

NIAGARA CLASSIC MUSTANG CLUB The Pony Express

January 2017

Celebrating Our 25th Year A LITTLE HISTORY TRIBUTE:

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National Mustang Museum

In May 2016, the National Mustang Museum was announced, with an expected opening in Concord, North Carolina in summer 2017. The decision to locate somewhere in Concord was a result of the success of the 2014 Mustang 50th anniversary celebration at Charlotte Motor Speedway in Concord, with over 4,000 Mustangs registered and an estimated economic impact of US\$8,300,000.

Awards



2005 Canadian Car of the Year

The 1965 Mustang won the Tiffany Gold Medal for excellence in American design, the first automobile ever to do so.

The Mustang was on the Car and Driver Ten Best list in 1983, 1987, 1988, 2005, 2006, 2011, and 2016. It won the Motor Trend Car of the Year award in 1974 and 1994.

“Obstacles are those frightful things you see when you take your eyes off your goal”. -Henry Ford

www.niagaramustangs.com

Message from the President

Greetings Everyone

First, I would like to wish everyone a very merry christmas, happy new year, lots of health and happiness for the new year.

We will be having a club meeting on Sunday, January 29th at 1:00pm

This will be a lunch meeting.

It would be nice if club members could bring their ideas with what they would like do for club events.

Best Western PLUS Cairn Croft Hotel

Doc Magilligan's Restaurant & Irish Pub

6400 Lundy's Lane, Niagara Falls, Ontario L2G 1T6

I would ask that if anyone who hasn't paid their club dues that they would do this at our first club meeting.

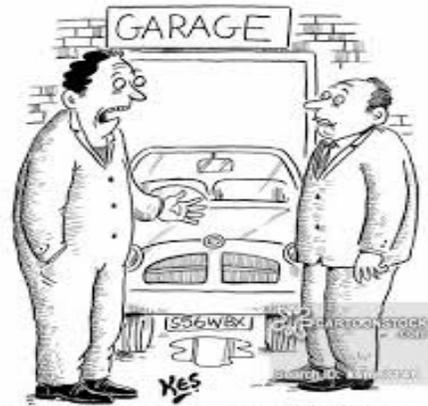
This would make Kathy's job so much easier.

I will send a reminder out the week before the meeting.

Thanks again Les



Till then Safe Cruising!!!!!!!



"The only service I could give this would be a funeral service."

Annual membership Dues are \$35.00

Cheques can be made payable to

Niagara Classic Mustang Club

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"Although most people think of it as something new, keyless entry technology has actually been around for hundreds of years!"

Battery Keeps Dying? Here's How To Fix It

One of my customers brought his 1965 Mustang back to me citing a problem with the charging system. He said that after four days, even with a trickle charger on the battery, the system would be low and not want to turn over the engine. I felt this was the perfect opportunity to talk to our readers about battery drains, charging, and parasitic draws.

Checking for parasitic drains and non-charging is a little easier on older Mustangs, primarily because there is very little drawing power on an original car. Cars with computer controlled EFI conversions, monster stereos, or other add-ons can complicate finding the problem with a drain on the battery. Other than a Rally Pac or factory clock, there isn't really a drain on the battery until a door is opened or the lights are pulled on. The procedures are the same, but there is much less to check.

A power drain on the battery can be caused by one of the following:

1. Dirty connections—the number one reason the battery won't charge or turn over the engine
2. Damaged battery or old battery that no longer accepts a charge
3. Defective alternator not charging
4. A parasitic draw caused by a circuit that is shorted or left on (for example, you didn't close your door tight and the interior lights stayed on) This is how I go about finding the source of the non-charge or drain. Remember, you can have more than one condition occurring so check them all.

Dirty Connections

Loose or damaged connections at the battery are the biggest reason for charging failures. Under the heaviest load, starting the car, current running from the battery to the cable can arc and leave carbon deposits between the two points, which creates a resistance to the flow and can eventually lead to the battery not charging or being able to put out enough current to turn the starter. First thing to do is to inspect the connections between the battery, cables, starting solenoid, and starter for bad corrosion or damage. Replace any damaged cables and clean the battery terminals before checking the battery.

Bad Battery

Most battery damage occurs in the heat of summer and shows itself in the cold of winter. To test the battery, you need a voltmeter and some form of load to put across the battery. An inexpensive battery tester with a load capability is available to perform this test, and may be available on your auto parts store's loan-a-tool program. Set your meter to DC volts above 15 volt range and measure the voltage across the battery terminals, or put your load meter across the battery posts. Even if your battery is reading 12 volts or a little more, you need to put a load across the battery to see if the voltage drops significantly under load. If you have a load tester, it will generally tell you in the scale if your battery has a low-load capability. Another way to do this is to pull the lights, turn on the key (don't start the car) and turn on the heater blower on high. The heater motor is the second biggest user of current. If the voltage drops three or more volts, the battery is probably getting weak. A 500 or more cold cranking amp battery should have no problem running a 2-3 amp blower motor without losing voltage (or very little). Take the battery to a parts store to double check it, but you are probably going to need a new battery.

Defective Alternator

If your cables are clean and the battery will hold a charge, it is time to test the charging circuit. With a full charge on the battery you can turn on the engine and test the charging system at the battery. With your volt meter set for DC volts, place the red probe on the positive and the black probe on the negative of the battery and read the voltage. It should be charging somewhere around 14.5 volts. If it is charging a lower voltage (or is staying at 12 volts and not rising) then you may have an alternator or regulator problem. If it is over 14.7 volts it is overcharging and you may have a regulator problem. Ford adjustments from the shop manual say between 13.5-14.6 volts, depending on temperature. If the charge is good, move to the A/C current test.

Alternators create A/C power, and your car runs on D/C power. The alternator converts A/C to D/C through a series of diodes in the back of the alternator. If one or more of these diodes fails, then A/C power is put out on the lines and can cause problems with charging the battery. A failed diode can cause a parasitic drain while the engine is not running. You can test this in the car. Put your volt meter into A/C mode and check for A/C power while the engine is running by touching the probes to the battery terminals. Here's where it gets tricky. Some people say there should be no A/C voltage, some say about .5 volts or less, some say more. I am in the .5 volts or less crowd. Our customer's car was reading 20.5 volts A/C and by changing the alternator our draining problem went away. **Parasitic Drain**

Power drain is measured by the current flowing through the battery. A drain of 50 milliamps or more will cause the battery to drain down in a few days. Modern cars have computers and memories that require constant power, but older cars don't (with the exception of add-ons you may have installed). To check for a parasitic drain, you need a voltmeter that will read current in a 10 or above amps range.

Make sure the doors are closed, the key is out and the engine is off. Put your meter in its highest amp range, and then remove the negative battery cable. You can do it from the positive side but there is less chance of shorting out if you disconnect the negative. Touch one probe to the cable and one probe to the battery terminal, so the electricity makes its circuit through your meter. With no circuits open (interior lights, e.g.) you shouldn't read any real current flow in cars without any accessories like a Rally Pac. Modern radios and other add-ons will draw a couple of milliamps. Move your meter's range down until you are reading current flow. Anything around 50 milliamps or more is a problem and you will need to chase down the parasitic drain in your car.

Checking for a parasitic drain involves pulling the fuses one by one and seeing when the drain goes away; much easier when you have an original Mustang circuit with less than ten fuses. Before you pull the fuses, disconnect your meter from the battery BEFORE you open the door. A short in the lighting circuit can cause damage to the meter. Secure the door jamb switch to turn off the interior lights before reconnecting the meter. Then pull one fuse at a time until you find the circuit that is causing the trouble. Remember, aftermarket radios, under dash A/C systems, electric fuel pumps and other aftermarket devices usually have their own fuses. Check your aftermarket equipment first—it is usually the culprit. Once you have found the circuit, grab your factory wiring diagram and start hunting down the drain. I usually start at points in the circuit that are common to the whole circuit; the headlight switch for example. From there you can run out to the other circuits to find the problem.

We found a small draw on the customer's battery, and when we checked the A/C on the battery we found that one or more diodes had failed in the alternator. A new alternator fixed the problem. With a little patience, a good meter, and a wiring diagram, you can successfully find out how your battery is draining.

Article Courtesy of Monthly Mustang

A Word from the Editor

Happy new Years to the membership.

Hope everyone had a good holiday and family times.

Our wishes go out to Dave Barkman for a speedy recovery.

Looking forward to a new year of events and ideals from the members for social events and car cruises.

Still looking for stories on your cars or anything you would like to share.

Makes for better reading of the newsletter.

Just take a few seconds and sent me something about your car how you love it and want to share that joy with others.

Or any trips you have made love to hear about peoples travels.

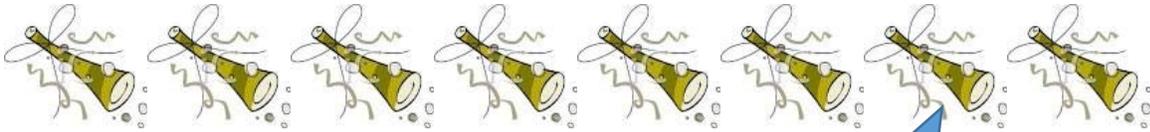
Till next month!!!

Diane & Bruce

To share Pictures forward to Stella

Stella.weir@bell.net or

diane@newman-bros.com



Get well Soon
Dave Barkman

Thank you for the get well card. The surgery went ok but my lungs are giving me trouble. The ncmc. Is like my second family.thank you so much. Could you please pass this on to the rest of the club.i m not really good with these machines.thanks and God Bless. DAVE



Date	Location	Time
Jan 29 th , 2017	NCMC Monthly Meeting Best Western PLUS Cairn Croft Hotel Doc Magilligan's Restaurant & Irish Pub	1:00 p.m.

Dear Les,

On behalf of the City of St. Catharine's Parks, Recreation & Culture Services and Community Care I would like to thank you and the Niagara Classic Mustangs Club for your generous donation of toys for our Tree of Little Angels 2016 Toy Campaign. We had a very successful year and it's due to the generosity of our citizens and groups like the Niagara Classic Mustang Club that make it so successful.

The toys you have donated have been received and have been sent to Community Care for distribution amongst families in the Niagara Region.

Your generosity and support will ensure that several children will have presents to open up this holiday season.

Thank you again for your continued support and I wish you and the Club a safe and happy holiday season!

Sincerely,

Elizabeth Fritshaw

Community Relations Coordinator

Parks Recreation & Culture Services

City of St. Catharines

PO Box 3012, 50 Church St

St Catharines, ON L2R 7C2



Executive Team Contacts General E-mail to Follow

President: Les Klodnicki –

Vice-president: Bruce Metcalf –

Secretary / Jennifer Legros -

Treasurer Al Toner –

Newsletter: Diane Holmes –

Membership: Kathy McCalmont –

Events – Les Klodnicki –

Barry Hardyman

Past President – Barry Andersen –

Hospitality – Ann Andersen & Marg Toner

Website: Stella Weir



2017 Ford Mustang GT Convertible

Ford Motor Company's [NYSE:F] sixth-generation Mustang made waves when introduced for the 2015 model year. Finally, we were graced with a Mustang with independent rear suspension, which together with the steering and other chassis tweaks helped to deliver sports car-like handling.

Since then Ford has added the awesome Shelby GT350 and GT350R as well as a Performance Package for buyers of the standard models.

There aren't many changes to report on for the 2017 model year, the most substantial being the expanded color palette which now includes Lightning Blue, Grabber Blue and White Platinum Metallic Tri-coat. (Part of the reason for the lack of updates is due to a facelifted model being introduced for 2018.)

The 2017 Mustang also features the latest Sync infotainment system which benefits from enhanced voice recognition as well as Apple CarPlay and Android Auto smartphone integration. We'd also recommend upgrading to the car's available 8.0-inch dash-mounted touchscreen which has swipe and pinch-to-zoom capabilities, just like a smartphone.

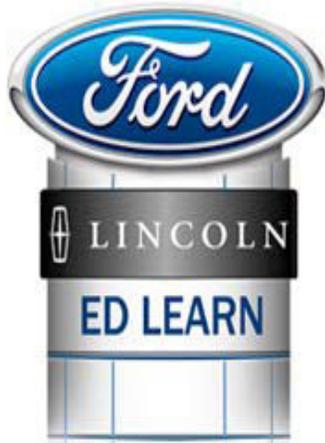
Buyers of the standard Mustang still have three powertrain choices to choose from. The base model is equipped with a 3.7-liter V-6 delivering 300 horsepower and 280 pound-feet of torque. Above this is the EcoBoost with a turbocharged 2.3-liter inline-4 delivering 310 hp and 320 lb-ft and further up is the GT with its 5.0-liter V-8 delivering 435 hp and 400 lb-ft. Buyers also have the choice of 6-speed manual or automatic transmissions.

Note, anyone looking for extra power can purchase some warranty-safe Ford Performance mods. The mods also include upgrades for the transmissions, with the manual transmission getting a special no-lift-shift feature that allows gears to be shifted without letting off the gas.

Also available is a Performance Package which adds a 3.55 limited-slip differential, increased-diameter antiroll bars, larger brake rotors, heavy-duty springs and unique chassis tuning. There's also a Pony Package which adds 19-inch polished aluminum wheels, a unique upper grille with the classic tri-bar pony logo, and a set of side stripes.

Those upgrading to the Shelby GT350 and GT350R are in for a real treat. The cars come with a 5.2-liter V-8 featuring a flat-plane crank. This lends the engine an awesome sound and an amazing ability to rev. Peak output is 526 hp and 429 lb-ft and the rev limiter doesn't cut in until 8,250 rpm. The sole transmission is a 6-speed manual.

For 2017, a previously available Track Package for the Shelby models has been made a standard feature. This adds items such as an aluminum tower brace, magnetic ride dampers, rear spoiler, and specific coolers for the engine oil, transmission and differential. Ford is also offering new Electronics and Convenience Packages, adding improved audio, electronic seat adjustment and various other upgrades. Finally, the Shelby models also get new colors, in this case Ruby Red Metallic, Lightning Blue and Grabber Blue.



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

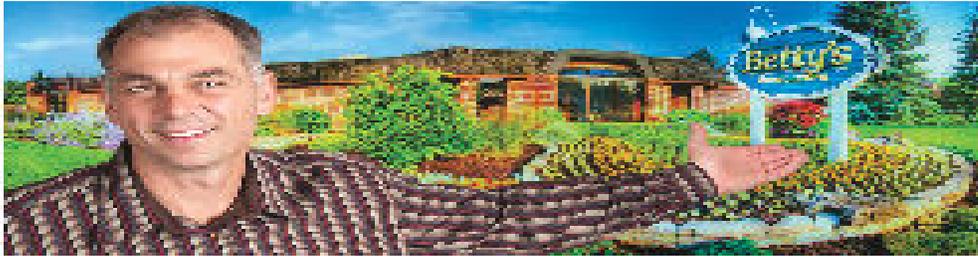
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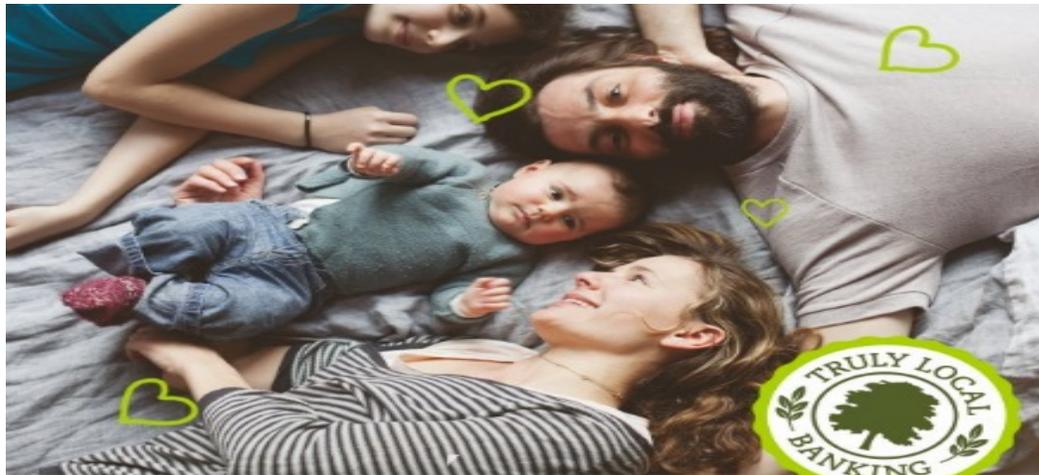
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