



1st Edition 2021

D A Y T O N A M U S T A N G C L U B N E W S L E T T E R
*** * * P U B L I S H E D Q U A R T E R L Y * * ***
Editor: Noelani DeRossett Co-Editor Bob Krakosky

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M e s s a g e f r o m t h e P r e s i d e n t

As you know by now, our President Earl and Secretary Tanya have resigned from their positions. I will be replacing the president and the board will be appointing temporary directors as needed until club elections in November.

Here we are in 2021, and there doesn't seem to be a lot of change in the way we conduct business. Please bear with us, as we are trying to keep everyone safe, yet informed about club activities.

We just had our first judged car show this year in Longwood and I'm proud to say, we came away with 15 awards. We have also had some of our members attending cars and coffee and cruise-ins.

Since the beginning of the year a lot of behind the scenes activities are taking place. We are paying our bills, member dues are being collected, letters have been sent out to our sponsors for their renewal and we are searching for new sponsors. Membership lists are being created for MCA and insurance companies and of course our members. Work is being done to create a new website. The newsletter is also being worked on. At this time we are continuing our weekly events by email.

We will be having a board meeting to discuss appointing temporary directors; reviewing our by-laws, finances, a budget, charities; and planning future events, poker runs, dinner cruises etc. keeping in mind outdoor activities and dining.

Please be patient. this pandemic will not last forever so stay safe.

Your President
Bob Krakosky



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 2021 Officers & Directors

POSITION	NAME	ADDITIONAL DUTIES
President	Bob Krakosky	Sponsor Liaison MCA Regional Director Photos Trophy/Display Case Newsletter Co-Editor
Vice President	Rock Johnston	Name Tags/Flags Trophy Display Case
Secretary	Cynthia Johnston	Calendar Communications
Treasurer	Emily Kroeger	
Director	Jerry Armstrong	Raffles
Director	Ruth Krakosky	Membership/Sunshine
Director	Barry Larkins	TBD
Director	Steve Moddle	Special Events
Director	Sue Paige	Facebook Administrator
Volunteer	Adele Armstrong	Raffles
Volunteer	Noelani DeRossett	Newsletter Editor
Volunteer	Lori Patterson	Website



Welcome New Club Members

Brian Conreux
St. Augustine
1996 SVT Cobra

Peter Henning
Port Orange
1966 Convertible

Michael & Catherine Marano
Palm Coast
2020 GT Convertible

David Schmitt
Daytona Beach
2006 GT

John Dawson & Joanie Scott
Port Orange
2003 GT Convertible

David & Anna Lavertue
Port Orange
2012 Boss 302 Laguna Seca

Rich McCarthy
Port Orange
2020 Shelby

Welcome Back!

Vadim Droznin
Ormond Beach
2020 Shelby GT 500

Steven Leon
Ponce Inlet
1969 Coupe

Christian Schmitt
Daytona Beach
2008 GT

Stanley Saliga
New Smyrna
2017 GT

Current Member Status
92 Happy Family Members

Christmas Party

Tuesday 12/1/2020



27 Members
 were in attendance
 for our Christmas Festivities
 with an enjoyable dinner.
 DJ music provided by Michael T
 and a fun time
 with our gift exchange.



Christmas Party

Tuesday 12/1/2020



Susan



Gift Exchange



Mark



Emily



Rock



Stu loses his Kit Kat and selects another gift



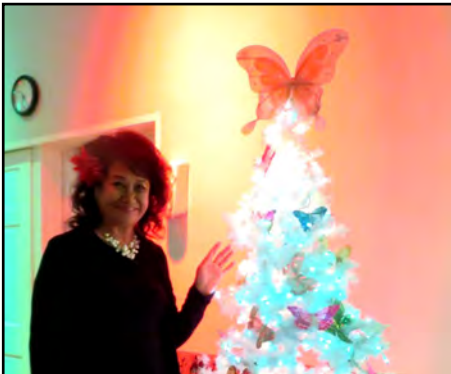
Roy

Christmas Party

Tuesday 12/1/2020



Round the Snowman tree w/Kim and Sue



Noelani loves the Butterfly topper



Christmas Greeters
Cynthia, Sue and Susan

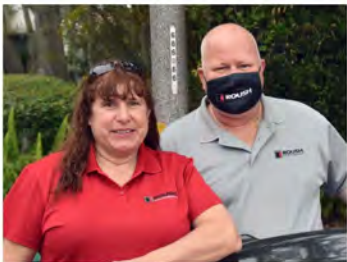


Lori Patterson recipient of our DMC necklace



Favorite Christmas gift of the evening was the Mustang satchel bag which Tina selected first.
Two other members liked it also and her husband Ray wins it back for her!

Mustang and Ford Roundup

Mustang and Ford Roundup



Photos
By
Bob Krakosky

Mustang and Ford Roundup

Daytona Mustang Club Winners



Mustang Media

Road and Track Performance Car of 2021

Article by Travis Okulski 12/1/2020

Submitted by Member Bill Donoghue



But it was the GT500's environment. Previous iterations of the most-powerful Mustang were only suited to sprinting in a straight line, unsophisticated chassis and suspension design making them crumble when you turned the wheel. The last GT500 was just scary, flexing to a point where it felt like it was going to break in half. This newest generation has 100 more horsepower—760 in total, from a supercharged 5.2-liter V-8—but it also has a stiffer chassis, magnetorheological adaptive dampers, Michelin Pilot Sport Cup 2 tires on carbon-fiber wheels, and the first dual-clutch gearbox to ever grace the Mustang lineup. It also looks serious, low and wide with a massive splitter and an adjustable wing that isn't just for show.

It gets you when you push the start button, the supercharged V-8 unleashing a hellacious bark and settling into an aggressive lope. Like other Mustangs, this is a big car, and at 4059 lbs., it's one of the heaviest cars in this test despite the lightweight wheels and optional rear-seat delete.

It shrinks around you on track, feeling like a GT4 car. The suspension is firm and the steering communicative, reminiscent of BMWs of old. Power delivery is instant and ferocious, paired with that truly wonderful dual-clutch gearbox. Yes, yes, a manual would be wonderful, but this transmission is legitimately great. Unlike so many others, it's programmed beautifully, allowing for aggressive downshifts that other dual-clutch systems might deny.

A timed run in the GT500 feels effortless, but it's easily the quickest car at the track. That's reflected in my time after three laps: 1:00.15, two seconds quicker than the M8. And even on my in-lap, the car told me where I could pick up more speed. It's infuriating to get that close to a sub-minute lap and not crack it. This test isn't about chasing an ultimate lap time, but the GT500 was the exception. It wants to be pushed harder.

There were two places I could easily gain time: under braking into Big Bend, and with a little more commitment through West Bend. I pushed the braking zone into Turn 1 a little further, nudging 150 on the short front straight before hopping hard on the firm pedal to get it stopped. This got me more speed in the Lefthander and on No Name Straight, with a massive increase in speed in West Bend, where the GT500 just hung on and asked for more. After three more laps, I pitted in. The time: 59.26. I'm convinced that with more lapping, I could have found even more time in it, but we had to move on with our test.



What's amazing is just how friendly it is. Once the tires and brakes come up to temp, there's no worrying about grip. None. It digs in and begs you to push it, to eke out that extra tenth. In many cars, grip like this can make a car boring below the limit. Thankfully, that's not the case with the GT500, which came in for heavy praise from every single staffer.

"Not scary," said Aaron Brown. "Extremely welcoming and forgiving at all times." Guy gave the dual-clutch transmission the highest praise possible, dubbing it "911 GT3-like" and calling the car approachable without being spooky. Joe Brown summed it up in one word: "Confidence." Hogan was ecstatic, calling the GT500 "the coolest thing here by a long shot."

Mustang Media

As we left the track, it was clear that one car had made an impression above all others. While some staffers loved the Mini or the Bentley on the track, our conversations just kept returning to the Mustang, and how Ford's engineers had made such an approachable, fun machine out of the most powerful car in this test, no matter if you were pushing it hard or just chasing laughs. The big question was whether that track prowess would hold up on the road.



Then there's the Mustang. The only car here wearing nearly-slick track day tires. Fat ones at that, 305s up front, 315s out back. It was a handful on the autocross with the traction control off, as you'd expect. These tires really need a lot of heat to get in their element. But if you drive the Mustang with a delicate touch, and consider a little left-foot braking, it'll pull off a lurid slide, that supercharged V-8 bouncing off the limiter with abandon and obliterating Lime Rock's strict decibel limit. Sorry, neighbors.

On the road, with the traction control set to "slippery" mode, the GT500 gives you just enough wheel spin to let you have some fun, shutting things down before they get out of hand. The Sport Cup 2s are acceptable in most conditions, with more wet-weather ability than you may have been led to believe. And the ride quality is fantastic—firm, yes, but not bone-crushing like the Mini or hyper-distant like the Bentley. It strikes a wonderful middle ground.

Our only on-road criticism of the GT500 had to do with its size, with some staffers feeling it would be a handful on tighter back roads. It's also outrageously fast in the dry, meaning it could be a handful if things went wrong at extra-legal speeds. But if our experience is any judge, you don't need to go nuts to have fun in this Shelby.



The Winner

It was the quickest vote in PCOTY history. A unanimous choice that should be obvious by now. The Ford Mustang Shelby GT500 is a true triumph, and one of the all-time great pony cars. A genre-redefining epic that brings a little Trans Am to the street and makes you feel like a hero on the track. There are so few cars like this, a willing partner thoughtfully designed and engineered to be a track rat and a back-road demon alike, an ultra-high-performance brute that's useful in all kinds of weather. Even without our car's optional Track Pack, the GT500 is beyond capable.



Thank You to Our Sponsors

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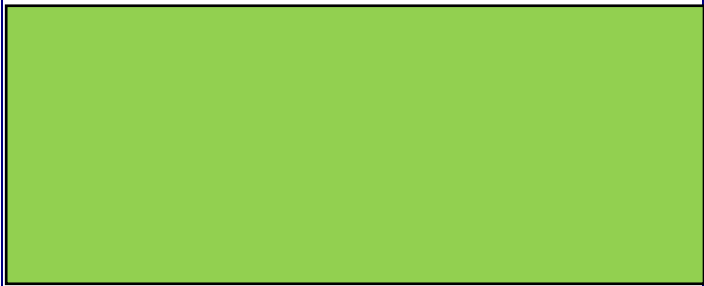
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Proceeds to benefit the charities sponsored by the DMC.

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IN THE GARAGE

Daytona Mustang Charities



A hand up, not a hand out....

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Healing the body, soul & mind....

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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