

NIAGARA CLASSIC MUSTANG CLUB

The Pony Express

February 2017

Celebrating Our 26th Year

A LITTLE HISTORY TRIBUTE:

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Where is the new Ford Mustang made?

Cinthia, Houston.

Ford Mustangs have final assembly in **Flat Rock**, Mich., which is a joint facility where Mazda also makes its Mazda6 sedan. Before production moved to **Flat Rock** for the current-generation Mustang (2005 model year to present), all Mustangs were assembled at the same Dearborn, Mich., plant for 40 years.

How much does a 1965 Ford Mustang weight?

The design teams had been given five goals for the design of the Mustang: It would seat four, have bucket seats and a floor mounted shifter, weigh no more than **2,500 pounds (1,100 kg)** and be no more than 180 inches (4,572 mm) in length, sell for less than \$2,500, and have multiple power, comfort, and luxury options.

1965 Ford Mustang

Some argue that a collectible car must have been built in fairly small numbers to make it exclusive, and thus more desirable and valuable. So how do they explain why the 1965 Ford Mustang is such a popular collectible? After all, it attracted a staggering 680,989 buyers after its early public introduction at the New York world's Fair in April, 1964.

The 1965 Mustang set an all time record for first – year sale of any model. Today's auto market is too fragmented with different types of cars for a single model to ever get the wildly enthusiastic reception on the first Ford Mustang in America. The top-selling car in 2008 was the Toyota Camry which found 436,616 buyers.

Ever since its arrival, the Mustang has been a highly visible part of the American auto scene. Owners have included everyone from former President Bill Clinton and baseball star Reggie Jackson to Hollywood celebrities Jay Leno and Cher. Most likely, you've either owned a Mustang, or knew someone who did.

“Vision without execution is just hallucination”-

Henry Ford

www.niagaramustangs.com

Message from the President

Good Afternoon Everyone

As we discussed at our last club meeting we are going to have a evening just to come out and enjoy a coffee and something sweet.

We will get together at Williams Cafe in Niagara Falls at 4025 Dorchester Rd. on Monday, February 27th.

I would say that we could meet at 7:30 pm or a bit later for what ever time we would like to spend chatting. I would like to have an idea of how many members are interested in coming out.

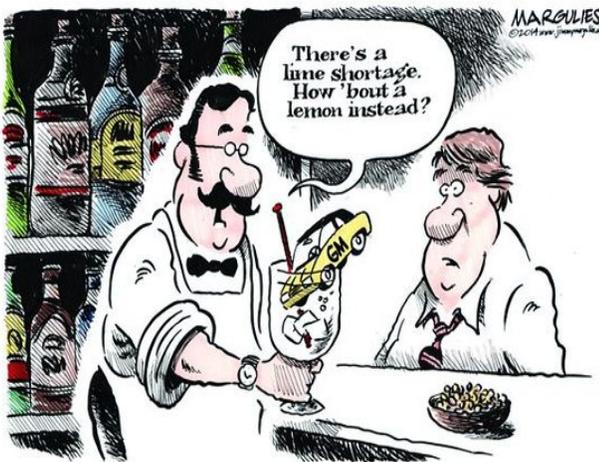
If anyone would have any ideas for the club to do we could discuss this casual basis.

Les

Till then Safe Cruising!!!!!!



Annual membership Dues are \$35.00
Cheques can be made payable to
Niagara Classic Mustang Club
217 Quaker Road
Welland, Ont
L3C 3G6



Q: How do you double the value of a Chevy?
A: Put gas in it.

Q: How is a golf ball different from a Chevy?
A: You can drive a golf ball 200 yards.

Q: How do you improve the appearance of a Chevy?
A: Park it between two Fords

Q: Where do Volkswagens go when they get old?
A: The Old Volks home!



Quick Comparison: BMW M2 vs. Ford Mustang Shelby GT350



At first blush, the BMW M2 and Ford Mustang Shelby GT350 are unlikely rivals and have very little in common.

The former is a small, European coupe, the latter a big, all-American muscle machine with two more cylinders and a lot more displacement. But if you take a moment to really compare these two cars, you'll soon learn that they're prime adversaries, even if they have a number of significant differences. Which one do we prefer? Well, it's tough to pick a favorite.

The M2 is a fine performance machine, one that marks BMW's return to its roots of building no-nonsense, driver-focused cars. Finally, a model from Munich that enthusiasts can be proud of, not another over-styled, overweight crossover monstrosity.

As for the Shelby, it's a high-winding take on the traditional Mustang formula. It features rear-wheel drive, advanced adjustable dampers and a burly V8 engine, one that sports a flat-plane crank and spins past 8,000 rpm!

POETRY IN MOTION

Starting with the [M2](#), its incredible refinement is betrayed after half a block of driving. Whether you're commuting to work or bombing around a track, every bit of this car feels like it was thoughtfully and comprehensively engineered. Certainly, one part of it that received more than its share of attention is found just ahead of the driver's knees. This BMW's 3.0-liter inline-six-cylinder engine is an absolute sweetheart, blitzing from idle to redline with less vibration than an electric motor.

Thanks to turbocharging and direct injection, it pushes out an impressive 365 horsepower and 343 lb-ft of torque. An overboost function increases the latter figure by 27 for short bursts. Sparing you unnecessary math, that brings the total to 370 lb-ft.

The top-end power this engine offers is incredible; it pulls with shocking authority clear to its upper limits. In fact, it's muscular enough to propel the M2 from a standstill to 60 miles an hour in just 4.3 seconds, or a scant 4.1 if you opt for the available dual-clutch automatic transmission.

But why would you want that? The manual gearbox is perfect, with a shifter that's light to the touch and more fluid than the Danube River; there's even an automatic rev-matching feature that makes even the most unskilled drivers look like Lewis Hamilton. On top of this, the car's clutch is nicely weighted and easy to modulate, attributes that make driving the M2 as easy as putting on pants.

Directional changes are made via a meaty, leather-wrapped steering wheel. This interface element is a little light to the touch but, like the shifter, accuracy is one of its most valuable assets as it allows you to place the M2 within fractions of an inch of where you want it to go.

Defective Alternator

Hang on Tight!

That level of precision is a little tough to come by in the **Shelby GT350** because this rarified Mustang feels miles wider than the BMW and nearly twice as heavy. In reality, it's less than four bills more massive, clocking in at 3,791 pounds with the optional track package compared to 3,450 for an M2 with a stick.

No, Dearborn's best doesn't offer the same nimbleness or handling intuition as its German rival — dense best describes the Shelby's steering — but this doesn't mean the car lacks its own unique advantages. In fact, the biggest plus it offers will make your hair stand on end every time you paw the start button.

This car's main draw is a 5.2-liter V8 that brandishes a flat-plane crankshaft, engineering black magic that significantly reduces the rotating assembly's mass, providing faster acceleration and better overall performance. This change, along with countless others compared to a standard Coyote V8, makes a world of difference, blowing us away with a 526-horsepower stampede and 429 lb-ft of torque.

What those numbers don't convey is just how eager this engine is; it feels more energetic than a litter of Labrador puppies that were just fed coffee grounds. Remarkably flexible in normal driving, this V8 nonetheless explodes at the top end, pushing you back into your seat with a determined heave as the tachometer needle sweeps past seven grand on its way to a heady 8,250-rpm redline. Whoa, is this a Mustang or a Ferrari? Even the most knowledgeable enthusiast probably couldn't tell the difference riding shotgun while blindfolded.

In addition to insane top-end pull, the Shelby's power delivery is linear and smooth, with scarcely any discernable dips or peaks. This engine is a masterpiece, one that's mighty enough to propel the GT350 to 60 miles an hour in just 4.3 seconds, a time that's aided by a slick Tremec TR-3160 six-speed shift-it-yourself transmission that's even easier to manage than the M2's offering. The clutch's weighting and engagement range are as close to perfect as could ever be achieved by human engineers.

Which Car Wins?

Both the **M2** and **GT350** are world-class products that deliver plenty of smiles per gallon, but which one claims victory in this Quick Comparison? Well, much like voting in Florida on election night, it's too close to call.

We simply can't decide which is a better choice, as we love each of them for different reasons. The BMW is a joy to drive, refined, civilized and nearly telepathic. But the Mustang's wailing engine, scary speed, and sexy styling are just as easy to fall for. That may sound like a copout, but luckily, you can't go wrong with either one.

Article Courtesy Auto Guide.com



A Word from the Editor

Nice to see everyone out to our First Meeting of 2017- 33 members attended.
Lots of Talking amongst the members and lots of good ideals for the year to come
Still looking for more input from the members for the newsletter.
To share your cars story, or and trip you may have been on.
Anyone trying to sell parts or a car we can include in the newsletter a good way to spread the news.
Also If anyone changes their address or e-mail address please keep us up to date.
Hope you have a nice valentine's maybe a nice dinner out or at home .
Happy Valentine's



Till next month!!!
Diane & Bruce
To share Pictures forward to Stella
niagaraclassicmustangs@gmail.com

Up Coming Events

- February Meeting - A Coffee Night To be Advised per e-mail
- March Meeting - Brunch at Betty's Date to Be Advised by e-mail
- April 17th National Mustang Day
- April Meeting - Pie Party @ Les's April 9th @ 4:00 p.m.
- June Meeting - to be Advised
- June 17,18,19- Can-Am Further Details to be Advised
- June 17 Delhi 7th Mustang Show Flyer and Details to Follow
- July NCMC BBQ

Welcome New Members
Rick & Dirkje Boyd
Sharon & Sean Temple



Minutes from Meeting January 29th, 2017

Present: 33 members Jennifer Legros, Cathy and Dave Barkman, Gary and Verda Orth, Dale and Phyllis Sensaugh, Janet & Brad Gilmore, David and Kathy Mccalmont, Al toner, Bruce and Diane Metcalf, Sharon & Sean Temple, Ron & Doreen Mikolasek, Pete Watson, Paul & Ruby Goddard, Barry and Ann Anderson, Dan and Pat Lucken, Les and Judy Klodnicki, Bob and Stella Wier, Roberta and Barry Mater, Barry Mater and Sophie

The meeting was held at the Best Western Plus Cairn Croft Hotel.

Call to order @ 2:46 a.m. by Les Klodnicki
Approval of minutes from previous meeting Sept 17th was accepted by David Barkman and Seconded by Judy Klodnick.

Financial Report was read by Al Toner and accepted by Paul Goddard and second by Janet Gilmore.

There was no correspondence to be read.

Membership:

We currently have 25 paid members 10 outstanding per Kathy McCalmont.

Sponsors: no change from last meeting New Fee for Business card was raise to \$45.00. Less suggested O'Neil's to get a ½ page Advertisement for doing the photo copies for the meeting. Still chasing Ed Learn Ford for their Sponsorship of the \$750.00 Al Toner to follow up.

Merchandise: Two Shirts Left

New Business:

Al Toner brought us the membership to the attention of fraud e-mails he had received Feeling that the e-mail address on the web site lead to this.

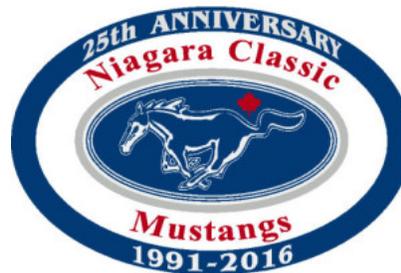
The decision was made to take our e-mails of the executive off the newsletter as well as the Web site was voted on and the majority agreed.

Stell Weir was asked to set up a general e-mail account and that was agreed upon.

Future Events:

- February Meeting Coffee Night TBA
- March Betty's Brunch TBA
- April 9th Pie Night @ Les's
- June 17,18,19 Can-Am
- June 17th New Delhi car Show
- August : Port Dover Boat Cruise
- Sept Dorset Trip
- Nov 4 AGM @ Betty's

Meeting adjourned @ 3:50 pm accepted by Bruce Metcalf seconded by Brad Gilmore



January 2017 Meeting

Hmmm I could be Somewhere else



Are We talking the price of beef or the price of a new mustang???

You know this is the way it use to be!!!!

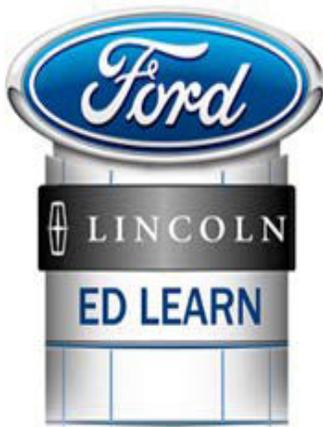


She Did IT Not ME!!!!!!



Daddy really do I have to stay here???





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*****Join us Saturday May 28, 2016 for the Niagara Classic Mustang Club*****

Car Show

hosted by Ed Learn Ford Lincoln

375 Ontario Street, St. Catharines On.

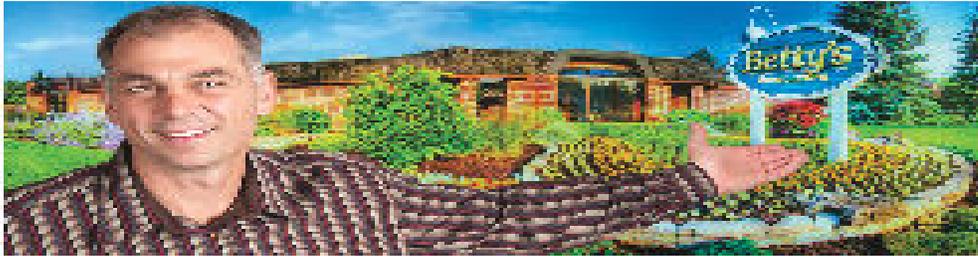
10am-2pm



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Date to be adjusted when notified!!!

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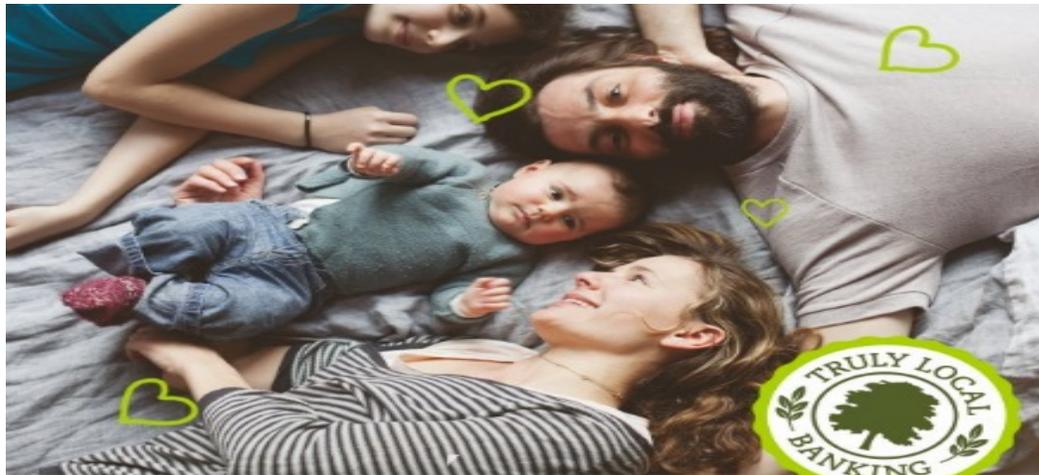
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