



VOLUME 23 ISSUE 4

APRIL 2022

## **MARC'S REMARKS**

Tomorrow, April the 1<sup>st</sup>, is well known for “Tom foolery” another one of those terms from the past that is simply not heard often these days. As we progress forward we all could use the most polite form of the typical April 1<sup>st</sup>. I think you all understand that I like a good laugh or a great grin as much as anyone. That said, once again life, living and work have reached outside of their bounds to bind up my time and cause this letter to be barely ahead of the deadline to make the April newsletter.



I mentioned all of that to bring up the basic notion that “perseverance and persistence” are in fact simply their own helpers and likely could be found on opposite sides of the same coin. One without the other would likely mean that neither would be as well recognized by any of us as is currently so. When you check your mirror in the morning do you recognize those two complimentary notions in the face you wash? I have a strong opinion, that as a group any “Car Club Member” of any club that has a wide enough reach to look backward in time 50 years or even somewhat less has lived through their own version of how to get a thing done. Most of you know what I’m talking about when I say this, as many of you continue forward with your pursuit of the best car, your Mustang(s), can be so that it will fulfill the specific things you demand it does to complete you in the way that you individually expect it to succeed at that task.

The impediments we surmount while resolving to best accomplish this are no less than the greatest mountain or the widest ocean, at least to us individually, as we solve the odd little problem that we just cannot endure any longer. I have found through my life as a self-described “Car Geek” that even the tiniest thing is just as important as the largest thing if I have deemed it to be so. The resolution of those things to our own personal satisfaction puts gas in our tank of drive and takes us down the highway to both our figurative and actual destinations both in life and our travels. While I for one have known this simple yet all involving lesson for many years, there are those days that remind me of the stark reality of proceeding to go forward as that is the only way to arrive at or at least strive to reach my own goals.  
(continued on next page)

## ***MARC'S REMARKS (continued)***

If you are wondering where I might be headed with this thought thread, I will tell you. Yesterday, was one of those days that defied my plans and yet just shy of completing this little newsletter article I am about to have resolved both yesterday's plans and yesterday's demands. Nothing more than a life informed by "perseverance and persistence" brought me through what started out with a plan shattered by the details of work that were not in the plan, to this moment of being able to tell you that those to big words represent the simplest of thoughts that keep the gas in my tank as I travel through this life.



It is one of my greatest wishes in life that each of you and every other person I meet during this life can see their own success in their face in the morning, each and every morning. I hope that each of you will engage your days with the perseverance and persistence required to meet all of the challenges ahead of you every day. Further when you reach the end of one of those days that you thought had you beat from the get go and you survived and succeeded because you decided it would be so, I sincerely hope you look back and give yourself that pat on the back you deserve, because you deserve it. Only you have the power to decide that your day will be a Great Day because you decided it will be and you stuck to your guns and made it so.

The hardest things are only the most rewarding things when we decide it is so.

Eat Well, Drive Well,

Mustangers ALL,

Marc Short  
President



# CALENDAR OF EVENTS

April 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

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				

## 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, April 6th. April Member Meeting and Garage Tour - Time TBA (watch for email)—Saturday, April 16th.

### EVENTS:

Garage Tour and Member Meeting —Saturday, April 16th—email to follow.

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



Club Members having a great time at St Patty's Day Parade!

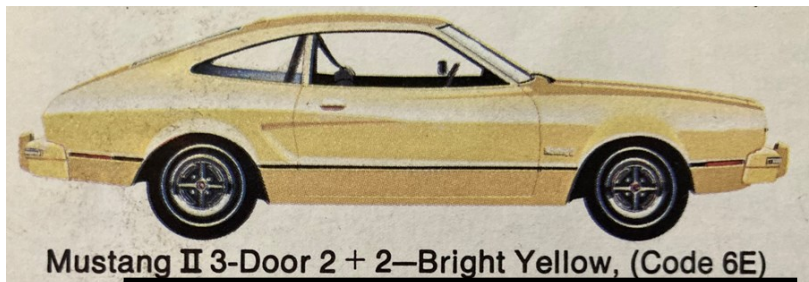
## Memories of a Car Guy *by Hap Schadler*

**[Editor's Note: This is Part Five 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 March 2022 Hoofbeats he was describing his Mustang II . . .]**

The Mustang 2 was a smaller car than the '73 Mustang. It also had a much better suspension and front disk brakes. The model I wanted had the V6 and a four speed transmission. It was a silver Hatchback with a silver grey interior with red accents. It also had manual steering, manual brakes, and an AM-FM radio. No air conditioning. After trading in my '73 Mustang and incurring additional debt, it was mine. This became my new school and work car. I of course also auto crossed it. Only issue I had with it was with the brake master cylinder which continued to go to a soft pedal after a short period of time. I had it replaced twice under warranty which the Ford mechanics couldn't explain. Perhaps auto crossing was too much for this part? About this time I was graduating from College and making plans to marry my girlfriend. She had a horse and a horse trailer. She had used her mother's Pontiac as a tow vehicle, but all that would now change. So with some remorse we started to look at trading the Mustang 2 in for a truck. Marriage would change a number of things in my life regarding cars. This was the same timing for my sale of my 1931 Model A Tudor.

The last quarter before I graduated I had a car fall into my lap. A class-mate had a 1968 Austin Healy Sprite over at his fraternity. He had not taken care of it and let it sit quite a bit. One of his frat brothers had taken a shit on its hood and then the fraternity brothers had picked it up and set it out on the curb. The City had towed it to an impound lot after that. According to



Mustang II 3-Door 2 + 2—Bright Yellow, (Code 6E)

From my 1980 dealer's brochure . . . Mine was silver.

him it wouldn't turn and wouldn't start. I could have it for \$100, but would have to pay the impound fee and get it from the impound lot. I got a friend of mine to use his old station wagon as a tow vehicle, a long piece of rope, and headed to the impound lot. The car still had a big turd on its hood which I scraped off. The battery was dead and on inspection the cap screw was off of the box for the rack and pinion steering. I filled this with some Marvel Mystery oil and worked the steering wheel back and forth until it would grudgingly work. We hooked the car up with the rope and pulled out of the yard. I went into the yard office to pay the \$100 fine and the lot attendant looked at my title for the car and said to take the car no charge as I wasn't the owner of the car when they impounded it. We slowly towed it back to my house using side streets. About a 25 mile journey.

I next pulled the head off the engine and had a local shop do a head job on it for me, reinstalled it, and then added the headers and a new exhaust system. By this time I was married and had run out of cash for further modifications. The original hood had been damaged which was what led me to the idea of the one piece bug eye front end. So I stripped off the hood and both fenders and tried to figure out how to mount the one piece nose. My Model A wood working experience proved the solution. Using a 2 x 6 board I cut it to size and then planed it down to match the curvature of the inside of the bug eye front end where the hood hinges would meet up with it. This wood bow was then epoxied on to the fiberglass hood. Using fender washers and bolts through the top of the (continued on page 4)

## Memories of a Car Guy (continued)

the fiberglass and through the wood bow I was then able to attach the front end to the original hood hinges. Front closure was achieved with hood pins. Rattle can paint was used to paint the car giving a very rough and somewhat unfinished look. With the new wider rims and tires added I was ready to go autocrossing. I took the car out to Powell speedway for its first autocross and ran in a modified class against several modified V6 Capri cars. Much to my surprise I won my class. Unfortunately my disposable income was gone and this would be the first and last event for the car.

The last thing I had planned for the car was a new dash board with relocated gages. I worked at the White Motor company and they had a pattern shop for their foundry. The pattern shop made all the sand patterns out of mahogany. I asked one of the pattern makers if he might have a scrap piece of mahogany and gave him the dimensions. He told me to come back after lunch time which I did to discover a nice board of Mahogany cut to my dimensions. Upon returning home I cut new holes for the instruments (I wanted a center mounted Tach), drilled new mounting holes and finished the piece with several coats of varnish. About this time my wife and I were losing our lease to the house we were renting which had a garage. The next house we were planning on buying in a poor section of Springfield had no garage. So the Sprite would have to go. My Sister in Law stepped in at this time and offered to buy the car for \$500 if I'd move it to her brother's house in Cincinnati and complete it. This I promised to do and so the deal was done.

Within the year of my wife and my move into our new house we divorced. I was left with the house, my '65 Mustang and all the bills. My only relaxation during this time was running down to Hunter's place (my brother in Law) in Cincinnati and working on finishing the Sprite. Rewiring the dash board was a challenge as I am Red/Green color blind. My brother and I handled this by his sitting on the back cowl of the interior with a beer while I held wires up from under the dash for color verification. I finally had the dash completed and the car back together and running. We took it for several joy rides around Hunter's neighborhood. It was fast and handled great. My sister-in-law would finish the project by having carpet installed, some new seats, and having the body painted a medium red.

During my marriage years we owned several other vehicles. As mentioned earlier I traded in my '75 Mustang 2 for a truck. It was a blue and white 1975 Dodge D100 with a shell over the back bed. It had the 318 cubic inch V8 with an automatic. We quickly set it up as a tow vehicle for my wife's horse trailer. This was a pretty basic truck with no air conditioning, but with an AM/FM radio. It worked fine as a tow vehicle for the trailer and as transportation, but did have several issues. The first one to appear was a bad ballast resistor which took a while to diagnose. I always thought after fixing this that Chrysler had a poor design and location for this device. The second was the rear truck springs. I had taken off the rear bed shell and sold it as we really had no use for it and it was limiting when we needed to make hay runs for the horses. The first problem with the springs was probably from my moving the White Diesel V4 prototype engine from White motor to a friend's house. This was a prototype truck engine that White had developed for their trucks which my friends and I had saved from being scraped by the company. It was the last one in existence and was a novel supercharged two stroke design. Unfortunately it weighed a ton. I remember loading it in the bed of the truck and the nose of the truck coming up. Luckily I only had a short ways to go before I could unload it. It was finally donated to the NATMUS museum in Auburn, Indiana where it resides today.

*[to be continued in May, as Hap orders a new vehicle for the first time . . . .]*

# Mustanger Member Profile

## Jim "Murf" & Lynn Murphy

### How long have you been a club member?

About 3 years.

### What is your hometown?

Lynn's hometown is Eugene OR and Murf's is Sacramento CA

### How Long have You been in Colorado?

We have lived in Colorado since 1997.

### How long have you been a Mustang fan?

We have been Mustang fans since around 1990; we had a 1969 Mustang with a 428. Not a great car for hauling kids around at the time, so we sold it. Now we regret ever selling it!

### What's your current Mustang?

The 1965 coupe you see in the picture here.

### What's your Dream Mustang?

A 2019 or 2020 Bullitt Mustang in Dark Highland Green!

### Best vacation you've ever been on?

We've enjoyed all our vacations, but the best was a vacation in Kauai Hawaii with Murf's sister.

### Any hobbies other than Mustangs?

Lynn likes beads, crafts, and antiques. Murf enjoys playing with gas and glider airplanes. They both enjoy NASCAR!

### What are your favorite club activities?

**Cruising!**

### Favorite Food?

Murf favors Italian food and Lynn likes "all" food and Amber Beer!

### How long have you been married?

Lynn and Murf have been married twice: married first in 1974 and then divorced in 1985. They re-married in 1990—for a total of 42 years!



# St. Patrick's Day Parade

March 12, 2022



# St. Patrick's Day Parade

March 12, 2022





# St. Patrick's Day Parade

March 12, 2022



# Dairy Queen Run!

Sunday, March 28, 2022



## How It Came From the Factory - Part 2

*By Patrick Germain*

I remember a "Peanuts" comic strip from back in the 70s where Charlie Brown says, "The more I learn the more I learn how much there is to learn". Words to live by. And it applies to my last "How it Came From the Factory" article. I researched vacuum advance until my eyes were bleeding. Hagerty magazine recently answered a reader question about vacuum advance and it confirmed everything I wrote. Then I saw an early Mustang service manual which described the vacuum advance as being connected to ported vacuum. So, if you have an early Mustang, I would suggest trying both manifold and ported vacuum advance to see which works best for your particular car.

### Power Steering

If a 1965-1970 Mustang had optional power steering, it was the hydraulic ram type. These power steering systems have been much-maligned over the decades. Typical complaints include leaks, too much boost and not enough road feel. I've heard many early Mustang owners insist they need to upgrade to an aftermarket power steering system. Depending on your needs, maybe. But maybe not.



**Mustang Power Steering System**

Consider an original power steering system on an early Mustang is over fifty years old. It's no surprise that it's leaking. Lucky for us the Mustang is a very popular car and complete, replacement power steering systems are available with all new components. If you're really ambitious, you can also rebuild the hydraulic ram and control valve yourself. Ford recommended using Type-F transmission fluid for these power steering systems. Using any other fluid could result in poor performance. Also be sure get a proper alignment. The right amount of caster can significantly affect how the steering feels and returns to center.

## How It Came From the Factory—Part 2 (continued)

If you would prefer a more modern, aftermarket system, I would suggest you do a lot of research. Most of these systems piece together parts from multiple manufacturers. Electric Power Assist Steering (EPAS) kits are also available. Be aware results from these systems are mixed and they won't fit some engine and transmission combinations. My 1970 Mach 1 is an example. The Borgeson aftermarket power steering won't work with a 351 Cleveland. My Mustang did not have power steering from the factory and I opted for a complete, factory style kit from Chockostang. It all bolted right in and, honest, it doesn't leak!

Don't forget about the steering box. Here again, after over fifty years of use it's very likely the steering box is completely shot. Installing a new or rebuilt steering box will eliminate that loose and sloppy feel and go a long way toward making your Mustang drive nicely. Early Mustangs had one of two steering boxes: the slower 19:1 ratio and the 16:1 "quick ratio". If your car has the 19:1 steering box, you might be happier replacing it with the quick ratio box.

Another option is to convert an early Mustang to rack and pinion steering. Most of those kits are based on the Mustang II steering. Here again, do your research. I've talked with multiple early Mustang owners who were less than satisfied with their rack and pinion steering. A common complaint is increased turning radius. Know what you're buying. It may not really be an upgrade.

### Suspension

Early Mustang front suspensions are another area that gets a lot of criticism. I've heard owners complain of a harsh or bouncy ride with lousy cornering. The first order of business would be checking all the components. Unless the front suspension has been recently and properly rebuilt, it's very likely worn out.

A proper front suspension rebuild will include new upper and lower control arms along with ball joints, tie rod ends and idler arm. When ordering parts for a suspension rebuild, be careful of kits. Vendors are notorious for "salting" their kits with low-quality parts to make the price attractive. You will likely get better parts by talking with a good specialty vendor who keeps up with the always-changing world of replacement parts. Based on personal experience, I can recommend Street or Track and Open Tracker Racing. (I do not benefit in any way from recommending these vendors.)

Returning an early Mustang front suspension to proper, factory specifications will be a big improvement. But what if you want to step it up a bit? A few simple modifications can significantly improve driving and handling.

**Export Brace** - Early Mustangs destined for Europe got a one-piece brace connecting the firewall and shock towers. This brace provides better stiffening compared to the domestic, two-piece shock tower braces. The Shelby Mustangs also got an export brace.

## How It Came From the Factory—Part 2 (continued)



### Export Brace and Monte Carlo Bar

**Monte-Carlo Bar** - This is an extra brace connecting the shock towers at the front. (It's an easy bolt-in, but if the shock towers have moved over the decades, a porta-power may be necessary to push them back into the factory position.)

**Shelby/Arning Drop** - Ford engineer Klaus Arning recommended lowering the upper control arms one inch to improve handling for the Shelby Mustangs. All 1965 Shelby Mustangs and early 1966 Shelby Mustangs had this modification until it was dropped to cut costs. You can easily duplicate this same modification on your 1965 to 1970 Mustang. Instructions are widely available online. (Racers often lowered the upper control arms more than one inch, but be aware this can cause excessive stress on the ball joints without custom wedge inserts.)

**Larger Front Anti-Sway Bar** - Shelby Mustangs and a few other performance Mustangs got a nice, beefy front sway bar. But the front sway bar on the vast majority of early Mustangs was downright puny. A 1" sway bar works very well for most Mustangs and a 1-1/8" might work best for a big block. (Be sure to apply lots of dielectric grease to the bushings to prevent squeaking.)

## How It Came From the Factory—Part 2 (continued)

**Rear Anti-Sway Bar** - This modification is controversial. I've talked to many racers of early Mustangs who insist a rear anti-sway bar provides nothing but oversteer and causes the rear tires to break loose. Yet, the 1970 Boss and Mach 1 Mustangs had a rear sway bar from the factory. This is another area where I would suggest doing a lot of research and deciding for yourself.

**Roller Spring Perches** - Early Mustangs borrowed much from the earlier Ford Falcon. The Falcon spring perches had bronze bushings, but to cut costs, Ford opted to use rubber bushings for the Mustang. These rubber bushings tend to bind and quickly wear out. "Roller" spring perches are now available with sealed bearings which work even better than bronze bushings and help the front suspension to move more freely.



**Roller Spring Perch**

**Roller Idler Arm** - The idler arm is another part which had a rubber bushing from the factory. This works OK, but a roller idler arm will make the steering more precise and turn with less effort. This is especially helpful for Mustangs with manual steering.

**Shocks** - Shocks are an area often neglected by classic car owners. They tend to wear out gradually and a lot of drivers really won't notice until the car starts bouncing after every stop. (When I removed the shocks that were on my Mustang, they were worn to the point of having no resistance whatsoever. They would collapse just from gravity!) Worn shocks not only make for a lousy ride, they are also a safety issue. Many performance shocks are available for early Mustangs from Koni, KYB, Bilstein and others. I opted for Bilstein shocks on my Mustang and wow, are they sweet! If performance shocks are beyond your budget, factory replacements from the local auto parts store are inexpensive and a significant improvement over worn out examples.

# Lincoln Tech Car Show

Saturday, March 27, 2022



# Lincoln Tech Car Show

Saturday, March 27, 2022





# Lincoln Tech Car Show

Saturday, March 27, 2022



# Lincoln Tech Car Show

Saturday, March 27, 2022



The Lincoln Tech Show was well worth it with over 800 vehicles, 5 food trucks, live music, and best of all—FREE. Ross, Wes, Steve, Paul, Tony, and friends had a great time!



## 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](mailto: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](mailto: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](mailto: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

19 March 2022

Meeting was called to order at 4:35 PM by President Marc Short.

There were 3 new members attending. Tom & Debbie Havens who just purchased a 2004 40<sup>th</sup> anniversary GT coupe, Dave Woods who has a 1968 Cougar, and former member Bob Lang who has a 1966 GT convertible.

The minutes of the January meeting were read.

The treasurer's report was read.

## Old Business

The issue of the club's participation in the Rocky Mountain Mustang Roundup was discussed. Hap Schadler is attending the committee meetings and keeping the club informed about what is happening. The club needs to commit to helping or not going forward. There are some board members who have agreed to help as needed but help from the general membership is needed as well. The Roundup is struggling from the effects that Covid19 had and the change in location.

Lynn and Wes have taken the policies and procedures from another club and divided them to work on modifying them to fit our club. When they have completed this they will send the new document out for the club members to review and suggest changes or additions.

The new club banner was put to use at the St. Patrick's Day parade. Thanks to Reed to doing the leg work to get the new banner.

The April event/meeting will be a garage tour with 3 stops. One stop at Mike and Jeanie Taylor's, one stop at Jim and Lynn Murphy's, and one at Wes and Karen Powell's. There will be more information about this emailed once the details are worked out.

Marc talked with Jeff O'Neil about the club Facebook page and Jeff and Pat Germain have helped to get the new administrator on line. Jeff will continue to help with the page going forward.

The board is working to get new club flyers and business cards made. So far a suggested design for the business card has been reviewed by the board and changes were suggested. The card will have the information about the club on the front with lines on the back for the member to provide their contact information if they wish.

Mark Barton is giving the club \$250 to use for the club picnic. There has not been any decision made on food yet. If the club decides to use the grill at the park we will need to contact the Woodland Park fire department and we must provide the propane for the grill.

## New Business

Marc met with Phil Long and the date for the club event at the dealership has been set for Saturday August 20<sup>th</sup>. This is the date for the club meeting. Mark Barton wants this to be a large event and asked that members who know people who own Mustangs that are not club members to invite them to come to the event. The dealership will be providing the food and drinks and prizes for the raffle plus another drawing.

Marc told the club that there is a need for increasing the membership fee. The last time there was an increase in the fee was 2010. There are a couple of options to do this. Either increase the "insurance fee" to \$10 or \$11 or to include the "insurance fee" in the membership fee and raise it to \$50. More work will be done on this by the board and then be presented to the club for approval.

Jim Murphy talked about the low interest in the last big raffle for \$40 certificate to be used at All American Sports to purchase a club shirt. He suggested doing a "50/50" raffle instead where 50% of the money generated would go to the club and the remaining money go to the winner. There was no action taken on this.

Cars and parts were held.

The raffle was held and the meeting adjourned at 5:34 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

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

1212 Motor City Drive  
Colorado Springs, CO 80905

**Mark Barton**  
General Manager/Partner  
Phil Long Ford of Motor City

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**MARC SHORT**  
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Colorado Springs, CO



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.

