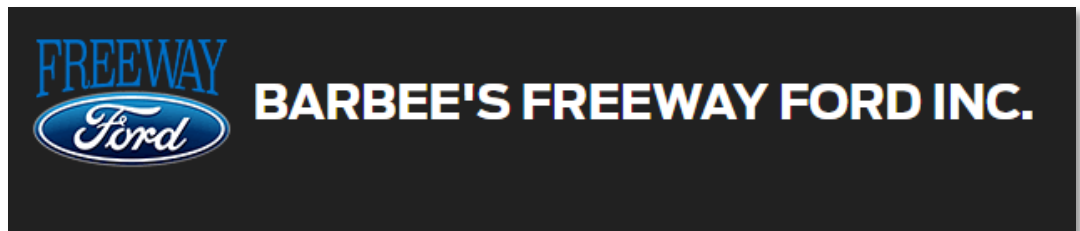
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## COOL LINKS

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

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

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

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

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

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



**NEW MEMBERS... WELCOME!**

Below is a list of club members that you may contact for suggestions and/or questions.

## Board of Directors and Committee Members

Marc	President	president@mustangers.com
Dave	Vice President	vicepresident@mustangers.com
Ross	Secretary	secretary@mustangers.com
Wes	Treasurer	treasurer@mustangers.com
Terry	Chairman of the Board	chairman@mustangers.com
Mark	Webmaster	webmaster@mustangers.com
Wes	Newsletter Editor	newsletter@mustangers.com
Lynn	Raffle Master	rafflemaster@mustangers.com
Reed	Cruise Controller	hrtabs@hotmail.com

### CLUB CODE OF CONDUCT

The Rocky Mountain Mustangers take pride in our Club being an organized club with monthly meetings and events. We enjoy having members of all ages participate and show their love for the Mustang, from a new car to a classic car, a show car and a race car, and up and coming cars. We have had numerous members come and go from the Club for various reasons. The Board of Directors does not want to see any of our members treat other members, or potential members inappropriately, with comments or actions. In accordance with our By-Laws, the Board of Directors will ask anyone found causing embarrassment to the Club to resign.

