

Hoofbeats



Club Meeting: Saturday, February 17, IHOP Stetson Hills, 5:30pm
Meet and Greet, 6:30pm Meeting

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President’s Corner

Today I drove home next to a 2017 GT premium. The owner works somewhere in the same, massive compound where I commute each week day. I don’t know him, but he almost always parks near my daily beater; no doubt just to rub it in. You see, it’s just the car I would buy should I be ready to visit my local Ford dealer. Ruby Red paint. Shiny aluminum wheels (I’m not a black wheel guy). Black leather interior (I am a black leather guy). Most important of all is the six-speed manual bolted behind a fire-breathing Coyote. (Oh yeah, my Mustang must, absolutely *must*, have three pedals on the floor.) Today it seemed he hung in the next lane just to make me pine.

Of course, another reason I find that Mustang so attractive is it’s actually a running, driving car. You see, my 1970 Mach 1 project will celebrates its seventh birthday in a few months. Well, no. I didn’t plan on it taking so long. Pardon the gloat, but I’ve been doing almost everything myself. I assembled the freshly-machined 351 Cleveland with my own two hands. I had never welded before and managed to stitch together many new panels after cutting out seemingly miles of rust. After countless hours of block sanding, I eventually waived a paint gun over those panels and turned them bright, Calypso Coral. Then came four stages of wet sanding followed by three phases of buffing. Lately, I’m

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immersed in a world of hoses, adapters, fittings, reducers clamps and connectors. Should that ever end, I can finally start the engine. Oh, what a day that will be.

Do you have a project on which you've been wrenching, cutting, grinding, plumbing and wiring? If so, send us some pictures and write up a summary. One thing Mustangers love to see is other Mustangers building Mustangs. Or, if your pride and joy is a late-model example, we want see those pictures too. It all makes great newsletter content.

Speaking of pictures, the Board has been kicking around the idea of putting together a club coffee table book. Calendars are nice, but make room for only twelve or eighteen pictures. And after that, it's mostly obsolete. We want to give every club member the opportunity to submit their pony pictures to be compiled into a handsome volume. And if you want a professional photo session in lieu of amateur happy-snaps, Shannon will present options for you at the February club meeting. I hope to see you there!

-Pat



Club Meeting Minutes (20 January)

The meeting was called to order at 6:29 PM by President Patrick Germain.

Angel Leon from Phil Long gave a presentation. She is taking over responsibility for our club members. She passed out cards and discount "money".

Visitors and new members were introduced.

Bryan reported that we donated 63 toys to Toys for Tots this year.

The Treasurer's report was read and approved. The balances were:

Checking: \$1573.46

Savings: \$1163.66

Door Prizes: \$303.50 + \$87.00 Cash

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OLD BUSINESS

We will no longer be a sponsoring club for the Rocky Mountain Mustang Roundup. This will save us \$150.00 that we would send the Roundup for door prizes, however it means we will no longer receive \$599.00 from them for our budget. We have a one year window that we can use to step away from the Roundup, and then become a sponsor again if we choose. [Everyone remains welcome to participate in and even volunteer to assist in the event.]

We will also no longer be a sponsoring club for the Old Colorado City Car Show. Again, everyone is welcome to participate in any of these shows even though we are not sponsoring them.

NEW BUSINESS

On a sad note, Terry and Sharon lost their daughter in law. We passed around the donation can to collect for the Go Fund Me page for Becky Meyers.

We will be putting together a text and email list for people who want to be notified about impromptu cruises or events. Steve would like new cruise ideas. Some thoughts were: Gunther Tudies, Bishops Castle, and a Women's Wine & Wheels cruise to the Winery.

Brandon and Mike suggested using their place for a swap meet.

The door prize drawing was held.

The meeting was adjourned at 6:58 PM

Club News / Information

A Good Time for Winter Safety Checks [Pat Germain]

Here in the colder, shorter days of January, warm up the garage and take some time for safety checks on your Pony. Maybe you received some spiffy go-fast parts and shiny bits for Christmas and you can't wait to bolt them on. Be sure to focus on what makes us stop and turn as well as what makes us launch harder and look better.

If your Mustang is fresh from the factory, likely you're good to go. For the rest of us, this is a great time to inspect tires, brakes, shocks, suspension and steering components. If you're the do-it-yourselfer, pull the wheels and enjoy some hands-on time. If you'd rather stream the latest Netflix series than get your hands dirty, take your Mustang to a qualified professional for a safety inspection.

Lately I'm hearing discussions about aging tires. Experts suggest replacing tires after six to ten years regardless of the tread depth. That sounds expensive, especially if all you're doing is cruising to Dairy Queen, but give it some thought.

Don't forget brake fluid absorbs moisture which lowers the boiling point. Ask yourself when you last flushed the system and be sure to use fresh brake fluid. Pouring in the remains of a bottle sitting on

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the shelf since the last Bush Administration is likely not a good idea. Moisture gets into brake fluid once the foil seal is broken on the bottle.

If you need to replace steering components, consider the cheapest thing available online or from the local parts counter is typically not a good choice. Ask for quality parts. How is your steering box? These assemblies of gears work hard for hundreds of thousands of miles and most drivers don't give them a thought. But a steering box has a big influence on how your Mustang drives and handles. If your steering box is getting long in the tooth, it's likely due for an adjustment or complete rebuild.

Mike's Mach 1



Time to clean house and start over [Jeff ONeil]

I'm prompted to share this based on Pat's reference to a 2017 Mustang GT that apparently prefers to park near his "daily beater." Before the end of the year I parted with my '68 GT/CS. Just this week I parted with my '14 Roush Mustang. It was time to apply many lessons learned over the past several years owning and building on five Mustangs and two Corvettes to start a new project. I ordered a Royal Crimson (colored) 2018 Mustang GT Premium with a 10-speed automatic. (Unlike Pat's emphatic need for three pedals, my "age-related" preference / requirement is the loss of one pedal ... down to just two.) In considering a new "project," I thought of the rumored (maybe it will happen this time) 2019 GT500. (I had a 2011 GT500 ... a great car, but it was a three-pedal car ... my last manual car.) But I concluded that the rumored limited production aspect of the 2019 GT500 would

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increase the above-sticker premium beyond what I'd be willing to pay. I even thought of and looked at a 2018 Challenger Hellcat. I liked the color (a nice green), but it's like driving a boat and I passed up those cars decades ago. So, I stayed with my favorite ... the personal-sized, very-modifiable Mustang.

For the 2018 model year there are some differences. The hood and front of the car are curved downward ... more appealing to me. The Coyote engine for 2018 starts generation 3 of the 5.0L Coyotes. It now includes both DIRECT and port fuel injection, better flowing heads, and 12:1 compression, increasing both hp and torque. I ordered the car with all the electronic options, except the optional sound system, and all of the performance options, except magnetic ride ... and of course I did the 10-speed automatic. It won't be delivered for three months. This will give me sufficient time to determine which supercharger I'll add. (I think it will be the new Whipple 3.0L generation 5 supercharger.)

I've come to realize that for me, this is my hobby ... albeit an expensive hobby ... when I part with these cars, someone gets a GREAT deal. Maybe this will be my last hobby car ... ????

Tech Corner

Drivability [Jeff ONeil]

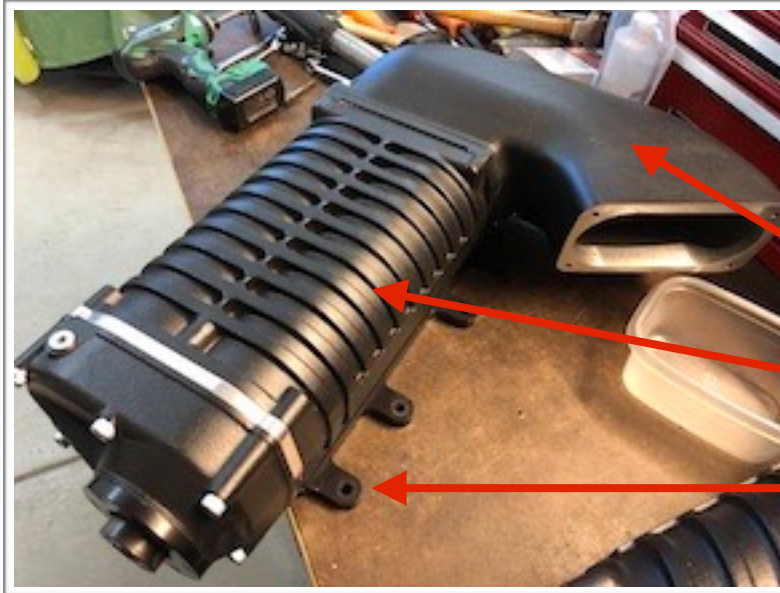
At the club's dyno day event in August 2017 my '14 Roush Mustang dyno'd at 575 rwhp and 560 rwtq. I was a little disappointed that it didn't show more power. The engine is a 5.7L Coyote (had a special short block built to extend the stock 5.0L to 5.7L) and is supercharged with a 2.9L Whipple. The transmission is an automatic 6-speed (6R80). I've built several cars including a 2007 Corvette with a supercharged 409ci LS3 engine and a 2004 Mach 1 with a supercharged 5.3L 4V engine. In all three cases, the '14 Mustang, '07 Corvette, and '04 Mach 1, all made about the same rear wheel horsepower: 575. I was certain I could break my 575 rwhp "limit" if I did a little more to the '14 Mustang ... so I set off to do just that.

The plan was to increase the boost from its then 8-9 pounds of boost to 12-14 pounds. To do so I added a 15% overdrive crankshaft pulley and changed to supercharger pulley to 2.875 inches (diameter). I also changed the Ford Racing fuel injectors from 47lb (lb/hour of fuel at 39 psi across the fuel injector) to DeatschWerks 100lb injectors. The '14 Mustang already had a Roush "boost-a-pump" installed which would increase the fuel pump voltage by 74% at wide open throttle, so as to increase the fuel pressure across the injectors to increase fuel needs using the 100lb injectors. (It turned out that the fuel needs were satisfied with this setup.)

I had a local shop perform the work and also tune the car. The car now made 680 rwhp and 700 rwtq ... I had achieved my goal of getting beyond my limit of 575rwhp ... Hurray! But, there was a "but." In the process of doing this I lost my drivability. Around town I lost about 2 miles per gallon (never had it on the road to see any effect there). The ease of accelerating from a stop became a little "jerky." The idle was ok, but it just didn't behave as smoothly as before. It certainly had more power, but I don't drive the car hard. The result was that I found I valued drivability over gobs of

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power. I had proven the car could produce more power, but I wanted my drivability back ... so now for the remainder of this story.



Air Inlet Casting

Headunit

Intake Adapter Plate

This time I did the work myself to make the car drivable once again. I decided to reduce the boost from the 12-14 pound range, back to the 9-10 area. (With a roots-style supercharger, that's still gobs of power ... sufficient for the way I drive.) To reduce the boost I left the 15% overdrive crankshaft pulley in place and increased the size of the supercharger pulley from 2.875-inch diameter to 3.375. (As a rule-of-thumb, every 1/8-inch change in pulley diameter will change boost pressure approximately one pound.) I also decided to replace the 100lb injectors with 60lb Ford Racing



Supercharger removed exposing the top of the intercooler.

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injectors ... a little above the stock 47lb injectors, but much less than the 100lb injectors when such fuel requirements would no longer be needed. The third thing I decided to change was the supercharger. Whipple recently announced and had available an improved supercharger, dubbed Generation 3 (Gen3). It's improved in the sense that it is more efficient (less air loss through the rotors, and less heat created in compressing the intake air). This involved changing the headunit (the compressor portion of the supercharger, less the air inlet casting and the adapter plate between the headunit and the intake manifold).



New Headunit

I proceeded to make these changes ... it took a few days to do. Next I was ready to update the tune to account for the new fuel injectors. (I do my own tuning with the car, most of the time.) When I first started the car with the new setup, the engine was running TOO rich. The engine controller has the



Headunit swap completed

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capability to add or remove 28% fuel in order to control the air/fuel ratio to 14.08 (Ford uses this ratio to account for the 10% ethanol that is added to the gasoline we burn, rather than 14.7 for gasoline without ethanol.) Twenty-eight percent of fuel was being removed and it was still idling rich at 10.0 air/fuel ratio. I examined my updated tune and determined I had not properly scaled the parameters for the 60lb injectors. On the next try, about 2% fuel was being removed, which is OK and a lot better. But as the car warmed up and the idle dropped to the 750rpm at which I have it set, the idle was unsteady. It would oscillate plus and minus 25rpm's, which I could see (while data logging) in the changes being made to the short term fuel trims. "So, what's going on," I asked myself.

After a lot of searching the web and reading what I found, I determined that the 60lb injectors were not going to work. There were two things I found: (1) the minimum injector pulse width is 1.4 milliseconds (ms), and (2) at low flow rates, encountered at idle speed, the injector flow curve is not monotonic. With the 100lb injectors the minimum injector pulse width is 0.2ms, and 0.5ms with the 47lb injectors. The 1.4ms injector pulse width at idle speed results in too much fuel. But when the pulse width is reduced to less than 1.4ms to get the idle speed down, the non-linear portion of the fuel

M-9593-LU60 Calibration Summary			
Target Injection Pressure = 39.15 psid			
ALOSL (lb/s)	0.017552		
AHISL (lb/s)	0.016741		
FUEL_BKPT (lb)	0.0000336300		
MINPW (ms)	1.391		
		FNPW_LSCOMP	FNPW_BKCOMP
		Pressure Multiplier	Pressure Multiplier
		(psid)	(psid)
		20.01 0.7149	20.01 0.7149
		30.02 0.8756	30.02 0.8756
		39.15 1.0000	39.15 1.0000
		50.03 1.1041	50.03 1.0874
		54.96 1.1848	54.96 1.1848
		60.03 1.2383	60.03 1.2383
		FNPW_HSCOMP	FNPW_OFFCOMP
		Pressure Multiplier	Pressure Multiplier
		(psid)	(psid)
		20.01 0.7170	20.01 0.7149
		30.02 0.8747	30.02 0.8756
		39.15 1.0000	39.15 1.0000
		50.03 1.1322	44.95 1.0769
		54.96 1.1848	50.03 1.0791
		60.03 1.2383	54.96 1.1848
			60.03 1.2383
		FNPW_OFFSET	
VBAT	Voltage Offset		
(volts)	(ms)		
6	2.590		
8	1.441		
10	0.921		
11	0.758		
12	0.636		
13	0.518		
14	0.409		
15	0.312		
ALOSL	"low" injector slope		
AHISL	"high" injector slope		
FUEL_BKPT	Fuel mass at which to switch from low to high injector slope		
MINPW	Minimum repeatable fuel pulsewidth at 39.15 psid		
FNPW_LSCOMP	Multiplier to low slope as a function of injection pressure in psid		
FNPW_HSCOMP	Multiplier to high slope as a function of injection pressure in psid		
FNPW_BKCOMP	Multiplier to FUEL_BKPT as a function of injection pressure in psid		
FNPW_OFFSET	Injector voltage offset as a function of battery voltage		
FNPW_OFFCOMP	Multiplier on FNPW_OFFSET as a function of injection pressure in psid		

flow curve is encountered and the engine will not idle smoothly.

What I learned is that there is a lot more to injectors to be considered when sizing them for an engine application ... minimum pulse width is a key factor, in addition to fuel flow rate. (I might have been able to make the 60lb injectors work by reducing the fuel rail pressure and corresponding pressure

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across the fuel injectors, but the fuel system used in the more recent Mustangs is a returnless fuel system. Some fuel systems (return fuel systems) have a pressure regulator located at the fuel rails that is used to monitor the fuel rail pressure. If the pressure is too high, fuel is returned to the fuel tank and alternatively if the pressure is too low, less fuel is returned to the fuel tank. A returnless system has no means to return unused fuel from the fuel rails to the fuel tank. The fuel rail pressure is maintained constant at approximated 55 pounds of pressure by the engine controller which infers (doesn't directly measure) fuel rail pressure by varying the fuel pump output pressure by changing the duty cycle used to drive the fuel pump.

So I changed the fuel injectors back to the original 47lb injectors ... these have a monotonic flow rate curve at idle fuel rates and a low minimum pulse width (0.5ms). I got my drivability back ... a little more power than I had before and it's drivable ... I'm happy and I learned bunches!

[Note: I was curious what size injectors are being used in the current Mustangs, and here's what I learned. The GT350 with the 5.2L flat-plane crank engine uses the Ford Racing 47lb injectors. The '07-'12 GT500 uses the Ford Racing 47lb injectors. The '18 Mustang with the Gen3 Coyote engine uses BOTH direct and port injectors ... I haven't yet found out the size of the port injectors. It will be interesting to learn what the upcoming GT500 will use. With a rumored 700+ hp, the injectors will need a wide dynamic operating range ... 47lb injectors can be used to make 700hp, but I suspect the injectors will be a little larger, perhaps akin to the 52lb injectors used in the '13-'14 GT500.]

Interest Links

(Club members often share links to things that are of interest to them ... this may be of interest to you also)

1. [2019 Bullitt](#)
2. [Foxbody Collection](#)
3. Mustang photos from various social media links



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S550



S197



Sn95



Fox



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Club Archive

The first page of the February 2005 newsletter ...

http://www.mustangers.com

Rocky Mountain Mustangers

VOLUME 7 ISSUE 2
FEBRUARY '05

INSIDE THIS ISSUE:

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From the desk of: *Chuck Hoyle*

Chuck's Chatter!

Wow, the cold weather get together was a blast. We had 22 members arrive for a fun filled evening of mustang trivia, food and good conversation. In attendance were Andy & Gary Pitman, Dick & Debbie Collins, Sue & Al Alberg, Mike Taylor, Steve Fowler, Jim, Mary & Emily Nass, Robert, Kris & Rebecca Jimenez, Toni, Michael, John & Amber McCord, Angela, Jordan and myself. New members Becky and Pete Falcetti drove their brand new lime green 2005 mustang and joined us as well. Guiseppes offered us a nice enclosed room. We started the evening off with everyone getting reacquainted. Then the main event, passing out a trivia quiz to test their knowledge of their passion (Mustangs). After several minutes of scratching heads, they all turned in the "Mustang Knowledge Bowl". I proceeded to see who had the most right answers and came up with two winners; Dick Collins first place and Jim Nass in second. Both became proud owners of new mustang shirts. We also got to celebrate a birthday with Michael McCord who, just like the rest of us, celebrated 21 again! See what you miss out on when you don't come! We had a very good turn out and a great start to the New Year. This year I hope to get 100% involvement from all members. Let's have fun and enjoy our hobby, the Mustang spirit. This is something we can hand down to future generations by showing our excitement and participation at every event.

The dream we all share, is growing all across the United States. People who have been touched by

the car bug at least once in their life, are now starting to live the dream. If you watched the Barrett Jackson Auto Auction you would have seen people spending thousands to millions of dollars to obtain their dream. The top seller at the auction was a 1954 Oldsmobile F88 GM concept car that sold for \$3,240,000. That's 3 Million, Two Hundred and Forty Thousand dollars! Every thing from resto-mods to fully restored cars went for premium prices. A 1966 Mustang Fastback Shelby re-creation went for \$58,320, a 1966 Mustang Convertible went for \$29,160, and a 1966 GT Convertible went for \$42,120. The 1967 & 1968 years fared just as well; 1967 Mustang Trans Am Restomod re-creation \$31,320 and a 1968 Shelby Convertible \$128,520. They had other years, a 1973 Mustang Mach 1 Fastback \$14,580, 1978 Mustang II Cobra Coupe \$11,880. As you can see, this is great if you are planning to sell a vehicle but hurts our hobby by driving up prices even on the builder and project cars. Not to mention the insurance needed to cover your dream. That is why it is so important to be active in your club and share information back and forth with your fellow members and friends so everyone can enjoy in the adventure, not just the people who have been blessed in life to spend \$3,240,000 on a vehicle. Lets all work together and keep the mustang dream alive for further generations. It starts by getting the word out and showing off your cars at club events, shows and racing events.

Please take a moment and welcome the new members at the next meeting: Pete and Becky Falcetti and

(Continued on page 2)

UPCOMING RMMC EVENTS

February

2-19 Regular Club Meeting

March

3-01 Board Meeting

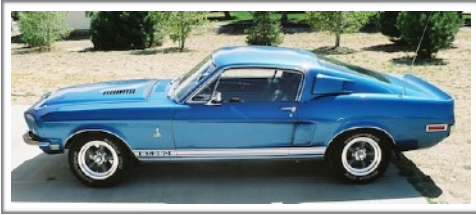
3-19 Regular Club Meeting

April

4/05 Board Meeting

4/16 Anniversary Cruise / Club Meeting

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Club Mustangs and Others

1965 Fastback	1970 Mach 1	2002 Roush 360R	2012 GT Coupe
1966 Coupe	1973 Mach 1	2004 GT Coupe	2013 GT Convertible
1967 Coupe	1976 Mustang II	2004 Mach 1	2013 GT Coupe
1967 GT Coupe	1982 GT T-Top	2005 GT Coupe	2014 Convertible
1967 Fastback	1983 GT convertible	2005 GT Convertible	2015 GT Convertible
1967 GT500 Fastback	1985 GT Convertible	2006 GT	2015 Fastback
1967 Convertible	1985 GT Hatchback	2006 V6	2015 GT
1967 Shelby GT350 Fastback	1987 GT	2007 Coupe	2016 Fastback
1968 Coupe	1994 GT Convertible	2007 Mustang GT	
1968 GT Fastback	1996 GT Coupe	2008 Bullitt	
	1997 Coupe	2008 GT500	
1968 GT350 Fastback	1998 GT Coupe	2008 GT/CS Convertible	
1968 High Country Special	2001 Bullitt	2008 Shelby GT500 KR	<u>Others</u>
1969 Boss 429	2001 Cobra	2009 Shelby GT500	1955 Mercury Sun Valley
1969 Convertible	2001 GT Coupe	2010 GT Convertible	1970 Mercury Cougar Eliminator
1969 Mach 1	2002 GT Convertible	2011 Shelby GT500	1970 Mercury Cyclone Spoiler
1970 Boss 302	2002 GT Coupe	2012 Boss 302	

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Calendar

Club Events	
06 February	Board Meeting @ IHOP, Powers & Constitution, 6:30pm to 7:30pm
17 February	Club Meeting @ IHOP, Stetson Hills, 5:30pm for meet & greet and 6:30pm for meeting
06 March	Board Meeting @ IHOP, Powers & Constitution, 6:30pm to 7:30pm
17 March	Club Meeting @ IHOP, Stetson Hills, 5:30pm for meet & greet and 6:30pm for meeting
03 April	Board Meeting @ IHOP, Powers & Constitution, 6:30pm to 7:30pm
April	Mustang Birthday Event and Club Meeting
19 May	Club Meeting
May	Swap Meet
June	First Saturday Car Show (Host Club)
16 June	Club Meeting
July	Annual Picnic and Club Meeting at Metcalfe Park in Fountain
18 August	Club Meeting
15 September	Club Meeting
September	Fall Colors Tour
20 October	Club Meeting
17 November	Club Meeting and Election of Officers
December	Christmas Party
Local Events	

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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 Bryan Lowry 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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719.638.6262

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

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Board of Directors and Committee Members

Below is a list of board of directors and committee members that you may contact with suggestions and/or questions

2018 Officers

Pat Germain	President	president@mustangers.com
Reed Hilterman	Vice President	vicepresident@mustangers.com
Cathy Short	Secretary	secretary@mustangers.com
Dave Brown	Treasurer	treasurer@mustangers.com
Neil Case	Chairman of the Board	chairman@mustangers.com

Committees

Steve Neibergall	Cruise Contoller	cruise@mustangers.com
Jeff ONeil	Newsletter Editor	newsletter@mustangers.com
Mike Cahill	Prize Patrol	raffle@mustangers.com
Diane Cahill	Webmaster	webmaster@mustangers.com

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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!

Michael Hoskins
Sales Consultant
Phil Long Ford of Motor City

1212 Motor City Drive
Colorado Springs, CO 80905

office (719) 575-7100
cell (719) 287-5013
fax (719) 575-7807

mhoskins@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.

Hoofbeats

About Us

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.



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Club meetings are held the third Saturday of each month. Refer to the club's website (mustangers.com) or the club's Facebook page ([Rocky Mountain Mustangers](#)) for specific location and time.

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

Rocky Mountain Mustangers Club

PO Box 7102

Colorado Springs, CO 80933