

# Hoofbeats



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## President's Corner

Despite the threat of Apocalyptic hail storms, the annual Mustangers picnic was a big success. Many thanks to Reed Hiltermann for procuring and preparing the food. Way to go! Thanks also to Tom Armetta for bringing his DJ equipment and spinning tunes for us. Nice job! The great food, great company and a nice, musical atmosphere combined for a swell time. No hail storms appeared and the little rain we got held off until after the meeting. Events like this are a big part of what makes being a Mustanger special.

For September, we have the annual Fall Colors Tour scheduled for 22 September. Stay tuned for further details. Once again my biggest hopes of having my Mach 1 project ready for the road have been dashed. Maybe I can borrow my son's Mustang for the trip.

In the many years I've been working feverishly on my project car, I have been consistently surprised at how I was able to overcome seemingly huge obstacles, like paint and body work, then being completely confounded by the tiniest of issues. My recent headlight switch adventure comes to mind.

After restoring my factory dash cluster with new LEDs, I was disappointed the gauges did not illuminate when I pulled the knob. After much troubleshooting, I wondered if the factory headlight switch might be the problem. While preparing my next parts order, I included a reproduction headlight switch. A week later, I was anxious to test the new switch. I connected it without mounting it in the dash, inserted the factory knob and shaft and, sure enough, everything worked to include the dash lights. Nice! I pushed the little button on the side and removed the knob.

I was so pleased that pesky dash light issue was resolved. As most of us are aware, electrical issues can be quite the Grizzly bear. After mounting my new headlight switch in the dash, I happily inserted the knob again and... Uh-oh. It pulled all the way out. I reinserted the knob and shaft very

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carefully. Nothing. It would not clip in. The problem persisted after a full hour of trying to get that shaft to clip in. I inserted the shaft into the factory switch and, bam; it clipped in first time every time.

I called the vendor and they were happy to send me a new switch free of charge. Cool. I got a bad switch and, with the replacement, I'd be in business, right? Wrong. Imagine my disgust when it had the same problem. Another call to the vendor connected me with a young man who assured me I just had to line up the shaft right and it would clip in. I won't call him a liar, but this certainly didn't apply to my replacement switch.



I reinstalled the first replacement switch and, after a good half hour of trying, it finally clipped in! Whew, what a relief. I pulled the knob only to discover none of the lights were working. If I slowly moved the knob in and out, at one particular position, the parking lights would come on, but nothing else. Thus, this switch worked exactly once and failed. The second replacement never worked at all.

I read online a good ole Motorcraft replacement headlight switch was the way to go and those were available at my local auto parts store. The rep at the store had to submit an "inquiry" so see if the switch was available. A few days later, he told me he could get one, but it would take a week. One week later, I had what was then a *fourth* headlight switch. Be sure to come back next month to learn if it worked...

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No, I wouldn't do that to you. Yeah, with the new Motorcraft switch, the knob and shaft clipped in the first time and everything worked. (Release the pigeons!)

After replacing countless rusted sheet metal panels, completely rebuilding the engine, doing all the paint and body work, installing a completely new suspension and rewiring the entire car, it took me two weeks to get a working headlight switch. Of course, this is a typical tale of modern classic car restoration.

See you at the next meeting and now you don't have to ask me what's taking so long on my Mach 1 project!

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## Neil's '68 High Country Special Installment #1, September 2018

It was sometime in November 1994 when I got a call from Jerry, my best friend from high school. "Hey, there's a Mustang in Denver I want you to go look at for me," he said. "What is it?" I asked. "A '68' High Country Special. I want you to check to see if it's a real one." I called the seller and set a time to go up and look at it. After I "checked it out," I went to the local 7-11 to call him (this was before we all had cell phones). "Hey, best I can tell, it looks real to me. It's a 6-cylinder, 3-speed. The driver's fender and door have been replaced, and they didn't save the original door data plate. A forklift apparently went down that side of the car. It tore into the rear quarter just above the scoop. The other side scoop is in the trunk and one of the hood pins is missing. The driving lights are there, the radio and antenna are not original and there is some rust on the aprons and rear quarters. It's rough." "Buy it!" he said.

If I remember right, the asking price was \$2K. I offered him \$1500 and he hemmed & hawed, and finally said yes. I went back up that next weekend and actually drove the HCS down to the Colorado Springs. Not much for brakes and steering...just a bit scary. Jerry came down a couple weeks later with his car hauler and trailered it to his home in Wyoming.

The HCS sat at Jerry's house for four years (1998), until he decided to sell it...to me for \$100 more than I originally bought it for. He figures that it helped pay for his gas to come down and get it 4-years earlier. I drove 7 hours to Gillette, Wyoming, started the car and drove it up onto Jerry's car hauler and we drove it 2.5 hours to my in-laws home in Glenrock, Wyoming. After moving into the house we are in now in 2004, Jamie and I drove up to her folks and we drove the HCS up onto a trailer and hauled it down to the Springs.

Over the years, Jamie has bought me things for the HCS to help motivate me to get going on it. She bought me the stripe kit. She bought me a replacement door tag that was missing. She bought me the Marti report for it. Heck, even on my 50<sup>th</sup> birthday (just 6 years ago this month) Jamie had a huge surprise for me...instead of friends giving me a physical gift, she asked them to donate monetarily to a HCS fund. She even gave a picture of the HCS to the bank and they put it on the face of the Debit card that she gave me as the gift from everyone so I could use it to purchase items on-line. That was so "Cool".

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Well, as you all know, restoring a Mustang is not cheap. The last thing I wanted to do is get started and run out of funds to finish the car and have it sit there partially done. So the money has been sitting in the bank with only a yearly contribution when I have received my bonuses. However, I have been working an unsteady second job for the last two years and that money has been going into the HCS fund.



Finally, last fall, I decided I wanted to drive the HCS to Steamboat for the 2018 Rocky Mountain Mustang Round-up, so at the Club's fall garage tour in October, I had members push the HCS into my shop. Here I go, the car is in the shop that should be a great motivator. Nope, I had excuse after excuse not to get started on the car. It was too cold in the winter, I didn't have time, etc.. Finally, April rolled around and I finally inventoried and ordered a bunch of parts, knowing in the back of mind that the next couple months were going to be a full on court press to get the car ready for the RMMR. Is there any more motivation than to have a fellow club member (Reed) who helped push the car into the shop last October, ask at every Club meeting and every Board meeting if I had started working on it. To my embarrassment, I would shake my head and say no. Finally, at this August Board meeting he asked what I was doing Sunday morning. I said I didn't have anything planned, why? He said 'Good, I'll be at your house at 9:30 am to start tearing the car apart and I said "Well, okay".

In a few days before the weekend, I bought the gallon carburetor cleaner and cleaned the carb. When Reed showed up Sunday morning, we put the carburetor together and put it in a plastic bag and stuck it on the shelf with the rest of the new parts. We then dove into tearing parts and pieces off the engine, tagging plastic Ziploc bags and putting the part in them as we went. The engine was completely unbolted ready to pull when we stopped at 12:30 because I had a prior commitment to go to...please Installment #2 Coming Soon.

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## Club News

**Pat C.** ... New shoes.....and feet!



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## Mustang News and Photos

### Ford Performance unveils 2019 Mustang for Monster Energy Series

DEARBORN, Mich. — Tony Stewart climbed into a Monster Energy NASCAR Cup Series car Thursday for the first time since 2016. He fired the Mustang up ... [NASCAR Mustang |](#)

### 'Little Red' 1967 Ford Mustang Shelby GT500 found after 50 years, could be worth millions

A legendary Ford Mustang that many thought was destroyed 50 years ago has been discovered rotting away in a Texas field. And it could be worth millions ... [Little Red](#)



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## Mustang Alley at Woodward Dream Cruise | Detroit, MI | Car Club USA

Woodward Dream Cruise ... [Video](#)

## 2019 Shelby Mustang GT revealed

Shelby American has revived the Shelby Mustang GT nameplate to be based on the 2019 Mustang, and there's good news for Australians, too ... [Shelby Mustang GT](#)

## The new Mustang arrives in 2021

The American giant Ford slowly extinguishes almost all models outside of the SUV class and when the production stops ... [Future Mustang](#)

## Shelby GT350's Engine

Follow Along As Teams Build The Shelby GT350's Voodoo 5.2 Engine ... [Voodoo Engine](#)

## Cobra Jet 50th Anniversary

[A social media posting] "On Saturday, I attended the Ford Performance Cobra Jet 50th Anniversary Reunion at Summit Motorsports Park in Norwalk, Ohio. Mark Storm and I left at the crack of dawn and returned home late. There was an incredible turnout of Ford rare 60s and early 70s vintage, drag and modern Cobra Jet powered drag cars. It was a tremendous show and good time. A half-century ago, Al Joniec made history when he debuted the 68 1/2 428 Cobra Jet powered Mustang and won the Super Stock Eliminator title at the 1968 NHRA Winternationals in Pomona CA. Hot Rod Magazine said, "The Cobra-Jet will be the utter delight of every Ford lover and the bane of the rest because, quite frankly, it is the fastest running PURE STOCK in the history of man."



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First Mustang



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## 10,000,000th Mustang



## Original Bullitt



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## Four Bullitts ('68, '01, '08, '19)



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## 1965 Mustang Assembly Line



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## Calendar

| Club Events  |  |
|--------------|--|
| 04 September | Board Meeting @ 6:30pm to 7:30pm                 |
| 15 September | Club Meeting                                     |
| 22 September | Fall Colors Tour                                 |
| 20 October   | Club Meeting                                     |
| 17 November  | Club Meeting and Election of Officers            |
| 22 December  | Christmas Party, Lunch @ Mimi's Cafe, N. Academy |

### Local Events (Not Club events, but fun nonetheless)

|                 |  |
|-----------------|--|
| 08-09 September | <a href="#">Cruise Above The Clouds, Woodland Park &amp; Cripple Creek</a>                   |
| 29 September    | Bass Pro Shop from 8:30am to 11am  |
| 06 October      | First Saturdays Car Show, First & Main, Host: Alpine Mountain Region Porsche Club of America |
| 27 October      | Bass Pro Shop from 8:30am to 11am  |

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## Club Clothing

There are two sources of club clothing: Graffi-T's Screen Printing and More, and Lands' End. Graffi-Ts is located in the Springs and provides silkscreened clothing. Lands' End is available online and provides their clothing embroidered with the club's logo.

### Graffi-Ts

Graffi-T will provide club clothing that includes the Mustangers logo on the left chest and the running horses across the back. The long sleeve garments also include a left and right sleeve print. The colors that work best with our logos are: white, light grays, light blues, pinks, light greens, yellows, red, tans, and orange. The available styles are: sweatshirts, hoodies, long sleeve t-shirts, short sleeve t-shirts, and ladies v-neck t-shirts. A minimum order of 24 or more pieces in mixed styles, colors and sizes is required. In order to meet the minimum order quantity, the club accumulates individual member requests until the minimum quantity is met, then places an order. There are shirts available from previous club orders. Please contact the Club Treasurer about clothing currently in the club's shirt inventory.

### Lands' End

Rocky Mountain Mustangers stitched-logo apparel is available from Lands' End. Use this link [Lands' End](#) to access the club's Lands' End website to place an order. The logo is shown below. Clothing items include shirts, sweaters, blazers, jackets, and caps.:



The cost of an item is the cost to apply the logo to the item you select (\$8.50) plus the cost of the item itself, and shipping (typically \$9.95 for multiple items). There is no minimum quantity; orders may be placed for single items. The time from placing the order to receiving it is typically three weeks.

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## Club Sponsors

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 Colorado Springs, CO 80915

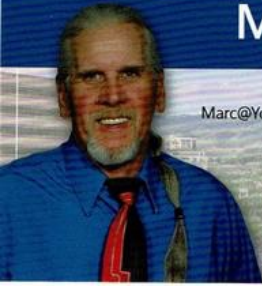
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**NEW LOCATION!**  
 Mon. - Fri. : 8am - 5pm Saturday: By Appointment

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## Phil Long Ford Membership Benefits

### ROCKY MOUNTAIN MUSTANG CLUB



### MEMBERSHIP BENEFITS

**Phil Long Ford** is proud to be the official sponsor of the **Rocky Mountain Mustang Club**. Our partnership gives you access to VIP benefits at our dealership. If you have not received your **Rocky Mountain Mustang Club** VIP membership card, please talk to your club president to get one. **The VIP membership card must be presented at the time of service or sale to receive benefits.** Excludes 350 and 350R Mustangs.

- **\$29.95** Oil Changes Plus shop supplies and tax.
- All Parts will be offered at 25% off retail pricing.
- Service & Body Shop labor will be offered at 15% off retail rate.
- All new vehicles will be offered at \$500 over the invoice (based on availability).
- All used vehicles inventory will be offered at \$750 under internet pricing.

Our experienced and knowledgeable sales, parts and services teams have been notified of these benefits for **The Rocky Mountain Mustangers**. When the VIP membership card is presented, all above pricing and benefits will be credited.

Additionally, we have a great **Thank You Cash** program, and just for being a **Mustang VIP Member**, we want to give you EXTRA cash rewards. Start earning today! Here's how it works; contact me personally (my contact details are below), give me your name and VIP membership number along with the name and contact information of the friend or family member interested in purchasing a vehicle and I will set up an appointment with them. If your friend or family member purchases a new or used vehicle, we will reward cash benefits based on the established Prospector's Club rules.

My team is committed to providing you with an excellent sales, service, and parts experience. Stop in or call anytime...we are her to serve you!

**Angel Leon**  
Sales Consultant  
Phil Long Ford of Motor City

office (719) 575-7074

1212 Motor City Drive  
Colorado Springs, CO 80905

aleon@phillong.com



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## Membership Form (New and Renewal)

### Rocky Mountain Mustangers Club

2018 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: \_\_\_\_\_

**Vehicle(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.

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## About Us

**Rocky Mountain Mustangers, PO Box 7102, Colorado Springs, CO 80933**

**Rocky Mountain Mustangers, Inc.** (referred to as “RMMC”) is incorporated as a nonprofit organization. Our purpose is to preserve and promote interest in all model years of the Ford Mustang and other Ford Motor Company vehicles. RMMC offers its members the opportunity to participate in a variety of cruises, activities, exhibitions, competitive events, and exchanges of knowledge and experience. We provide fellowship with other members to help assist in the hobby of enjoying our cars.



.....  
**Club meetings** are held the third Saturday of each month. Refer to the club’s website ([mustangers.com](http://mustangers.com)) for details.

.....  
**Board meetings** are held the first Tuesday of each month beginning at 6:30pm at the IHOP near Powers and Constitution.

## 2018 Board of Directors and Committee Members

| <b>Board</b>      |                       |  |
|-------------------|-----------------------|--|
| Pat               | President             | <a href="mailto:president@mustangers.com">president@mustangers.com</a>         |
| Reed              | Vice President        | <a href="mailto:vicepresident@mustangers.com">vicepresident@mustangers.com</a> |
| Cathy             | Secretary             | <a href="mailto:secretary@mustangers.com">secretary@mustangers.com</a>         |
| Dave              | Treasurer             | <a href="mailto:treasurer@mustangers.com">treasurer@mustangers.com</a>         |
| Neil              | Chairman of the Board | <a href="mailto:chairman@mustangers.com">chairman@mustangers.com</a>           |
| <b>Committees</b> |                       |  |
| Steve             | Cruise Contoller      | <a href="mailto:cruise@mustangers.com">cruise@mustangers.com</a>               |
| Jeff              | Newsletter Editor     | <a href="mailto:newsletter@mustangers.com">newsletter@mustangers.com</a>       |
| Mike              | Prize Patrol          | <a href="mailto:raffle@mustangers.com">raffle@mustangers.com</a>               |
| Diane             | Webmaster             | <a href="mailto:webmaster@mustangers.com">webmaster@mustangers.com</a>         |