

May 2026 Issue



NMC Newsletter

Come Cruise With Us



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Messages

From the Club President

Spring is finally here, and with it comes the start of another exciting season for our Mustang family.

I can't tell you how excited I am for what lies ahead. After a long winter, it's time to get those Mustangs back on the road, shining in the sun where they belong. We've put together a fantastic lineup of cruises, lunches, and other great events like the much-anticipated Ed Learn Mustang Car Show that's on the calendar later this month.

Besides the cars and events, I look forward to the people most. There's nothing better than seeing familiar faces, welcoming new members, and sharing our passion for these incredible machines together.

So, get those cars ready and bring that Mustang enthusiasm to everything this season has to offer.

Here's to a fantastic spring!

Lance McDonald
Niagara Mustang Club
President



Membership and Dues

The club currently has 49 households with more than half being very active in our club.

Welcome our newest members, Elaine Randell and Murray Marshall.

Monica Georgi
Niagara Mustang Club
Membership Chair



Niagara Mustang Apparel

Niagara Mustang Club Shirts and Hats are available from Phoenix.

To order or get information on sizes and colours, email her at nmcapparel2025@gmail.com or call/text (365)-880-1862 **after 5pm.**

Embroidered Golf Shirts \$40,
Baseball Caps \$30, T-Shirts \$20



Newsletter

If you would like to submit something, post a picture, wish someone a birthday or anniversary wish, advertise an upcoming event, or offer suggestions for content, please email me at mwk0331@hotmail.com for future Club Newsletter inclusions.

Mark Kapitan
Newsletter

Executive Team

President	Lance McDonald
Vice-President	Dan Smith
Secretary	Phoenix Smith
Treasurer	Dave Ells
Membership	Monica Georgi
Past President	Clay Dawdy
Newsletter	Mark Kapitan
Website	Stella Weir
Social Media	Dan Smith
Events Coordinator	Wendi Desilva
Assistant	Debbie Muizelaar
Sponsorship / Donations	Mark Kapitan Wendi Desilva Sylvia Trottier

About the Cover

Ranking The 10 Best Saleen Mustangs

In the '80s and '90s, Saleen rose up in the muscle car community by making incredible custom Mustangs. Here, we rank the 10 best ones.

BY VUKASIN HERBEZ From HOTCARS website

In the colorful world of Ford Mustang, there were many interesting characters. Guys like Carroll Shelby, Ken Miles, Jack Roush, and Larry Shinoda all put their personal stamp of America's favorite pony car, made it better, faster, or more successful on the racetracks. In the early '80s, a new name emerged on the scene when Steve Saleen, a successful Formula Atlantic driver, established Saleen Autosport and campaigned Foxbody Mustangs all over America.



Soon, Saleen started making its own cars based on the Ford Mustang but improved in every way. In just a few years, Saleen went from a small team to an official Ford partner and made history, effectively becoming the Carroll Shelby of the '80s and '90s.

But the story doesn't end there, even today, when there are so many independent companies making fast Mustangs, Saleen is still one of the most respected names in the business. Today, we will talk about ten of his most memorable models.

10. Saleen S281



The S281 name was first used in 1996 and suggested the displacement of Ford's then-new 4.6-liter V8s. However, in 2006, when the S197 generation was introduced, Saleen resurrected that nameplate and used it on a brand-new model offered through 2010.

It had 320 hp in the base trim, but Saleen offered a unique, supercharged version with up to 550 hp for the most ambitious customers.

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9. Saleen SMS 302



When Ford introduced the 5.0-liter V8 in 2011 Mustang, Saleen immediately offered the SMS 302 model, which featured an upgraded engine in two power levels.

One was naturally aspirated with 440 hp, and the other was a crazy, supercharged version with 535 hp on tap. Of course, the SMS 302 received a host of upgrades to keep it stable and safe while delivering insane acceleration times.

8. Saleen S351



If you were looking for a Dodge Viper-beating Mustang in the late '90s, the Saleen S351 was the car to have. With a 5.8-liter supercharged V8 engine and a long list of upgrades, this cool looking SN95 Mustang had 495 hp under the hood and 0 to 60 mph times of 4.6 seconds.

Those numbers are respectable even today, but almost 25 years ago, they were in supercar territory.

7. Ford Mustang Saleen



Even though the Saleen name is synonymous with extreme horsepower cars, the first-ever Saleen Mustang had the stock engine and drivetrain. In 1983, Steve Saleen introduced its first road-going model but didn't touch the motor since he didn't want to go through the expensive emissions regulations process.

However, he invested a lot of time and effort into sorting the suspension, brakes, and chassis and made the ordinary Foxbody Mustang significantly faster without messing with that famous 5.0-liter V8.

6. Saleen SA15



In 1998, Saleen decided to commemorate its 15th birthday by presenting a unique model produced in only ten examples. Called the Saleen SA15, it was based on the SN95 Mustang GT Convertible but with a supercharged 4.6-liter V8 with 320 hp, special suspension, a 3:55 rear end with limited-slip-differential, and lots more.

The collectors snapped this piece of history, and it is still one of the most exclusive Saleen's ever made.

5. Saleen S302E



Saleen was already a well-known name by the early '2000s, but Steve Saleen felt that the sky is the limit when it comes to power. This is why the company introduced Saleen S302E, with "E" standing for "extreme."

Extreme it was, with a Saleen-built 5.0-liter V8, supercharger, and numerous modifications and upgrades. The result was 620 hp and 600 lb-ft of torque followed by insane acceleration times.

4. Saleen SSC



The epitome of high-end '80s Mustangs is the Saleen SSC. Introduced on the 17th of April 1989 (precisely on Mustang's 25th birthday), the SSC was the best Foxbody the world has ever seen.

It featured a highly tuned 290 hp engine, special suspension, brakes, interior details, and an exterior body kit. It was Ferrari fast, and it handled like a Corvette. However, it wasn't cheap. With an MSRP of \$36,000 (in 1989), it cost almost three times more than the standard Mustang LX 5.0.

3. Saleen S302 Black Label



Even though the 2020 Shelby GT500 stole the headlines with its 760-hp rating, the Saleen S302 Black Label is even more powerful and arguably better looking.

With a supercharged 5.0-liter V8 and 800 hp, superior transmission and suspension, the Black Label (which can be ordered in other colors, as well) is one of the most potent street legal Mustangs you can currently buy. And it is cheaper than the GT500, as well.

2. Saleen SA10



The Saleen SA10 is an exceptional car; not only was it produced in only ten examples (with eight still around), but it was built to commemorate the 10th anniversary of the company and the end of the Foxbody production run.

However, the SA10 was also notable for featuring a supercharged engine and 325 hp, which was a very high number for the early '90s. To differentiate it from Saleen SSC, the SA10 had a unique color scheme, several exterior details, and it cost more than regular Saleen Mustangs of the era.

1. Saleen SR



With an insane price of over \$150,000 (in 2000), Saleen SR was the most track-focused car this company ever produced. Equipped with an impressive, hand-built, 5.8-liter V8 with 505 hp, the SR had a top speed of over 200 mph.

Since this was an extreme car in every sense of the word, Saleen gave it a unique design, special body kit, and front end to differentiate it from more ordinary cousins. The production was very limited, and even today, SR is one fascinating muscle car.

NMC Outings

Annie's Barrel Lunch



Murder Mystery Dinner





United Poker Run



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Car of the Issue

From a Dream to 60 Years of Memories



It's February 1964. I'm in my second year at the University of Waterloo. I open a copy of *Look Magazine* and there's a picture of the most beautiful car I had ever seen, the 1964½ Mustang. The minute I saw that picture, I knew I was going to buy a Mustang. All I needed was to finish school and find \$3,500.

As graduation approached, my dad started talking about me getting a new car. He had already picked out the one he felt I should be buying, and within a day a car salesman was pulling into our driveway with it, a 1964, 6-cylinder Valiant. For two hours they went on about the features of the Valiant, and I realized if I was going to get the Mustang, I had better get going or dad would be putting a down payment on the Valiant and I'd be stuck. A Valiant car driver wasn't the image I wanted to portray!

Monday after classes, I went down to the Ford dealer in Kitchener — Kaye Motors — to see what Mustangs they had. They had three, and one was a 1966 silver blue colour with a white convertible top. My dream car. To this day, people still tell me it's the prettiest colour they've ever seen on a car. The price \$3,230. plus 3% tax.



I went back to my room and got up the courage to phone my dad and ask if he would lend me \$500 for a down payment on the Mustang. He thought for a minute and then said if I bought the Valiant, he'd give me the \$500, otherwise, no loan. Not the answer I had hoped for from him.

The next day, I went to the TD Bank and asked the Loans Officer if he would lend me the \$3,500 I needed. He checked my account — I was close to triple figures for a balance, and said, "You haven't got a lot of money." No, I said, but I showed him a letter I had from Imperial Oil offering me a job at \$530 a month. Maybe it was the letter, maybe it was the desperate look on my face, not sure, but he agreed to loan me the money. On March 31, 1966, the TD bank and I became the proud owner of a 1966 Mustang. Two years later I had the loan paid off and the car was no longer the bank's and mine... it was all mine.



Study week was coming up in early April, so I drove the Mustang to my folks' place. On the Sunday, my dad asked if he could drive it to church and I said sure. He went to get in the car, the Mustang sat a little lower than the 5-ton truck he drove on the farm, and he knocked his fedora off and into a mud puddle. Oops! I think he did a little showing off at church as he came back smiling, said a few folks had come over to have a look, and he never had anything bad to say about the Mustang, even if it had got his fedora dirty.

After finishing school, I went to work at Imperial Oil in Sarnia, and I drove the Mustang to work on the first day May 16, 1966. Had to pay for the car somehow.



Had some great road trips over the years to Sandusky, Wasaga Beach, Sable Beach, Expo 67... all great memories. Why do we waste youth on the young?

For 10 years, the Mustang was the only car I had. By then I was married with two children, living in Mississauga and the Mustang was showing signs of wear and tear from the demon rust. I bought another car and put the Mustang up for sale. The one buyer who came to see it walked around it a few times and offered me \$400 if I'd fix the body and put new tires on it. This wasn't working out quite the way I had hoped.



I kept the Mustang and drove it off and on for another 12 years, but one day my foot went through the floorboards, and I knew I couldn't put off the inevitable any longer. The Mustang was no longer driveable. I stripped all its removable parts, cleaned and painted where necessary and stored them for installing once the body was restored. The motor was rebored, new pistons, push rods, the works. Meanwhile I was on the lookout for a decent auto body shop.

After several bad experiences, I found one in Guelph. He looked at the Mustang and told me I could buy another restored car cheaper than what it was going to cost to fix mine. When I told him yes, but it wouldn't be *my* Mustang, he replied, "Got it," and set to work.



A few trips to Hershey, Pennsylvania for parts, scouring dozens of Mustang parts magazines and a monthly trip to Guelph to check on progress, and after about a year the body was done. I put the suspension and wheels back on, loaded it on a trailer, and brought it home. Then came the long stretch of evenings and weekends in the garage, parts books open with coffee stains and grease smudged across the pages, putting the interior, motor, and trim back on. I tried to keep as much original as possible, but I had

always liked the Pony interior, so I upgraded the interior, put on steel rims, and added a luggage rack on the trunk.

I transferred to Houston, Texas in 1999, and the Mustang came along. It wasn't too hard to find a car show almost every weekend, so I spent a lot of weekends talking to other car enthusiasts and telling tales. I was transferred back to Canada in 2003 and decided it was time to retire. I had driven the Mustang to Imperial Oil on my first day of work and I drove it to Imperial on my last day of work, October 3, 2003 almost 39 years later. Not too many people can say they have done that.



I don't get out in the Mustang as much as I would like but when I do, the mind drifts back to memories of years gone by, the first time I saw the car, the time it quit in the middle of a rain storm on Hwy 7, the times I have been stopped and people wanted to buy it. I have put the car in my will so it looks like we will spend the rest of our days together. I guess it really is as my licence plate states a "1 ONER" car.



Submitted by Bob Weir (NMC Club Member)

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Events and Dates

Monthly Lunches

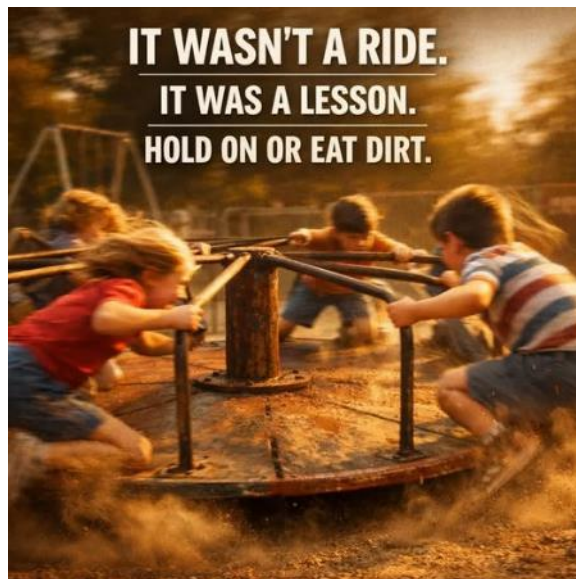
Sunday June 14, 2026

Betty's Restaurant,
8921 Sodom Road, Niagara Falls



Saturday July 25, 2026

NMC Club Member BBQ
20 Samuel Rd. Grimsby



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Events and Dates

2026 Cruises and Car Shows to watch for

Sunday May 24, 2026

Ed Learn Car Show and Food Truck (NMC Members)



Saturday June 6, 2026

Drifters Car Show
Chipawa Lions Park
(Rain Date Sunday June 7, 2026)



Saturday June 27, 2026

Rief Estates Cruise, Car Show BBQ
15608 Niagara Pkwy, Niagara on the Lake
(Rain Date Sunday June 28, 2026)

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Do you know the Rear?

Do you know the Rear, and Year of the Mustangs below?



Rear and Year?



Rear and Year?



Rear and Year?



Rear and Year?



Rear and Year?



Rear and Year?

Answers on the Members Page.

Past Classifieds Ads

Ad From the 80s

FORD MUSTANG

From simmer to sizzle.

Whether you choose the simmer of Mustang L or the sizzle of Mustang GT, you can be sure of one thing: excitement is not far behind.*

Your kind of sizzle. Inside Mustang's sleek aerodynamic shape lives a finely engineered power plant. Choose from the standard 2.3 liter 4-cylinder with optional 5-speed transmission, all the way up to the 5.0 liter High-Output engine... that's design!



*Mustang model availability limited in some states. See your dealer for details.

and built to be a performer. Coupled with Mustang's standard rack and pinion steering and modified MacPherson strut suspension—we've got your performance needs covered.



Options. Whatever you choose, you're going to be right. Inside Mustang you'll find impressive comfort and convenience. Move you'll go for the leather-wrapped steering wheel, automatic sign-on, easy-to-read instrument cluster. Or, if you're looking for the first world in AWD, find spring-in-the-middle tape, coupled with Ford's Premium Sound System, then choose air conditioning to cool things down. But whatever you choose you're going to be right.

Whether you buy or lease, see Mustang at your Ford Dealer now.

FORD MUSTANG

FORD DIVISION 



LOOK OUT WORLD HERE COMES FORD



INTRODUCING A SPORTS CAR FOR THE 80's. FORD MUSTANG.



Mustang 3-door

Certified by the U.S. Auto Club as a sports car. USAC put Mustang through a series of tests against a number of popular sports cars. Mustang's performance earned it official USAC certification.

Sports car performance. Impressive fuel economy. Every standard Mustang offers the advantages of a sports car. Yet delivers the high mileage of a 4-cylinder engine. (23 city 38 hwy) For comparison, your mpg may differ depending on speed, drive cycle and weather. Actual city mpg will probably be lower. Call. mpg is lower.

Design your own Mustang. Besides impressive standard features like modified MacPherson front suspension and rack & pinion steering, Mustang can be personalized with options like Michelin TRX radial tires, forged aluminum wheels, or the elegance of a Mustang Ghia.

Mustang. A sports car for the 80's.

Whether you buy or lease a Mustang, ask your Ford Dealer about the Extended Service Plan.



Mustang 2-door

FORD MUSTANG

FORD DIVISION 



America's most popular sports car.

From 2-door to 4-door, from 2.3 liter to 5.0 liter, Mustang is a high performer with the high gas mileage you need for economy. It's a high performer. It's a performer. It's a performer.

23 city 34 hwy

Get high mileage and steering like modified MacPherson front suspension to see improved performance. Includes TRX radial tires.

Options: aluminum wheels, air conditioning, 5.0 liter V6, 4-door, 4-door, 4-door.

Mustang. A sports car for the 80's.

Whether you buy or lease a Mustang, ask your Ford Dealer about the Extended Service Plan.

MMMMUSTANG



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Classifieds

For Sale 2003 Roush Mustang Stage 3



Inquire with Nick 289 – 686 -4545

www.niagaramustangs.com

Member's Page

Answers



1974 Mustang II



2000 GT Convertible



2024 Mustang



2005 Mustang

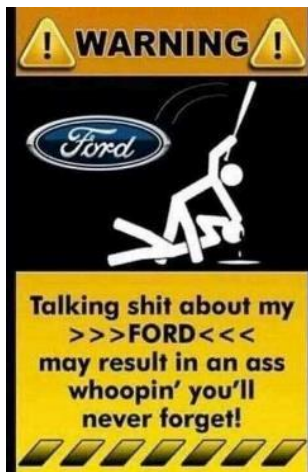


1973 Mustang Convertible



1967 Fastback Mustang

Mustang / Ford Humour



Newsletter Articles & Advertising

Advertising in the NMC Issues

Articles, Photos, and General Interest

If you would like to submit an article, photos, cartoons or general items of interest, please forward to: Newsletter editor.

There is no cost for these submissions and they will appear in future issues as space permits.

Classified Advertising

Advertisements for Mustang Related Items or Products. **(Cost is Free)**

Advertisements for unrelated Mustang Items, Products or Events. **(Cost is Free)**

Listing your Business or Services that are not Sponsor related.

(Cost is \$20.00 per Issue or \$100.00 per year, payable to the NMC)



Sponsorship

Sponsorship Levels

Bronze Sponsorship

Listed on the Niagara Mustang Club Website Tab.

Listed on the Sponsorship page in the Newsletter each issue for the year.

Cost \$250.00

Silver Sponsorship

Listed on the Niagara Mustang Club Website Tab.

Listed on the Sponsorship page in the Newsletter each issue for the year.

4 (Four) Instagram Features yearly.

4 (Four) Facebook Features yearly.

Cost \$500.00

Gold Sponsorship

Listed on the Niagara Mustang Club Website Tab.

Listed on the Sponsorship page in the Newsletter each issue for the year.

6 (Six) Instagram Features yearly.

6 (Six) Facebook Features yearly.

1 (One) Event Sponsor (may be more than one Sponsor for the Event). Includes: Formal Mention, Handouts, Displayed Logo and Contact Info.

Cost \$1,000.00



Sponsors Page

Gold Sponsors



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PROUD SPONSOR OF THE NIAGARA MUSTANG CLUB

At Ed Learn Ford Lincoln, our team is committed to helping drivers of St Catharines and surrounding areas find their next vehicle & service their current vehicle. On our end, that means answering questions, comparing options, and getting you the information you need to make decisions that keep you happy in your vehicle!

Our dedicated team has served the surrounding area since 1978, and our success speaks to how we strive to provide our customers with the best services & prices!

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