

NIAGARA CLASSIC MUSTANG CLUB

Celebrating Our 26th Year

The Pony Express

A LITTLE HISTORY TRIBUTE:

November 2018

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In 1964, one automobile Manufacturer broke through the ho-hum barriers of conservative design and produced an entirely new model intended to satisfy the interests of several segments of the Market. The car, with its lengthened and extended hood, foreshortened rear deck, sculptured body panels and sporty bucket seats succeeded in providing a family-size sedan for the supermarket crowd, a "youthful abandon" appearance for those whose memories dealt with the earlier two-passenger Thunderbird, abundant power and control options for the soon-to-be-called "macho" segment, and a platform on which the speed-oriented could bolt readily available added power and handling accessories with which to convert it to an all-out sports car racing machine.

That manufacturer was the Ford Motor Company and the car was MUSTANG! That Ford's project was right on target is attested to by the fact that the car found over 100,000 buyers in its first four months, a half million more in the next twelve, and it reached a total of well-over one million cars in fewer than twenty-four months! Mustang's initial sales set an unequalled record that has yet to be eclipsed.

Its very success resulted in the production of similar cars (its name even provided their description, "pony cars" } by other manufacturers, and the competitive race was on. the result was to be a departure from the original concepts and by 1973 Mustang had grown some 12 inches in length and almost 20% in weight`. No longer "the car that was designed by you", it yet remained the choice of loyalists but offered those who preferred something "different" little reason to justify its selection. Thus, Ford Motor Company, in an unusual reaction achieved another notable success when it introduced the more compact 1974 model marking the very first time the industry had down-sized a successful line of its cars.

The factors that made the original Mustang the outstanding popular choice that it became in the 1960's remain effective today. Less than a dozen years later they inspired Collectors to seek out the more desirable models. The price of early Convertibles and slant-backs rose sharply until today when virtually all of the early Mustangs have joined the ranks of those outstanding Collectible automobiles of earlier years.

and stillMUSTANG Does It!

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when no one is looking!!!*

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Message from the President

Annual membership Dues are
\$40.00

Cheques can be made payable to

Niagara Classic Mustang Club

217 Quaker Road

Welland, Ont

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Big Thank-you to Betty's Restaurant

for a great meal.

We had a good show of members and our elections NOT SO WELL.

Thank-you

We will be looking for ideals and suggestions come forward in the New Year for events and meeting functions we are open to any ideals

There will be our first meeting Jan with an e-mail to follow up on the details of the time closer to the date.

In the meantime hope to see lots of members out for the Annual Christmas Party. Dec 8th at **Betty's Restaurant**



Till Then Safe Cruising!!!

Les

Wife on the phone with husband:

👩: - I don't know what to do. It's so cold and the car doesn't turn on. And now the dashboard is showing a picture of a man taking a shit. Come quickly!

👨: - What?! Can you send me a photo?

👩: - Sure, here it goes:



Just for some reading did you know??

The Beginning Years



1900 - 1940

The time was the early 1900s. The nation was in the midst of an industrial and manufacturing revolution, and Detroit was at the forefront -- led primarily by automotive pioneer Henry Ford.

After years of inventing motorized vehicles, Henry Ford founded Ford Motor Company in 1903. Within the first few months, Ford was selling the Model A and turning a profit. In 1908, the legendary Model T was born. It wasn't long before Ford Motor Company became an industrial giant that spanned the globe.

With the workforce at Ford and the population of Detroit rapidly growing, so too were the health care needs of the community. Henry Ford understood the importance of keeping a healthy and productive community, and he envisioned creating a hospital for the working man.

The year 1909 marked the beginning of a movement to establish a new hospital in Detroit. The Detroit General Hospital Association was organized to plan and build the Detroit General Hospital. With Henry Ford as chairman, the Finance Committee purchased twenty acres of land bound by West Grand Boulevard, Hamilton, Byron and Bethune Avenues. Plans of a pavilion type of hospital, drawn up after committees had studied the leading hospitals in Europe and America, were accepted and the work of building began.

In 1912 ground was broken for the first building unit. However, enthusiasm soon lagged and subscriptions were insufficient to carry the project through. The foundation of the building remained unfinished for eighteen months. In 1914, it was suggested that the City of Detroit take over the entire project.

Henry Ford objected and offered to repay subscribers and assume the outstanding debts and contracts for the buildings of the Detroit General Hospital. His offer was accepted immediately. On June 26, 1914, the present site of the Henry Ford Hospital was deeded to Henry and Clara Ford.

Henry Ford Hospital, 1915

On September 8, 1915, the articles of incorporation for the Henry Ford Hospital were recorded. Five days later Henry Ford and his wife deeded the property to the Henry Ford Hospital, Incorporated. The first meeting of the

incorporators was held September 21, 1915, and a board of trustees was elected with Henry Ford as president and his son Edsel as vice president.

On October 1, 1915, the first patients were admitted at Henry Ford Hospital. Although the Hospital interior was not yet completed, a long ward in the Private Patient Building accommodated 48 patients, and several other small buildings housed the surgical pavilion, research quarters, kitchens and laundry facilities, the power plant and garage. About 100 patients were admitted over the next 80 days or so.

Shortly after that, Henry Ford met Dr. William Mayo of the Mayo Clinic in Rochester, Minnesota. Ford was impressed by Mayo's description of new methods for hospital operations, including a closed staff of employed physicians who worked exclusively in and for the hospital. Henry Ford felt it was important to attract excellent staff members for the closed staff of his new hospital. Dr. Frank J. Sladen, a former resident physician at the Johns Hopkins Hospital who came to Detroit to serve as the chief of medical service for the Detroit General Hospital was appointed physician-in-chief. In 1916, Dr. Roy McClure -- a gifted young surgeon also from Johns Hopkins -- was recruited as the surgeon-in-chief.

Over the next two years, as plans were being made for the large hospital and staff, the war in Europe escalated. On April 6, 1917, President Woodrow Wilson and the U.S. Congress declared war on Germany and the country began to mobilize for the war effort. The first American troops arrived in France in June of 1917, and Henry Ford Hospital staff members were soon to join them.

As the hospital could not operate on its own, Henry Ford offered it to the U.S. government for use as an Army hospital for the duration of the war. The hospital was closed in the summer of 1918, and all remaining staff who could pass the military physical entered the service. A ceremony on October 26, 1918, marked the temporary transfer of the unfinished Henry Ford Hospital to the U.S. Army. For the next 11 months, Henry Ford Hospital would be known as the U.S. Army General Hospital No. 36.

After the war ended on November 11, 1918, hospital facilities were needed to care for the hundreds of wounded and ailing American soldiers as they returned home. By February 1919, the first patients were received at the hospital. Many patients required lengthy recuperation and therapy for recovery from their war injuries. No. 36 cared for 2,000 wounded soldiers without a single death during the 11 months of its existence.

By summer, the troops slowly vacated the premises, leaving a roughly used and tattered hospital shell behind. The hospital was returned to Henry Ford by the government on January 1, 1920, and the original staff returned from their army service and again opened the hospital. That same month, a second influenza epidemic arrived, and 300 emergency beds were made available for the city. Stricken patients flooded the hospital, all of them seriously ill and many of them dying. Almost 9,000 Detroiters fell victim to the infection.

With the war and the epidemic over, construction resumed on the hospital. On December 21, 1921, the 50,000-square-foot main hospital opened with a completely equipped diagnostic clinic, staff and 500-bed capacity. With four floors of private inpatient rooms and a six-story central unit, it offered the finest care and hospital surroundings available anywhere in the country.

Drs. Sladen and McClure had been trying to persuade Ford for several years to go forward with an addition of a nurses' school to the hospital, and in 1923 he suddenly agreed. The Clara Ford School of Nursing and Hygiene opened in 1925 with 300 rooms to house students. A new Education Building, connected to the home by a basement tunnel, contained classrooms, demonstration rooms, and lecture halls.

The growth and prosperity of the hospital was interrupted again in 1929 when the Stock Market crashed. On Tuesday, October 29, a national panic ensued. Banks, factories, stores and businesses failed in the course of that one day, and there followed over the next four years the deepest depression in U.S. history. In 1931, Henry Ford was forced to layoff 75,000 factory workers. The level of human suffering increased rapidly as families could no longer afford food or even shelter. While the hospital's census counts dropped dramatically during this time, the staff continued to assist patients who could not afford to pay.

Although the growth of the hospital was minimal during these years of economic hardship, it experienced a huge gain when Dr. Conrad R. Lam, a Texan who had trained at Yale, came to Henry Ford Hospital in 1932 for his internship and residency under Dr. McClure. Lam was appointed to the staff in 1938, and soon began to specialize in thoracic and cardiac surgery.

Name: _____ Date: _____
Class: _____ Teacher: _____

Car Brands Word Search



I A K D D K B Z I X H Y U N D A I Q J C F B
I U Q L I O B K H C J S U S F S E K C L I J
F E R R A R I Y G U H P U N C O F T G A M G
Z C A H O V H K C Z S E O Z V C R M Y M E A
C X U O L K M A Z D A J V R U X G D N B R U
V E D N Z C O R V E T T E R S K Z Z I O C A
N O I D G I Y H R K X F C L O C I U S R E L
A C L A N M D L T H Q J I S I L H Y S G D F
M J I K Z V O K V H O P A A N G E E A H E A
L I A H S C V E F Q Q W T Z T Q B T N I S R
F B T M M W N B E N T L E Y V N K X K N B O
M S N S A V A E A Y A P C V A U V A U I E M
C U Z R U S O G B H E W X T B O O D O H N E
Y B T P W B E P E T O Y O T A F L F G B Z O
X A D T C P I R B N X G C F J B V P F F J H
N R I H D J T S A M C S C L K O O X D X T S
K U E B P V G E H T W N G K T I A L C A R N
X R O K W G N R Y I I M S T V X A T C U Z N

SUZUKI
SUBARU
MERCEDES BENZ
MAZDA
CORVETTE
CHEVROLET

MASERATI
NISSAN
FIAT
LAMBORGHINI
VOLKSWAGEN
FORD

HYUNDAI
BENTLEY
KIA
VOLVO
MITSUBISHI
BMW

ALFA ROMEO
TOYOTA
PORSCHE
AUDI
FERRARI
HONDA

Members Ride



What do you Know about Tires??

Is it safe to store tires in your house?

If **storing tires in your house**, **keep** them away from items that emit carbon monoxide such as a furnace, central vacuum or sump pump. **Keep tires** in a cool, dry location free from humidity fluctuation. Attics are not a suitable place to **store tires**. May 6, 2015

Are narrower tires better for winter?

Generally, **narrower tires** are **better** in snow and on ice because they are more stable and get **better** linear traction by penetrating the snow. This is not always true though; on hard-pack snow, wider **tires** with more sipes are **better**. Dec 10, 2014

How should tires be stored flat or upright?

Tire experts recommend that **tires** be **stored** vertically, or **upright**, on their treads to minimize stress and tire distortion. If **tires** must be **stored** horizontally, **tires** should be stacked **flat** so that the bottom tire will maintain its shape. Do not stack too many **tires** on top of each other.

How long can you keep winter tires?

My answer might well lie in that last sentence - you have been changing to winter tires for "many years." Most drivers will wear out a set of tires in less than **five years**, but for some low-mileage drivers like you that is not the case. Generally speaking, tires have a life expectancy of **five to seven years**. Jan 7, 2011

Is it OK to store tires outside?

When it's time to put your **tires** away, make sure you **store** them in a cool, dry place like your basement, climate-controlled garage, or workshop. Avoid **storing tires outdoors**, in a standard garage, or in an attic – basically, any place that could be very hot, wet, humid, or cold (yes, **tires** can actually freeze).

How long can tires be stored?

When properly stored in a climate controlled warehouse, tires have an almost unlimited shelf life, and once they're on the road, proper care can add many years to a tire's life. "In general, we see **six years** of service with no more than **10 years** of total life since manufacture." Apr 28, 2015

Can different size tires fit the same rim?

Rim Width Range. Because **tires** have flexible sidewalls, a single **tire size will fit** on a variety of **rim** widths. ... Note: Because the overall diameter of a steel-belted radial is essentially determined by the steel belts, there is little, if any, change to the overall diameter of the **tire** due to differences in **rim** width.

Are rubber tires toxic?

Nearly 60 million **tires** were ground up for reuse in 2013. ... Chalker-Scott's expertise is in **rubber** mulch, a bark look-alike made from recycled **tires** and popular in yards and children's playgrounds. "Some of what leaches out of the **rubber** as it decomposes can be pretty **toxic**," she said. Dec 20, 2014

Do tires give off toxic fumes?

" Natural rubber alone poses a dangerous fire hazard and when heated to decomposition emits **toxic fumes** of SOx. ... "The **tire** filler, carbon black, is mildly **toxic** by ingestion, inhalation and skin contact."

Do snow tires really make a difference?

Winter Tires Really Do Make a Difference in the White Stuff. ... But don't get **winter tires** confused with studded **snow tires**. **Winter tires** don't have the metal studs protruding from the tread that can sometimes provide traction in icy conditions. Jan 17, 2018

Are all weather tires good for winter?

All-weather tires are stiffer than **winter tires**, which reduces their grip on ice. As for their tread pattern, it is less aggressive, which provides less traction in **snow**. In fact, tire experts say that most **all-weather tires** offer barely 10% more traction than conventional summer **tires**.



From the Editor

Sorry I missed the meeting I understand there was a good show of members
But no new Volunteers for the Board that is sad
As I have said I was trying to step down from the newsletter but
Does not seem to be others interested

Will try to continue at this time hoping to get more input from members to add articles to the newsletter.

Diane & Bruce

To share Pictures forward to Stella

niagaraclassicmustangs@gmail.com

Up Coming Events

- **Dec 8 – Saturday – NCMC Annual Christmas Party location Betty's Restaurant**

EXECUTIVE Team contacts: All can be contacted by

niagaraclassicmustangs@gmail.com

President : Less Klodnicki

Vice President:

Secretary: ???????

Treasurer: Al Toner

Newsletter; Diane Holmes-Metcalf

Membership: Kathy McCalmont

Past President: Barry Andersen

Website: Stella Weir



Just For Laughs



NIAGARA CLASSIC MUSTANG CLUB

MINUTES OF AGM MEETING NOVEMBER 3, 2018

Chaired by Les Klodnicki Call to Order: 8:20pm,
Betty's Restaurant

Attendees: Les & Judy Klodnicki, Al & Marg Toner, Dave & Kathy McCalmont; Bruce Metcalf, Bob & Stella Weir, Dan & Pat Lucken, Paul & Ruby Goddard, Brad & Janet Gilmore, Wayne & Marilyn Schwartz, Dave & Cathy Barkman, Barry & Ann Andersen, Pete Watson & Lynda Morley, Ron & Doreen Mikolasek, Joe & Jackie Henderson, Ron, & Sue Wycimaga

Minutes from previous AGM Nov 4, 2017

Accepted by Dave Barkman

Seconded by: Paul Goddard

Treasurer's Report: by Al Toner:

Bank Balance \$ 330 of this donated to the Wounded Warriors

Website renewal: renewed for 3 years

Accepted by: Barry Andersen

Seconded by: Marilyn Schwartz

Correspondence: Patti Lucken,: nothing to report

Membership: Kathy McCalmont

70 members in 2018

Welcome to new members: Ron and Sue Wycimaga

Newsletter: Diane Metcalf (absent)

Sponsors / Advertisers: Al Toner:

Advertising revenue is down from last year.

Non renewal of Bettys, Promotions Plus

Barry Andersen suggested that we look into ordering new shirts from Promotions Plus. Idea to be discussed at the January meeting.

Events:

Christmas party at Bettys December 8th 2018

6 pm social, 7 pm dinner

Club to sponsor event; \$250 gift certificate to be drawn at the Party

January meeting: date and location to be decided

Website: Stella Weir

If a picture of your car is not on the site, please submit and Stella will add it

Old Business: nothing to report

New Business:

Al Toner suggested that at the Christmas Party this year we bring \$ 25 gift certificates (or whatever you feel is appropriate) from grocery stores like Metro or Sobeys to be given to the Open Arms Mission to be distributed to the less fortunate in our community.

This idea was agreed upon by the members and an email will be sent out to the membership.

Change of address for Club to be changed to that of the Membership co-ordinator (Kathy McCalmont)

Al Toner announced that there is a need for more participation particularly with event planning. Currently all the work is being done by a very few,

Suggestions for events might include a show and Shine that members may not be aware of.

Suggested sending out an email with event suggestions to members to see who is interested and then organizing a date. At the January meeting we will discuss this more fully.

50/50 draw \$ 45 won by Paul Goddard

Elections

President:	Les Klodnicki
Vice President:	open
Past President:	Barry Andersen
Secretary:	open
Treasurer:	Al Toner
Sunshine Correspondence:	Patti Lucken
Memberships:	Kathy McCalmont
Newletter:	open
Sponsors / Advertisers:	Al Toner Les Klodnicki Paul Goddard
Events:	Les Klodnicki Paul Goddard
Website:	Stella Weir
Merchandise:	Les Klodnicki
Meeting Location and Booking:	Barry Andersen, Les Klodnicki

Meeting adjourned at 9 pm





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June 23rd 10- 2

Car Show

hosted by Ed Learn Ford Lincoln
375 Ontario Street, St. Catharines On.
10am-2pm



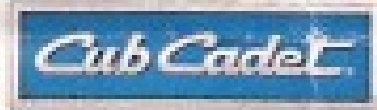
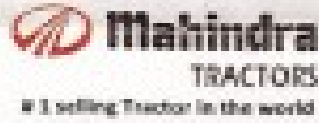
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