1st Edition 2018

DAYTONA MUSTANG CLUB NEWSLETTER
PUBLISHED QUARTERLY

INSIDE THIS ISSUE:

Message from the President

Since this is the first newsletter of the year I'd like to say Happy New Year to all and wish each and every one of you a Prosperous and Safe year.

I would like to thank Noelani for taking on the newsletter and hope we can continue to support it.

I'd like to thank our members for some good turnouts at events this past year and another great picnic at Reed Canal Park.

Hopefully quite a few members will be able to attend and enjoy the spring car show and look forward to the fall car show at the speedway.

I'm looking forward to another fun year and hope you are too, and I hope as many members as they can, will attend some of the great car shows we are lucky to have in the area such as the regulars, Flea Market, Hanksters, Canal Street, and the many others that pop up from time to time.

Thanks to everyone that makes this club great, officers, board members, and of course members, because without members we wouldn't have a great club.

Thanks,

Earl

Follow the stampede to the Daytona Mustang Club.
Meetings are held at 7:00pm on the
1st Tuesday of each month at
Gary Yeomans Ford
1420 N. Tomoka Farms Road
Daytona Beach, Florida 32124
Gathering at a local restaurant afterward.
Everyone invited!

DMC 2018 Officers & Volunteers

Position	Name	Additional Duties
President	Earl Sault	Website Sponsor Liaison
Vice President	Bob Krakosky	MCA Regional Director Photos Trophy / Display Case
Secretary	Tanya Sault	
Treasurer	Emily Kroeger	
Director	Jerry Armstrong	Raffles
Director	Rock Johnston	Name Tags / Flags Trophy / Display Case
Director	Ruth Krakosky	Membership Sunshine
Director	Steven Moddle	Special Events
Director	Ruth Dean	Communication Calendar
	Adele Armstrong	Raffles
	Bill Dini	Technical Columnist Newsletter
	Noelani DeRossett	Newsletter Editor
	Sue Paige	Facebook Administrator

Welcome New Club Members

Gary and Rita Campbell … Daytona Beach
1965 Coupe …2005 Boss Clone
2005 Saleen SC281 … 2014 Stage 3 Roush

Paul and Cindy Erickson .. Ormond Beach
2001 GT

George Hoagland … Port Orange
2017 Convertible

Bill Melise … New Smyrna Beach
1967 Fastback

Gary Nelligan … Daytona Beach
2016 GT

Mark Pieloch … Melbourne
American Muscle Car Museum

Tony and Barbara Rainero … New Smyrna Beach
1993 Hatchback

Jim and Cheryl Sylvester … Ormond Beach
2005 Coupe

Earl and Margaret Stech … Palm Coast
1996 Mustang 289

Current Membership Status:
64 Happy Family Memberships!

Member Spotlight

Jim Jones

Member Since: 2015

Have you served on the board? Served as board member 2017

MCA member? Yes

What do you drive?
2015 GT. Color is "Guard"

Why did you choose a Mustang? *SPEED*!!

If money were no object, what would your dream car be? ASTON MARTIN VALKYRIE!
1130 HP and "ONLY" 4 MILLION $$$$

What was your first car?
First car was a '51 Ford. He immediately customized it by painting it a dark blue color from Mercury, decked and nosed it. Frenched the headlights, shaved the door handles. Drove it through the Ken -tucky hills, twists and curves as fast as it would go.

Everyone has a "Mustang Story" ....what's yours?
He had almost 100 cars, trucks and motorcycles in his 75 years. He had many Corvettes and muscle cars. His favorite of all of them was his 2015 Mustang GT because of the tremendous horse power and the great handling. He always said "Too much horsepower is just enough".

Submitted by Deb Jones

Have a story for our Member Spotlight....send an email to: daytonamustangclub@gmail.com
Subject line: Member Spotlight

TechTalk by William R. Dini, Jr.

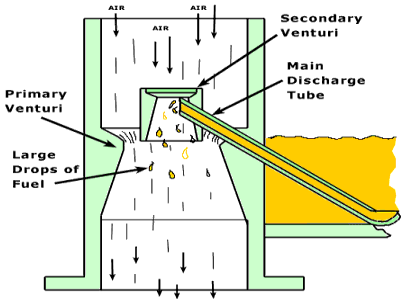
Induction Systems, the Basics

Combustion engines have always been regarded simply as an "Air Pump" and the more air and fuel you can pass though the more power an engine could make. Without discussing the inner workings of the combustion engine that we all know and love, we will begin our discussion explaining the basic inner workings of a carburetor. In the beginning the fuel used in the earliest engines was gunpowder and as you could imagine metering the fuel safely could be somewhat of a challenge. Basically this first combustion engine was an upside down cannon that when it exploded it drove a shaft to a water pump.

Siegfried Marcus built the first carburetor in 1875 used in a gasoline internal combustion engine (ICE) and was known as the "Atomizer" and although very crude it was tasked with breathing in air and mixing in fuel allowing for a process called atomization.

Today we all want to be able to drive as far as we can on a minimum amount of fuel or to make big power for the track. Many factors come into play with weight and drag coefficiencies amongst the largest challenges to overcome but designing an efficient engine is paramount. Today we have carbureted and fuel injected cars and trucks on the roads with most being normally aspirated. Others use turbo chargers or superchargers to push more air into the engine and that goes back to what we discussed initially about an engine being an air pump. Carburetors attempt to precisely mix the proper amount of fuel to air referred to as Air/fuel ratio (A/F) with the ideal mixture being 14 parts air to 1 part fuel for gasoline engines. Having an improper fuel mixture can result with an engine failing to start, running rough or worse cracking or burning a hole in a piston as a result of a lean condition.

Most carburetors share the same basic functions as used for a Rochester Quadrajet so I will use that for a reference throughout this article. Also for space considerations we will assume all carburetors are supplied fuel via gravity, a mechanical or electric fuel pump and all can maintain a level fuel supply in a bowl integral to the carburetor through the use of floats and needle valves. Now that we have a constant supply of regulated fuel we need to provide a richer mixer to start a cold engine and this is accomplished by increasing fuel enrichment by simply blocking off (Choke) the primary airflow above the venturi (barrel) and fuel source. This block or choke plate which closes when cold is opened via a heat sensitive coil which is heated either electrically or by the engine temperature. A manual cable can also be used on many carburetors as well. The next stage is the idle circuit. This is controlled with tapered idle adjustment screws within machined passages connected to fuel that leads to the bottom plate of the carburetor. Many car enthusiasts have adjusted their idle and idle mixture screws and understand that turning in the tapered screws restricts fuel flow making the A/F leaner and turning them out creates a richer A/F ratio. It's basically that simple! An engine has to do more than just start and idle, it has to provide power on demand while trying to maintain an efficient fuel mixture. To accomplish this we need the addition of a variable power circuit which is comprised of pump(s), jets, metering rods and a power piston (Rochester) or power valve (Holley type) both controlled by vacuum. When we step on the pedal we expect our car to immediately accelerate but when the throttle plate opens vacuum drops and the mixture goes very lean and will bog if we can't quickly add fuel. This lean condition can be remedied by having a primary pump that is actuated by linkage connected to the throttle squirting in fuel via pump nozzles. Accelerator pumps can only add fuel while the throttle is pushed down and are unable to provide a constant fuel supply under light acceleration and cruising. This is where the intermediate/power stages come in to provide the needed fuel for cruising and wide open operation. As the driver steps on the gas the throttle plates open and the vacuum decreases. This drop in



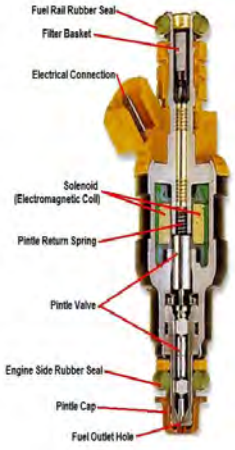
vacuum is proportional to the throttle position and as vacuum drops airflow is increased drawing more fuel via passages between the fuel bowl and the venturi. Although increasing airflow through a venturi will draw more fuel it still requires additional enrichment as the pedal is further depressed. On Rochester type carbs

TechTalk

tapered or stepped metering rods are attached to the power piston which is pulled down against an internal spring during high vacuum. This pulls the fatter portion of the metering rods into the jets restricting fuel flow through them. When the throttle is depressed vacuum drops and the internal spring inside the power piston is stronger than the vacuum effect and the metering rod will move up now allowing the thinner portion of the rod inside the jet which allows more fuel to flow. Four barrel carburetors have two additional rear barrels (venturi) controlled by the throttle linkage or vacuum with similar enrichment stages including a secondary pump. Some carburetors will siphon fuel during opening the secondaries and others will have a secondary pump such as the famous Holley Double Pumper.

Since the primary barrels already discussed will handle the choke and idle circuits (four corner idle Holley's do exist) there is no need for these circuits in the secondaries. Same goes for 6 Packs (3 Two Barrels) where only the middle carburetor will have the choke and idle circuit. Dual quads are basically two identical assemblies. Now that we understand basic fuel flow requirements lets discuss modern day systems.

Induction systems today greatly outperform the systems of yesterday and we can have our cake and eat it too with clean power and efficiency. Engines no longer have a throttle cable or rod but instead use a Drive by Wire with an electric motor on the throttle body to control air flow but not fuel. Engines are equipped with sensors that precisely report intake air temperature, air pressure, throttle position, air flow, fuel pressure, cylinder knock, and exhaust oxygen sensors to inform the computer of its environment. The computer simply varies the pulse width (time on) sent to the injector to richen or lean out each cylinder. For comparison carburetors knew nothing of their operating environment except for vacuum and varied fuel flow based on that simple data. We all know hot air is thinner then cooler air so it's important to know how much oxygen is in the air per cubic foot. The MAP sensor or Mass Air Flow sensor tells the computer exactly how much air is flowing into the intake manifold and O2 sensors in the exhaust systems tell it how efficient the burn was. This data in turn can be used to provide accurate fuel delivery via a fuel injector to each intake port just before the valve i.e. Sequential Fuel



Injection (SFI) or directly into the cylinder known as Direct Injection (DI). The later has the advantage of providing a cool fuel charge directly into the cylinder allowing for more aggressive timing and higher compression for more power. Some people are convinced that new cars are too complex and that may be true in some areas but they also have the advantage of having a computer that can self-diagnose itself. The computer can flag an error code (Check Engine) which can be read with a cheap On Board Diagnostic (OBD) scanner indicating anything from a misfire to a vacuum leak or even a bad catalyst. In summary, in the older days we had to change weights and springs in our distributors to quicken engine timing, swap out a cam or replace jets and metering rods and vast other components to tune an engine. Today, once the computer knows its environment and what the driver asks of it to perform it can precisely flow the correct amount of fuel to Start, idle or go full throttle just by varying the fuel injectors "On-Time". Cams can be physically advanced or retarded to meet the best relationship for economy or power with coils on plug technology negating the need for spark plug wires varying engine timing on demand to the cylinder level. Do you want better mileage or more power, just buy a tuner and reprogram the computer. It can be that simple. Better control of drivetrain components, precise management of fuel delivery and accurate spark control equates to better emissions, more power and let's not forget that it comes with much better gas mileage to boot.

I like to eat free cake, how about you?

Written by William R. Dini, Jr.
Technical Columnist

Happenings

Jim Jones Memorial Cruise January 20

Great turnout for Jim, with Deb being there. Some 22 cars made their way to Renegades Restaurant. Many thanks to Steve Moddle for leading this cruise!

The group met at Walgreens Drug Store in Ormond Beach

Renegades Restaurant, Crescent City, FL

Happenings

Thank You to everyone that participated in Jim's Memorial Cruise. He would have been so pleased to have had so many cars show up, if he had been leading the cruise like he had planned.

I am so honored that so many people wanted to show their kindness and caring for Jim. I want to especially Thank Steve Moddle for having the idea to have the cruise and for planning it, in Jim's honor, as soon as he became aware of Jim's death.

Thank You to Bob Krakosky for making the poster for me, to help me remember all the details of the day, including everyone that was there because he had everyone sign it.

I also want to Thank Ruth Dean for all she does to get all of this information out to the club.

I will never forget the compassion that I have received from so many of you. I thought that Jim was a wonderful man. It is comforting to me to know, that so many of you, thought he was also.

Thank You,

Deb Jones

More Happenings

NPD's Ford & Mustang Round Up Silver Springs

January 13

Braving the Cold, Club Members Enjoy this Final Event

More Happenings

Chili for Charity
Tuesday February 16

Our Annual **Chili for Charity** event raises funds for our selected charities and allows all of us to enjoy some good food and fun.

This year a check for $1000 was presented to Dr. Bill Gilmore founder of the Jesus Clinic at our meeting on Tuesday, March 6.














Lots More Happenings

5th Annual
Day of the Duels
Motoring Festival
Daytona Beach Shores
February 15

Charity car show preventing homelessness in Volusia County.
Proceeds benefitted the Drive-in Christian Church & Halifax Urban Ministries.

(left to right) John Maffucci, show coordinator and Dennis Gage. Dennis was present to film this event for an episode on his weekly TV show 'My Classic Car'.

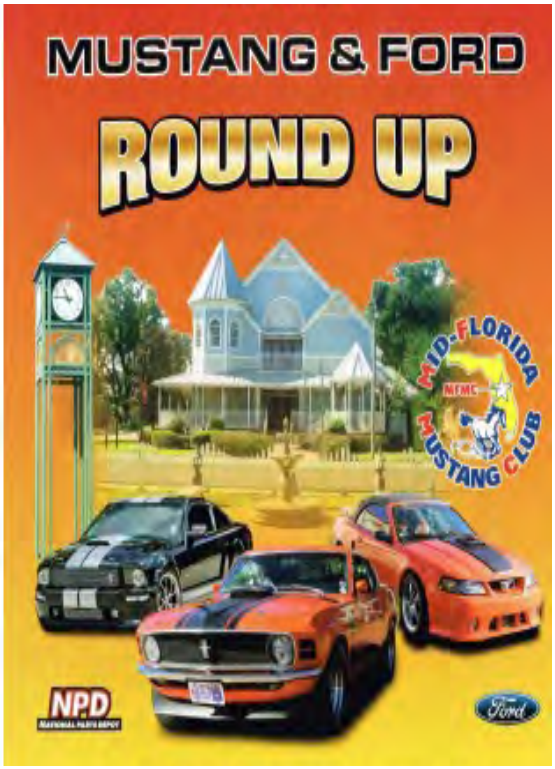
Congratulations to Bob Krakosky
For his 'Late Model' award!

Lots More Happenings

31st Mid Florida Mustang Club Mustang & Ford Round Up Longwood, Florida

February 24

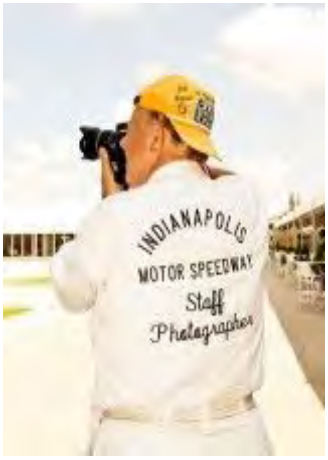
Great show for our DMC with 6 members bringing home the GOLD!



Congratulations to our Winners!

Pictured left to right:
Jim Ferioli, People's Choice, '68 Coupe; Don Keyes, Modified, '66 Coupe; Bob Krakosky, 2006 Mustang; and Kim Paige, Daily Driver, '03 Convertible. Not pictured (Charlie Nenzel, '07 GT Coupe and Ray Vento, '03 GT Coupe)

Spotlight Speaker



Bill Watson was our speaker for our March meeting.

Now retired, he is renowned for being one of the staff photographers for the Indianapolis Speedway for 48 years. His photographs have been widely published around the world.

He originated the idea that, Indianapolis Speedway photographers should wear white shirts and trousers. It reflects the sun and will keep them cooler while taking those special motorsports pictures during those hot summer days.

Bill also brought us some memorabilia that he has received and is really proud of owning.

One of them was a racing jacket given to him by Jimmy Clark, a British Formula One driver. Jimmy won the Indianapolis 500 in 1965.

Another item he was truly excited about ...was the '500 Mile Race Quilt' made by his wife which has been published in a quilter's book.

Bill had a stunning variety of his photos set up for viewing, not only of racing.

He presented us with a colorful video created by his daughter of the many pictures he has photographed throughout his career.

He also asked some interesting questions of us:

Did you know that a 1965 Ford Mustang stamp appeared on a 33 cents stamp in England.

Did you know that a 1967 Shelby 500 stamp appeared on our 'Forever Stamp' in 2013.

From right to left (Quilter's book, 500 Mile Quilt, and Jimmy Clark's jacket)

Many 'Thanks' to Bill for donating a few more gifts for our raffle. How thoughtful of you!

Thank you for sharing your experiences. We truly enjoyed your presentation and humor.

Submitted by,

Noelani DeRossett

Special Thank You

Our Special Thanks to Michele Ferioli for the many hours of work she spent in publishing our Daytona Mustang Newsletter for 2015 and part of 2016.

I so admired the 1st newsletter she published for us. Her creative designs, layout and commentary on our newsletters were so much FUN to read. Thank you for taking the time to review with me, on how to continue what you have started. I love the 'snip it' tool for cutting out photos. It makes life so much easier when one is not allowed to cut/paste.

Many thanks, also, to all those who contribute to make our newsletter interesting and informative to read with photos, articles, and especially to Bill Dini who continues to do our Tech Talk. Everyone's continued support is much appreciated!

Sincerely,

Noelani DeRossett
Daytona Mustang Newsletter Editor

Newsletter Idea….
Please submit all newsletter ideas & info to:

daytonamustangclub@gmail.com
Subject line: *Newsletter Idea*

Or if you would like to see your Mustang or Ford featured in the Newsletter, send color photo & brief story.

Upcoming Events

Watch Your Inbox For Details

New!!!

Have Something to Sell or Want
Email info with photo to derossett@ aceweb.com
We will list it in our newsletter for you, Ford related.

Watch for our updated Facebook page… coming soon!

Mustang Media

How Ford Mustang has steered through history

By Chris Woodhard....September 9, 2015

2015 Shelby Mustang GT350R

From its start in 1964, Ford Mustang has become an icon around the world -- a symbol of American confidence and youthful spirit.

But while most have focused on the pony car's exterior styling, there's another big feature that has set Mustangs apart from other cars -- and each of its years -- over the decades: the steering wheel.

Two spokes. Three spokes. Four spokes. Mustang has seen them all. Just as the rest of the auto industry saw air bags, then buttons, come to steering wheels, so has Mustang.

Really, Ford's Mustang steering wheels are windows into progress in the auto industry when it comes to safety and convenience over the past half century.

The wheels were big in the early days, for instance, because some of the cars lacked power steering. Cruise control came to steering wheels as a button, then so did everything else.

Here's how Ford lays out the progression of Mustang steering wheels.

•1964: Most paid attention the striking looks of the original Mustang, especially its long nose, which denoted power, and its short trunk. But the steering wheels carried through its racing theme, with three bare-aluminum spokes and a simulated wood rim with a center horn ring. The wheel's large 16-inch diameter allowed for easy turning because power steering was optional.

A 1964 Ford Mustang Photo: Newspress

•1967: As Mustang matured, new features were added. A tilt-away wheel with seven adjustments allowed drivers to choose the steering position that fit their preference. It also made it easier to get in. A new, faster ratio (20.3:1) power steering system became available in 1967, making turn-in quicker.

•1968: Safety became a priority, and a collapsible steering column was added to Mustang to aid in reducing the possibility of injury in a crash. To bolster this feature, the redesigned two-spoke steering wheel featured a larger, cushioned center section. The center hub horn control was replaced with the small, metal half-circle on the bottom half.

Steering wheels of Ford Mustangs (clockwise from top left), 1964. 1967, 1984, and 1968 Photos: Ford

Mustang Media

1970 Ford Mustang Cobra Jet

•1974: With the launch of the all-new second-generation Mustang II, the three-spoke wheel was replaced with a leather-wrapped two-spoke wheel. Mustang II introduced available power rack-and-pinion steering. Those that had it were given a 15-inch wheel instead of the standard 16-incher.

•1979: More European design language was adopted inside and out, and the two-spoke wheel from Mustang II became a four-spoke. Cruise control was operated from a steering-wheel button.

•1984: The high-performance SVO version of the Mustang included an aggressive tilting and telescoping three-spoke steering wheel. It has a thicker rim and smaller outside diameter for a sportier look and feel. The Ford logo and "SVO" are embossed into the leather on the center of the wheel.

•1990: Mustang received its first airbag as standard equipment. Because the airbag was located in the center of the steering wheel, the horn was moved from the center to two spoke-mounted buttons.

The 1994 Ford Mustang Photo: Newspress

•1994: The launch of the fourth-generation Mustang included a nod to the original 1964 pony car, with a twin cockpit layout and sculpted modern styling for the steering wheel and airbag. Various buttons became easier to use, while allowing for the driver to keep eyes on the road and hands on the wheel. Horn buttons were replaced with a hinged airbag cover, acting as horn control at the wheel's center.

•2005: Based on the 1965-1967 Mustang design, this three-spoke wheel appeared on the fifth-generation Mustang. This wheel was available with standard urethane spokes, or optional aluminum spokes with the interior upgrade package. Unlike the steering wheels it was based on, this rim came wrapped in leather.

.•2010: Many buttons were added for SYNC voice control technology, including volume, phone, audio input selections and track/station selectors. The center badge changed from over-molded acrylic to high-quality spun aluminum with a polished aluminum horse, or snake in the case of Shelby GT500. Aluminum spokes hooking into the leather mimicked design elements of the center stack.

•2013: In further refinement of the Mustang steering wheel as the in-car tech control center, the wheel was revised to include a four-way control button, plus an "OK" button for instrument cluster screen control. Boss 302 and Shelby GT500 Mustangs got a race-inspired Alcantara-wrapped steering wheel.

The 2015 Ford Mustang Photo: Newspress

•2015: A totally redesigned steering wheel for the all-new 50th anniversary Mustang incorporates more controls than ever. Up to 20 buttons can be found on the wheel of the sixth-generation pony car.

Shelby GT350 and GT350R Mustangs feature a race-inspired flat-bottom steering wheel with additional driver controls. Shelby drivers can make myriad adjustments to the car without taking their hands from the wheel.

Thanks to our SPONSORS for their continued support!

GARY YEOMANS

Ford Drive one. | LINCOLN

1420 N. Tomoka Farms Road / Daytona Beach, FL 32124

www.garyyeomansford.com

Visit & support our sponsors & THANK them for supporting The Daytona Mustang Club

NPD NATIONAL PARTS DEPOT

www.npdlink.com

fox MATTRESS

Fox Mattress Makers
1966 North Nova Road
Holly Hill, FL 32117
386-677-3752

www.foxmattress.com

VMP TUNING

321-206-9369

www.vmptuning.com

McKenna's PLACE
NEW SMYRNA BEACH
SEAFOOD • SPORTS • SPIRITS

McKenna's Place
1443 S. Dixie Fwy
New Smyrna Beach, FL 32168
386-409-3355

www.mckennasplace.com

Deltran Battery Tender

801 International Speedway Blvd.
DeLand, FL 32724
(386) 736-7900

www.batterytender.com

This space available!

Want to be a Daytona Mustang Club sponsor... Contact us at:
daytonamustangclub@gmail.com

Space Available

Space Available

DMC Charities

A hand up, not a hand out….

Family Renew Community unites people from diverse backgrounds and circumstances to alleviate homelessness among families with children in Volusia County, Florida.

www.familyrenew.org **386-239-0861**

Healing the body, soul & mind….

To provide free medical care to uninsured working families, and to honor our Lord Jesus Christ.

www.jesusclinic.com **386-253-6959**

New Address:
1630 Mason Avenue Daytona Beach, FL

Donate your unwanted medication to those in need

OUR MISSION - Preventing homelessness through emergency assistance & intervening on behalf of homeless people.

http://www.halifaxurbanministries.org/

Main Office: 386-252-0156

Each quarter & at our Annual Christmas Party we collect non-perishable food & toiletries for HUM.

Just an idea….
Visiting a hotel… save the complimentary toiletries for HUM.

"For it is in the giving that we receive" - Francis of Assisi