



VOLUME 23 ISSUE 2

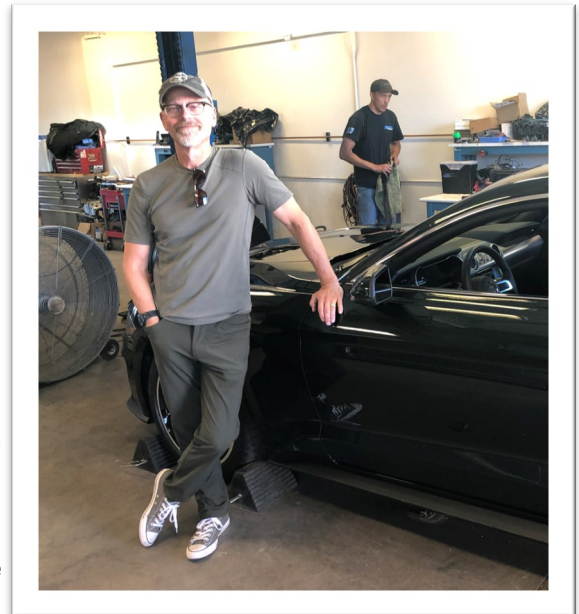
FEBRUARY 2022

Wes's Wanderings

Hey Mustangers!

Welcome to February! It looks like we are going to be off to a cold and snowy start to the month, if the weather forecast is correct. Probably a good idea to keep those ponies in the corral for a few days until it warms up again. Even with the cold weather in the forecast, it has been a remarkably warm winter with plenty of opportunities to get out and drive, especially if you are willing to go on the spur of the moment.

This month I am thrilled to have three, that's right, THREE, articles contributed by our members. Ross Schwyhart continues his winning streak of articles with his remembrances about yearly new car introductions "back in the day." Patrick Germain contributes an excellent article on how our cars used to come from the factory. And we continue enjoying Hap Schadler's journey through his youth and the cars that made an enduring impression on him. Next time you see Ross, Pat, or Hap, make sure to extend your thanks for giving us a way to feed our car addiction during the long, wintery months.



The good news is that we are less than six weeks away from the St. Patrick's Day parade that will be held downtown on March 12th, at high noon. The Mustangers are signed up to participate and we can have eight cars and unlimited walkers in the parade. It will be nice to have this event this year after not having it last year due to COVID concerns. If you have any questions about this event, or would like to participate, reach out to Reed Hiltermann, our Cruise Controller.

Starting next month, I would like to include a section where member's can offer up club related items for sale: cars, parts, memorabilia, books, and garage items. If you want to have your items included, email me the details at wpowell@builderfunnel.com. Include 1. a description, 2. a picture (if you can), 3. a price, and 4. and way to get in touch with you about the item. I will run the item for up to three issues. Use this opportunity to clean out the garage—do you really need those take-off parts any more?

Mustangers, have a great February. Stay warm, and I hope to see you at the February meeting on Saturday, February 19th. After, we will be eating at Paninos!

Wes Powell, Editor

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CALENDAR OF EVENTS

February 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					

March 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—**RESCHEDULED DUE TO WEATHER—WATCH FOR AN EMAIL.** February Member Meeting at Phil Long at 4:30 p.m.—Saturday, February 19th.

EVENTS:

St Patrick's Day Parade on Tejon Street, Downtown —Saturday, March 12th at noon.

Get more information on events at www.mustangers.com.



Mustangs (and Shelby's) always look good in blue!

Memories of a Car Guy *by Hap Schadler*

[Editor's Note: This is Part Three 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 January '22 issue, he was describing his 1968 Austin Healy Sprite . .]

You had to either hop over the door with the top down and then slide your feet in as you sat down or open the door and throw your right leg down the tunnel, sit down, and then pull your left leg back to your ass and swing it through. Once inside it was quite comfy. At least nine months out of the year. Summer time you cooked a bit as a lot of heat came off the tunnel and engine compartment. I could understand why they had a hand valve on the coolant circuit to the heater core. You could at least turn off the coolant going to the heater in the summer.

Craziest thing I ever did with the car was draft Semis on the road to save gas. I can attest that this really did work. Stupid though, as the Semi driver couldn't see me and might not even know I was back behind him. The back bump bar of the truck was also right at windshield level which I'm sure would have led to my decapitation if I couldn't get the Sprite stopped quickly enough. Another first with the Sprite was getting into my first auto accident. I was making a left turn with the turn light when a driver in a Corvair ran right into me half way through the turn. I was fine, but the Sprite's driver side fender



was bent up and the radiator had been pushed back and cut by the fan. The Corvair driver made out it was my fault and asked if I had witnesses that I had the light. I of course did not and everyone wanted us out of the middle of the intersection. So we both left before the police could show up. I managed to pull the fender back enough to drive the car, but had the radiator leak to deal with. I solved this by getting to a gas station on the corner, buying a bunch of gum which after chewed I stuffed into the cut in the radiator, filling up with water, and then driving back to my parent's garage. After some metal work to the fan support and a new radiator core the car was drivable, but I still had to fix the fender. A new one was way more than I could afford and I couldn't find a used one locally. I removed the fender, got some metal working dollys and proceeded to beat the fender back into a shape resembling what it had been. Bondo smoothed out any bumps or wrinkles that were left. The Heating and Air conditioning shop I worked for had a big air compressor and I talked them into letting me come in over a weekend to paint the car. Once the new Artic White paint job was done the car looked pretty good. I managed to sell it in 1973 and recover most of what I had originally paid for it.

By this time my parents, after watching me work almost continuously on the Sprite in their garage, convinced me that a new car was the way to go for dependability. With some money from the Sprite sale for a down payment I went out car shopping at the end of 1973. What I found was my first Mustang. It was a light metallic brown 1973 coupe with a 250 cubic inch six cylinder and a three speed transmission. (continued on next page)

Memories of a Car Guy (continued)

It had manual steering and drum brakes. It was a good deal as it was the last year for the old Mustang and the dealership was having trouble moving a stripped down Mustang. Seemed like a luxury car to me after what I had been driving.



Mustang Grandé:
Distinctive new front design,
long hood, low crowd-pleasing lines.

1973 Mustang Coupe. Mine, of course, was not a Grande.

Of course I wanted more of a race car as I had just started to Autocross with the OSU Sports Car Club and the SCCA. So as soon as I had earned some extra money I purchased BFG CompTA tires for it, a rear sway bar, and a set of headers. The rear sway bar was problematic as there was no mounting bracket I could use for the axles. So I made my own cut out with a hack saw and drilled and filed from scrap alloy steel. That worked pretty well although making the bracket was very time consuming. The six cylinder headers were tougher to do as the Ford six had a shared middle exhaust port. The headers came with a piece that fit in the port and changed it to a two port configuration, but it would have to be welded. I made arrangements with a friend at College to do the welding and started to remove the cylinder head. I had not hooked up my lift as I thought I could just do a Clean and Jerk on the head from over the fender. This I did and upon clearing the block with the head something in my back popped. I managed to turn and drop the head on top of a garbage can that was nearby. That ended work for that day as I took pain killers and iced my back. This turned out to be the first damage to my back which unfortunately still plagues me today. A couple of days later I managed to get the head in for the weldment and then with the help of my father put the head back on the engine. Hooking up the headers, muffler, and exhaust took a little time and some crawling around under the car, but the exhaust note sure seemed worth it. I don't know if I actually got any additional performance out of it.

[to be continued in March 2022, in which Hap autocrosses the '73 Coupe. . .]

How It Came From the Factory—Some Random Facts for Early Mustangs *by Patrick Germain*

It's been almost fifty-eight years since the first Ford Mustang hit dealerships across America. It's downright amazing how many of those early cars are still on the road, but very few are just like they were when they rolled off the assembly line. Over those many years, much of the way things were have been forgotten by most Mustang owners. Here are some random facts about how early Mustangs were equipped and configured when they came from the factory. Some may surprise you.

1. Radiator Thermostat

This small and inexpensive part is critical to how well your early Mustang engine runs as well as how long it lasts. It's not rocket science, but there are many misconceptions about why cooling systems have a thermostat and how they work.

Did you know your early Mustang came from the factory with a 190-195 degree thermostat? This will surprise many people who would assume that's way too hot. The truth is, 200 degrees Fahrenheit is optimal operating temperature for a gasoline engine. This operating temperature promotes good fuel economy, minimal cylinder wear, rust prevention and, believe it or not, good performance. Yet, many classic car owners insist on installing a 180 or even 160 degree thermostat mistakenly believing, "The cooler, the better!"

Another common misconception involves an engine running too hot or overheating. Many times I have seen classic car owners attempt to fix this problem by installing a cooler thermostat. This doesn't work. Why not? Well, all a thermostat does is stay closed, preventing coolant from flowing through the radiator, until it reaches a specific temperature. Then it opens and allows the coolant to flow through the radiator. If you install a cooler thermostat, it will simply open sooner and the engine will still run too hot or overheat. If the radiator isn't capable of properly cooling the engine, a cooler thermostat won't help.

Many years ago when I lived in rural Oklahoma, it was common for locals to completely remove the thermostat from their vehicles. This was the ultimate example of the old, "The cooler, the better!" myth. But boy is this a bad idea. Without a thermostat, a gasoline engine will circulate coolant through the radiator upon startup. In cold weather, the engine will never reach optimal operating temperature. Such a "cold running engine" will use more fuel, pollute more, create excess oil sludge, promote rust on the engine and exhaust and even wear out faster. I used to wonder why so many local, later model cars and trucks were blowing blue smoke and had leaking mufflers. I later learned it was because the owners had removed the thermostat. Oh, and with no thermostat, you won't get much out of the heater in the winter. Brrrrrr!

Sometimes there may be a reason to run a 180 degree thermostat, but most early Mustangs will perform best with the factory 190-195 degree thermostat. Here in the 21st century, it's getting hard to find a good quality thermostat. Failures are common. I would recommend a Motorcraft thermostat whenever they are available. If you run a 351 Cleveland, your options are limited. The Cleveland thermostat is unique and hard to find. Any auto parts store you walk into will sell you a Windsor thermostat. Although it will fit, it will not work correctly in a 351 Cleveland. Installing a Windsor

How It Came From the Factory (continued)

thermostat into a 351 Cleveland can cause overheating due to coolant not properly flowing through the block.



Ford Windsor Thermostat



Ford 351 Cleveland Thermostat

2. Vacuum Advance

With the exception of the High-Performance 289, your early Mustang engine came from the factory with a vacuum advance. Over the decades, many factory distributors were replaced with mechanical "performance" distributors which have no vacuum advance. And some classic car owners simply stopped connecting their vacuum advance. Whenever I'm at car shows, I regularly see distributors with a vacuum advance not connected to a vacuum source. Does this matter? For a street car, yes, it does matter.

A vacuum advance primarily provides the engine more ignition advance for part-throttle cruising. In this situation, the throttle blades are mostly closed and the air/fuel mixture is less dense than when at wide open throttle. This less dense air/fuel mixture requires more ignition advance to ignite completely. Thus, with a properly-working vacuum advance, your engine will use less fuel and be more peppy when cruising down the highway. Yeah, win-win.

OK, so you now you have a working vacuum advance on your engine. Where should you connect the vacuum line? On this subject there is much confusion. The choices are manifold vacuum and ported vacuum. Manifold vacuum is exactly that. The vacuum source comes directly from the intake manifold. Ported vacuum is a vacuum port on the carburetor or throttle body above the throttle blades. Manifold vacuum is highest at idle and drops as the throttle is opened. Ported vacuum is lowest at idle and increases as the throttle blades are opened and engine speed increases.

From 1964 to 1971, Mustangs came from the factory with the vacuum advance connected to manifold vacuum. From 1972 on, if the distributor had a vacuum advance, Ford connected it to ported

How It Came From the Factory (continued)

vacuum. So, why the change? One word: emissions.

When connected to manifold vacuum, a vacuum advance will increase ignition timing at idle as well as during part throttle cruising. This extra ignition timing helps the engine to run cooler at idle and gives it some more pep when accelerating. When connected to ported vacuum, the vacuum advance provides no extra ignition advance at idle. This causes the engine to run hotter at idle thus decreasing emissions. Despite what you may have heard, that's it. There's nothing else as to why auto manufacturers started using ported vacuum for vacuum advance.

If you're a die-hard environmentalist, and for some reason driving a classic car, go ahead and connect your vacuum advance to ported vacuum. You can smile while idling at intersections knowing you are doing your part to save the planet. If you're a typical early Mustang owner and not much worried about saving the planet with your classic car, connect your vacuum advance to manifold vacuum. You will likely prefer the way your engine performs this way and it will stay cooler at idle.

Some vacuum advances are adjustable. You can easily determine if it's adjustable by the shape of the vacuum canister. If the vacuum canister is round and smooth, it's not adjustable. If the vacuum canister is multi-sided, like the head of a large bolt, it's adjustable. You can adjust it by removing the vacuum hose and inserting an Allen wrench. How to go about adjusting your vacuum advance is pretty involved and would require a separate article. (Let me know if you would like to see such an article.)



Non-Adjustable Vacuum Advance



Adjustable Vacuum Advance

If your Mustang is a race car, you are not really concerned with part throttle cruising or idling at intersections. You simply want a lot of ignition advance all the time and have no need for a vacuum advance. But if you regularly drive your Mustang on the street, by all means run a vacuum advance and connect it to manifold vacuum.

We're Being Cheated!

By Ross Schwyhart

Being a motor head from conception, I lived for the annual new car introductions. The unveiling of the next year's models was a big event! One of the best memories I have is going to the introduction of the 1955 cars. I remember sitting at the kitchen table on a Friday when dad said "Let's get in the car". Going anyplace with dad usually lead up to some great adventure. Looking up in the sky I saw 2 search lights dueling to get people's attention that something big was happening down town.



Credit: www.oldcarbrochures.org

We spent the evening going from one dealership to another looking at all the new cars. Nineteen fifty-five was a bumper year for new cars. The entire product lines of Ford and Chrysler got new bodies and Plymouth finally got a V-8. Chevy and Pontiac received new bodies to go along with their new V-8 engines. There was plenty of glitz and glamor and I was in the middle of it.

At every dealership dad made sure that I got a sales brochure. The salesmen took the time to explain all the new features of their cars and made a point of including me. I'm sure they were thinking toward the distant future when I would be a car buyer. I spent hours looking at those brochures. They all depicted the happy owners talking to admiring people about their wonderful new purchase or speeding down the highway to some unknown destination without a care in the world.

Shortly after this mom and dad separated and mom and I moved to Canon City. My uncle was a big official in the local bank so being his nephew had some perks, one of those was the freedom to roam the car dealership showrooms and service areas. I became a well-known figure at all the dealerships and as long as I stayed out of the way could look as much as I wanted. It also gave me a chance to see next year's models before they went on display! Keeping next year's cars secret was a big deal in the days leading up to them being unveiled.

In those days dealers had racks full of brochures free for the taking. Every year I would go and collect that year's to add to my growing collection. A lot of the brochures used air brushed drawings of the cars rather than photographs and they are to me works of art. The Pontiac ads of the sixties are particularly beautiful.

(continued on next page)

We're Being Cheated! (p. 2)

One day while I was riding my bike I noticed a black 1946 Hudson 2 door sedan parked in a parking lot. As I was looking it over the owner came up to it. I started talking to him disregarding mom's "Don't talk to strangers" lecture; asking questions about the car as I had not seen one up close before. Mr. Becker patiently answered all my questions and showed me the car and then opened the glove box and brought out a 1946 sales brochure for his Hudson. I was amazed! Here I was standing next to a car older than I was looking it at as it was shown in that brochure. This stayed with me and I have brochures for every car I have ever owned!

That brings me to today. In keeping with that tradition when I purchased my 2018 F 150 I asked the salesman for a brochure. He went to look for one and came back stating he was sorry but the dealership didn't have any. I wound up having to go on line and pay \$6 plus shipping for something I used to get free!

As car lovers we have been cheated out of one of the greatest things ever, annual model changes. With all the spy photos etc. we are seeing new cars years before they are introduced and with the internet reading about them too. Of course unless there is a major styling change it is hard to tell one year from another let alone one make from another. Alfred Sloan must be spinning in his grave! I wish we could go back to the old days when a person could tell a Ford from a Chevy, a 1963 from a 1964, and cars didn't all look like jelly beans with wheels!

After thought....

Sometime when you have a minute go to the site below and look at some of the old cars ads. They a look back at how things were. Heck you might even want to look at the ad for a 1946 Hudson while you are there!

[Old Car Brochures](#)



Minutes of the meeting of the Rocky Mountain Mustang Club

15 January 2022

Meeting was called to order at 4:33 PM by President Marc Short.

There were no new members or guests present.

There were no minutes taken at the club Christmas party.

The treasurer's report was read.

Old Business

Marc Short, Lynn Murphy and Wes Powell will be working on creating the club policies and procedures document.

Marc reminded the members that it was their club and that they should give input to the board about what they want from the club.

New Business

There is concern about the host hotel for the Rocky Mountain Mustang Roundup. The Hotel Elegante has been sold and is going to be converted into apartments.

Terry Myers will check with the Roundup committee to see if there are any changes.

Lynn Murphy is taking over the club picnic. She has reserved the park in Woodland Park for July 13th from 12 to 4 PM. If the club will be grilling we will need to notify the fire department and we must provide our own propane.

Reed has started to collect names for the club's entry into the St. Patrick's Day parade. The club is allowed 10 cars and the cost is \$150. The parade will be on March 12th. Staging will start at 10 AM.

Reed also asked the members for input on events that the club could do.

Kevin Lucier says that he now has access to the website and he is slowing getting it up to date. He needs help getting old club pictures and newsletters to put on the site.

As of now the club does not have any sponsors. There needs to be some work done in this area. The possibility for larger than business card size ads and the length of time that the sponsor's ad remains posted need to be addressed.

Members need to go out the see about getting club sponsors.

Along with sponsors the club flyer was discussed. Jeff O'Neil has stated that he would set up the flyer but he would not get them printed.

The raffle was held and the meeting adjourned at 5:25 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
mbarnton@phillong.com

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

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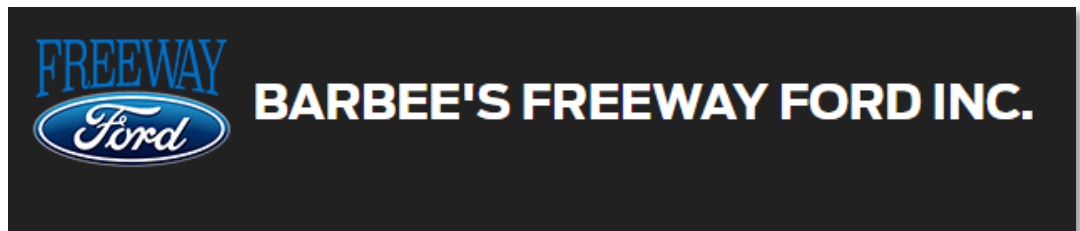
**HIGH PLAINS
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Thank you for
supporting The
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Mustangers!

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BARBEE'S FREEWAY FORD INC.

COOL LINKS

Links to Model Specific Forums: www.allfordmustangs.com/forums/

All Shelby Models: www.shelbyforums.com

First Gen Mustangs: www.vintage-mustang.com

Mustang Museum:
www.mustangownersmuseum.com

Latest Generation Mustangs:
www.mustang6g.com

Mach-E Forum: 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
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.

