



2nd Edition 2018

DAYTONA MUSTANG CLUB NEWSLETTER
*** PUBLISHED QUARTERLY ***

Message from the President

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Hello fellow FORD Fans and MUSTANG Lovers. As you read this message I hope all is well with you and your families and hope your year has been good so far. We are amidst the “HOT SUMMER” months so I hope you are staying as “COOL” as possible, which is very hard to do when we have soooooo many great car show opportunities in our area.

I hope, if you have already been on vacation, you had a good vacation and if you’re going, you enjoy yourselves and have a safe trip. Tanya and I visited our grandkids the first week of June and I and my grandson were able to attend some great festivities at the Georgia Garden Railroad Convention where we took a neat train ride through the mountains and also visited a bunch of homes with some great garden train layouts.

As you all may or may not know, I had been suffering miserably since the Tur-

key Rod Run in November and upon returning from Atlanta, after visiting 9 different doctors, I had had enough and took a trip to the emergency room where I was immediately admitted and spent 4 days in the hospital at which time, I underwent surgery to remove a cyst and spurs from my lower spine. I have been recuperating at home, going stir crazy not being able to do much, and hopefully will return to work on the 25th.

I had hoped to have the Cobra fixed before summer but life got in the way and now it will have to wait a little longer.

So, as we endure summer’s wrath, enjoy the car shows you can tolerate, be safe on the road, be it locally or on a trip, and enjoy your family and friends to the fullest.

Keep it between the lines,

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



Welcome New Club Members

Michael and Sandra Fiumara
Port Orange
2004 Mach 1, 2009 Bullitt

Tom and Susan Rhodes
New Smyrna Beach
1965 Shelby Cobra

Rod Kempton
Daytona Beach
2018 GT

Marty Ryan
New Smyrna Beach
2007 Shelby GT

Jacque Roch and Barbara Parziale
South Daytona
2005 GT

Kenny and Noni Vinnem
Port Orange
2003 GT, 2006 GT, 2015 GT

Mark and Lori Patterson
Altoona
2014 Mustang, 1968 GT500 KR, 2008 GT 500 KR

**Current Membership Status:
70 Happy Family
Memberships!**

Member Spotlight



Kelly Brown

Member Since: 2008

Have You Served on the Board: Served as President for 2 terms

MCA Member? Yes

What do you drive?

1931 Model A Deluxe Roadster – Beige, 1965 K Code Mustang Convertible Red with white stripes and red Pony interior, Hi Po 289, with 4 speed Top Loader; 1966 Shelby GT350 Wimbledon White with Guardsman blue Le Mans Stripes Hi Po 289 T10 4 speed; 2007 Shelby GT500 Black with Titanium stripes, 5.4 liter Supercharged with 6 speed manual; 2012 Boss Laguna Seca Black with Red accents, 302 CID with 6 speed manual; 2013 5.0 liter GT Grabber Blue convertible with 6 speed manual; 2016 Shelby GT350 White with Blue stripes 5.2 liter naturally aspirated with flat plane crankshaft 6 speed manual; 2018 Orange Fury mustang convertible 2.3L turbo with 6 speed manual; 2018 white F150 King Ranch 5.0 L 6 speed automatic.

Why did you choose a Mustang?

I watched the 2007 being readied for production so when I retired, I had some friends at SVT monitor new shipments and I found one that was just sent to Courtesy Ford in Sanford and I bought it. After that, it was “Just One More.”

If money were no object, what would your dream car be?

A 1935 Duesenberg Model SJ. They are works of art and very fast ---- especially for that era.

What was your first car?

A 1958 hardtop convertible that I bought from a Doctor’s wife for \$250 and spent about a week adjusting the micro switches so that the top would unscrew, fold and store itself in the trunk. What a contraption!

Share a club memory?

The road trip that some of us took to Detroit for the Woodward Dream Cruise and Tour of the Flat Rock Mustang Plant, Track Day at the Dearborn Proving Grounds, Ford Museum, Greenfield Village and Mr. Ford’s House before it closed for renovation.

Tell us about any awards you and your ride have won.

I’ve gotten various trophies but the one that I still smile about is the one I got shortly after I got the 2012 Boss. I got invited to a Shelby Club event and Daytona International Speedway. Most of the cars present were Classic Shelby’s, however mine got second place. We later learned that if Pam and I had voted for my Boss it would have won. Instead we had voted for the Shelby that took first place.

What is your Mustang Story?

I remember all of the internal turmoil at Ford when the Product Planners decided that it would be a great idea to let Mazda (Ford had a controlling interest in Mazda at that time) build the next generation of Mustangs on one of their Front Wheel Drive Platforms. The thought of a front wheel drive I4 or V6 Mustang built by the Japanese didn’t thrill many Ford employees. The decision got leaked to the press, and cards and letters started pouring in. All of the funding for the new mustang had been spent on the Mazda version. Somehow money was found for a new Ford built Mustang, and the Mazda “Mustang” was given the name of the old concept car “Probe” and the rest is History!

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

Subject line: Member Spotlight

TechTalk by William R. Dini, Jr.

Power Boosters

During the last DMC newsletter we discussed induction systems based primarily on carburetors ending with a touch on modern day injection systems. We also stated that an engine is basically just a pump and the more air and fuel the more horsepower and torque an engine can produce.

Ok, well let's take this to the next level and make more power while moving away from the long thought of theory that "There is no replacement for displacement". Although partially true we do have the means with blowers in the form of Superchargers (belt driven) or Turbochargers (exhaust driven) to increase the amount of air and fuel into a smaller displacement engine and make equal to or more HP than its big brother.

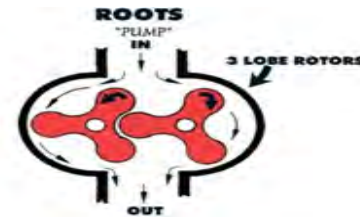
I will use the basic term of blower to describe all types of air enhancing devices with a brief description of the different types. The turbo charger runs off the hot gases and flow of the exhaust system and instead of allowing the heat to merely run down the exhaust it harnesses this energy to move a set of blades similar to that of a jet engine turbine. This spinning of the primary rotor (fan blades) in turn creates air flow to a secondary impeller often referred to as a step up drive and spins the output shaft turbines to the intake flow at 100,000 plus revolutions per minute creating a boost. The biggest problem with this technology is it can take time to get up to speed causing a lag in power. Today many vehicles like my Edge Sport use smaller twin turbo chargers that can spin up much faster than a single larger blower with the same amount of boost.

Then we have the belt driven blower called Superchargers which comes in two forms, the screw type and the roots type. They both function in the same manner with the biggest difference internally with a



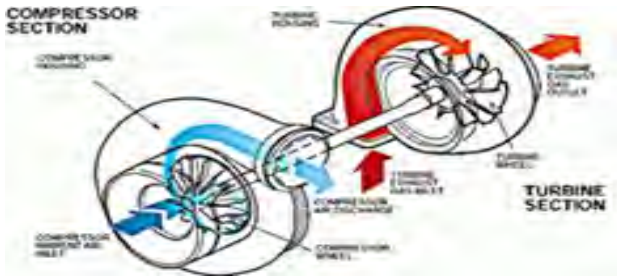
higher precision mesh of twin screws that creates boost in the blower itself while the roots style is more of an air mover or pump that create it pressure in the intake manifold or cylinder. The later is cheaper and most commonly used. Please refer to the pictures for a better understanding of the differences.

So why should I choose a Supercharger or a Turbocharger? We know the Turbo can lag taking time to build boost and it's very efficient where the Supercharger doesn't have lag but it needs to drive a pulley via a belt which uses HP and can use more fuel.



Using my 2014 GT500 as an example it drives a 140 cubic inch TVS roots style blower which can use up to 150 HP to operate at full boost yielding a total power of 662Hp net. But to achieve this output the engine really needs to make over 800 +hp to produce that at the crank. So my 5.8 liter (354 cubic inch) actually produces about 2 horsepower per cubic inch. Not bad for a car that gets 24MPG on the highway! The new TVS style blowers effectively use very little HP off boost. Then again my Edge twin turbo 2.7 liter (165 cubic inch) also creates 315hp or approximately 2hp for every cube. So it's really not true that there is no replacement for displacement after all.

Tech Talk



Let's assume we will go out and buy a big blower, stick it on my engine and go make big power, yes? Let's not jump too quickly to that assumption. First when you compress air it gets hot and something an engine absolutely hates. Hot air is thinner meaning less oxygen to burn with the fuel and in a perfect world we want to try and maintain air fuel ratio (AF) of 14 to 1. Here is where the intercooler comes into place. Most but not all have a separate air to water radiator to flow coolant to a heat exchanger (another radiator but water to air) that either sits under the blower itself or after the turbo but before the air entering the manifold. This in turn cools the outgoing charged air. Remember we are only dealing with the boosted air, fuel will be added later for non-carbureted systems. Sizing is extremely important relative to how much air an engine can pass and cams, heads or intake runners that are too small can restrict airflow and limit boosted air supply which

means you would have huge PSI but no way to get the charged fuel into the cylinders yielding much less hp. We are all motor heads and are used to matching up components such as carburetors, intakes to cams and exhaust systems to make the max efficient power and that remains true with a supercharged engine. Most stock supercharged engines will have lower compression around 9 to 1 and limit boost to 7-9 PSI especially for non-intercooled engines yet will have a total compression of 13 to 1 at maximum boost. On 93 octane pump fuel one must be very careful not to start the melting process. A supercharged car such as my GT500 has a static 9.1 compression topped off with a 2.3 liter TVS blower that provides a boost of 15PSI yielding a total compression of 18 to 1. Just to be clear, that's taking 18 parts of fuel and air and compressing it down to 1 part total. You can bet Ford went to great lengths tuning my engines temperature, fuel delivery and timing management systems. You can also be assured it has the strongest parts with forged everything with very tight clearances. All one has to do is look at my AF gauge on my dash and watch my AF go down to 11 to 1 under boost.

You might ask why,

Simple . . . **Fuel cools and Heat destroys.**

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*

Save the Dates

*Saturday, October 20th
Club Picnic at Reed Canal Park*

*Tuesday, December 4th
Club Christmas Party
Palmetto Club
with Michael T's Oldies Review*

Happenings

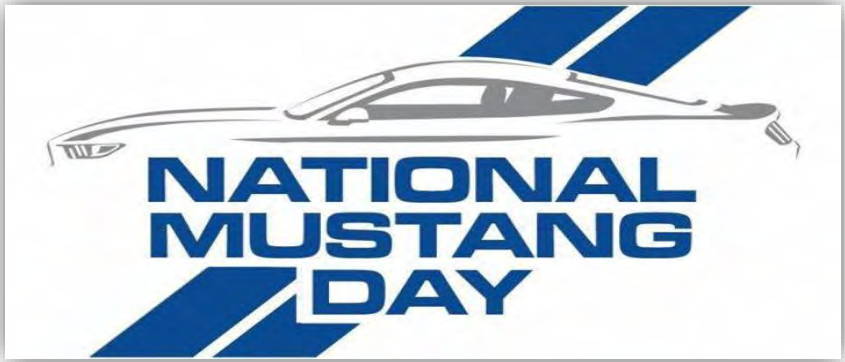


Photos by Bob Krakosky

Happenings



April 17, 2018



Mustangs on the Road Honoring the Iconic Muscle Car



**George Hoagland
Wears our National Mustang Day Shirt**



**Members meet at IHOP for dinner and
14 Mustangs cruise to Ritter's for ice cream**



Photos by Noelani DeRossett

More Happenings



Photos by Bob Krakosky

More Happenings



Gary Yeomans Charity Car Show



Photos by Bob Krakosky

Mustang Media

The Saga of the Sonny & Cher Mustangs

As published in Mustang 360 by Matt Stone. Photos by Barrett Jackson

One of the 1960's hottest rock duos drove a pair of totally far out, George Barris-built custom Mustang convertibles.



Sonny and Cher really rocked it in the 60s. This groovy husband and wife duo had charm, a knack for writing or choosing the right songs to perform and record, and legit musical talent. It helps that they were attractive too: Sonny, a compact guy, had the hair, the 'stache, and the bellbottoms and Cher brought her own smoky brand of sexuality to the team. They were so popular they ended up with their own television show in the early 70s, and even after divorcing, outlasted their legal parting to still get TV and concert audiences rocking in the aisles throughout that decade and beyond. And they sure drove a cool pair of Mustang customs.

Carmakers have long courted Hollywood and other celebrity types into driving their products. Clark Gable driving his Jaguar XK120 and Mercedes-Benz 300SL Gullwing certainly helped sell a fair number of those premium sports cars in the 1950s. Cars have been part of movie and TV scripts since their beginnings, but the art, science, and business of product placement really crystalized in the 1960s by putting James Bond behind the wheel of an Aston Martin DB5 in Goldfinger and Thunderball, and of course with the casting of Highland



Green Metallic '68 Mustang GT390 fastbacks in Steve McQueen's Bullitt.

It isn't abundantly clear how a pair of San Jose-built 1966 Mustang convertibles got earmarked for Sonny and Cher, but they did, and were handed over to the self-proclaimed "King of Kustomizers" George Barris for his own brand of remodel. Sonny's car was designed around a gold and brown color palette, with Cher's a dazzling, and much more feminine pink motif. The late Barris



commented that "Sonny and Cher go back a long way with me. They were the hippest young couple I can remember. They dressed way out and wild, and Cher was the most beautiful young woman imaginable." Barris' wife Shirley helped them each choose colors and design their cars. Ford was definitely a willing participant in this surefire public relations hit stunt, as the cars, over time, have been photographed wearing California state black-and-gold manufacturer's license plates, although for show and photoshoots, the cars wore dummy plates with their stars names on them.

Both cars were 289 V-8 convertibles with automatic transmissions. Sonny's car was a 289 A-Code four-barrel car engine 225 horsepower; Cher's a slightly less aggressive 200-horse two-barrel carbureted car. Both have power steering and power brakes but no air conditioning, and floor shifted 3-speed automatic transmissions, faux wood trimmed steering wheels, and full length center consoles. Pretty much bread and butter cars, which was to Barris a blank canvas.

Mustang Media



Barris' body mods for both cars were quite similar, including full repaints. The main color for Cher's car is called Hot Candy Pink and Sonny's is Murano Gold. Barris and company reconfigured both cars' front ends giving them silver mesh twin grilles and a bit of a "beak" in the middle about where the standard running horse and corrals would normally rest; the stock headlights were also swapped for Lucas European style rectangular units, each in their own chrome bezels. Barris must have really favored these headlight units, as they ended up on a number of his creations over time. The front end redesign is handsome enough, but oddly, resembles an early '60s Pontiac Tempest, something Ford surely never had in mind.

The rest of the mods were typical of Barris at the time; each Mustang's hood wears a pair of bright metal "grilles" intended to look like some sort of hood scoops, but more closely resemble vent work you might find at an industrial heating and air conditioning supply outlet; Barris was famous for this type of mod; not in any way functional and often found at the hardware store or home center. He once customized the grille of his Model T hot rod using knobs from his family kitchen's cabinets, about which he said his mother wasn't abundantly thrilled. Each car got deluxe Mustang rocker panel trim and faux side pipes, although it appears the cars wear small functional notched dual exhaust outlets in the lower rear fascias. The taillight treatments are completely custom, with their origin unknown—they somewhat resemble the wide rear lights on a mid-'60s T-Bird or a '68 GT/CS, but are not divided into three sections as they are on those Fords, nor are they sequential. Sonny's car wears brown paint in its "coves" along the stock door and fender lines, while the Cher car's coved panels are painted a more distinct red to contrast the rest of the body's Hot Pink.

The interiors of both cars are really over the top, so typical of Barris and of the era. The seats of Cher's car stitched of genuine Ermine fur, contrasted by black leather. And Sonny's cabin is done up in a wild combo of bobcat fur, saddle leather and suede; both cars are trimmed in very shaggy faux fur carpeting – you might think of it as "ultrashag." At the moment, Cher's steering column wears a Ford accessory Rally Pak gauge cluster; it isn't clear if Sonny's car also did in period, and perhaps that now valuable bolt-on disappeared along the way or never was there. Barris also equipped each car with what



passed for high end audio back in the day in the form of a separate 8-track tape player boxed in at the leading edge of each floor console. And the driver's seat in both His and Hers has been modified to swivel; something Ford didn't offer in a Mustang. Each car wears a small engraved brass plate and Barris Kustoms' very royal looking logo. Sonny's has a tan convertible top and tonneau cover, while both elements on Cher's are black. And of course a m t produced a plastic model kit containing both cars, which is today highly prized and costs several hundred bucks on eBay.

It wouldn't be a custom car without custom wheels, and this is where the story of these cars appears to have evolved over time, as at least one of them wears different wheels in varying photos, taken at different times. In many early photos, Cher's car wears aluminum "wire mag" style wheels running whitewall tires, Sonny's Mustang is nearly always shown wearing a set of very period retro-looking Radir mags.

Nasayers will call them tacky, but those who were there and or dig the looks of the times will love every over the top touch. Rock On!

Daytona Mustang Logo Info

Need a name tag or flag?

See Rock Johnston at the next Meeting or send an email to: daytonamustangclub@gmail.com



Subject line:
Name Tag /
Flag
\$20.00

Flags
\$15 each



NEW Window Decals! \$4 each

Proceeds to benefit the charities sponsored by the DMC.

Buy them at the meeting or contact rock Johnston at rockandcynthiaj@att.net

These decals affix to the outside Of the window.

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coming soon!

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Daytona Mustang Charities



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

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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