



PONY XPress

The Official Publication of the
Garden State Region Mustang Club



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SPECIAL SIX



President's Message

I'm still struggling with time management issues, but at least you're getting this month's newsletter before the meeting. Thankfully, even though last month's issue was so late, there was enough time before this month's "deadline" that I was able to catch up somewhat. Hopefully I can continue to make up time and get back on schedule by next month.

Of course, that doesn't mean there aren't plenty of things to do in the world of the GSRMC. Even though our first big event is still almost two weeks away, there is a lot of planning, scheduling, meetings, etc. that needs to take place even before the flyers are produced. Those flyers should be available soon. We have a great group of members chairing our three main events this year and I look forward to a successful show season.

While we have the Ringwood St. Patrick's Day parade towards the end of March, April is when things really start to happen. I along with a few other members will be attending the MCA 60th Anniversary celebration in Birmingham, AL, on the 5th – 7th. It should be quite an event with over **3,000 Mustangs**. Since it is at Barber Motorsports Park, there will be Mustangs on the track as well as in the show field along with a flea market, manufacturer displays, special guests and more.

I attended the 30th and 40th events but had to skip the 50th event so I am looking forward to the 60th. These are truly memorable events, where I got to see a sitting U.S. President drive his Mustang into the show and walk amongst the show cars and participate in a several hundred Mustang cruise into downtown Nashville and park on Broadway in front of the Honky Tonk bars. If you are attending, please let me know so we can meet up at the event.

The next Saturday, 4/13, will be our club's National Mustang Day (NMD) celebration. Tom S.

& Bill M are still working out the details, but we do know that it will start at the Performance Ford service center on rt 10 in E. Hanover (next to Nielsen Dodge). Performance Ford will be supplying the coffee and food. We should be there from 10 am – Noon. The second half of the event will involve a cruise.



The following Wednesday, 4/17, is the actual Mustang Day and, this year, is the night of our April meeting at the American Legion Hall. Many of you may remember that for a few years we celebrated NMD with a cruise night at the meeting followed by pizza and drinks. Well, we are going to do that again this year.

After giving everyone a weekend off to rest (or pass out flyers), our first show of the year, the Performance Ford All-Ford Show, takes place on 4/28. This will be our second year at the dealership in Randolph. Last year's inaugural show had a great turnout of cars and we hope to gradually grow this show until we are ready to move to a larger location in the Performance family of dealerships. Please volunteer to help when we start asking.

I hope you will attend and help where needed at these early season events. The next weekend starts May, and you can go back to choosing from any one of six shows or more each weekend. Just leave October 6th open for our Autoberfest show.

I would like to mention a few things about the shows that will change from previous years. First, except for members, we will not be taking pre-registrations for either of our shows. It was a lot of work to set it up on the website for the dozen or so participants that took advantage of it. Second the members only pre-registration price will be \$10 this year. This discounted charge will not be advertised beyond the newsletter and member-only emails.

See you at the meeting,

Mike DeLiberto, #001

WWW.GSRMC.ORG

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| Feb. 21 | FIRST GSRMC Meeting of 2024 at the American Legion Hall. |
| Mar. 20 | GSRMC Meeting |
| Mar. 23 | St. Patrick's Day Parade, Ringwood |
| Apr. 5-7 | Mustang 60 th Celebration. Barber Motorsports Park, Birmingham, AL
www.mustang.org |
| Apr. 13 | GSRMC National Mustang Day Celebration. Performance Ford Service Center, East Hanover |
| Apr. 17 | National Mustang Day, GSRMC Meeting |
| Apr. 28 | GSRMC Spring Show, Performance Ford, Randolph |
| May 3 | 71 st Ann Spring Collectible Car Show & Swap Meet. Nielsen Dodge, E. Hanover. Info: vincentdelisi@comcast.net |
| May 3-5 | Rhinebeck 2024 Car show, Celebrating 60 years of Mustang. Dutchess County. Fairgrounds, NY. www.rhinebeckcarshow.com |
| May 31-Jun 2 | Carlisle Ford Nationals. Carlisle Fairgrounds, Carlisle, PA. Celebrating Mustang 60 th Ann & Mustang II 50 th Ann. www.carlisleevents.com |
| Aug. 2-4 | 61st Ann Das Awkscht Fescht. Car Show & swap Meet. Mustang is featured car. Memorial Park, Macungie, PA
www.awkscht.com |
| Aug. 16-17 | Woodward Dream Cruise & Mustang Alley. Detroit, MI. Area |
| Oct. 6 | Autoberfest Open Car Show. Nielsen Dodge, East Hanover |

GSRMC member Jeff Chase is offering his automotive repair services to fellow members at reasonable rates. Call/text Jeff at 201-452-5244 or jnccar@comcast.net

FEBRUARY MEETING

CLUB NEWS

FOR SALE

The February 21st meeting will be our first 2024 meeting at the Legion hall. It is always a big meeting as we will lay out many of the event plans for the year. We will also have fellow GSRMC Member & Team Shelby Northeast Region – NY Director, Mark Silverman as our Guest Speaker. He will talk about a few Team Shelby events open to all Mustangs.

The meeting will start at 7:30 pm. We encourage you to arrive early & stay after the meeting concludes.



JOIN THE PARADE

Ringwood will be having their 33rd annual St. Patrick's Day parade and the GSRMC will once again be participating. The 2024 parade will take place on Saturday, March 23rd. We will be meeting behind the CVS building located at 115 Skyline Drive at 11:30am. The parade begins at 1:00pm. All years & body styles of Mustangs and special interest Fords are welcome.

FOLLOW US ON
Instagram

The GSRMC is now on Instagram. Thanks to Ben Ashmore, members can now post pictures on Instagram that can be viewed by anyone searching key words. Our official account is @gsrmc.

If you would like to post pictures of your car or club events, send them to Ben at ben-sr@benashmore.com.

This is another way of telling the world how much fun it is to own a Mustang and be in a Mustang club like the GSRMC. I hope many of you will participate.



2013 Arising brand - 8.5 x 20 foot V-Nose auto-hauler trailer with approx. 15,000 miles. Dual axle 7,000 gvw, electric brakes, ramp door, heavy duty construction, diamond plate front stone guard, LED lights, D rings, heavy duty ratchet tie down straps and more. Call Bill at 908-358-8778 for complete specs: asking \$7,500

1976 Mustang II Cobra II – Project Car - Clear NJ Title Purchased in 2003 with the intent to restore, this Cobra II has a new Edelbrock intake and Holley 4-barrel carburetor which needs fine tuning. Original 2-barrel intake/carburetor included. The automatic transmission was rebuilt in approximately 2005. Over time she has had a new oil pan, master cylinder, fuel tank, and tailgate lifters installed. Included are additional Mustang II parts as well as a full set of shop manuals. Presently, the car does not start, and does have some peeling and cracking of paint in areas due to age and outside storage. Love the car but am downsizing and selling to prevent further deterioration. Definitely a project car which could be restored to her former glory with the care of the right enthusiast! Currently housed in Pompton Lakes, NJ. For more information, please call Bill at (908) 358-8778 and leave a message for a call back. Asking \$4,500 or best offer.

GSRMC meetings begin at 7:30pm on the 3rd Wednesday of each month at American Legion Post 155, 13 Legion Pl., Whippany, NJ 07981
Members & guests are encouraged to attend.

1966 SPRINT 200 MEMORIES FROM THE EIGHTIES

In the summer of 1981, I wanted to restore another car after rebuilding a 1970 Opel GT, the "baby Corvette" that GM sold a decade earlier. This time I wanted an American "pony" car, but I was torn between buying an older Camaro or a Mustang? I grew up in a Chevrolet family where buying a Ford was not popular! But I read about the early Mustangs and decided that was the better choice. Time has shown that was true!

There were several reasons for buying a Mustang. Parts availability was excellent, and I could complete much of the work on my own, and I was determined to rebuild this car on a shoestring budget. There were club members, vendors and Mustang do-it-yourself guides showing many of the restoration phases.

After reading about the early Mustangs for several months during that summer, I decided to buy either a '65 or '66 coupe or a '67 or '68 fastback. One Friday in October, I bought copies of the Baltimore Sun and the Washington Post as I left work in Baltimore. That night I went through the ads and located three coupes in the Washington, DC metro area that looked decent. I called each owner to see all three on that Saturday.

My first stop was a beige '66 coupe in a Maryland suburb east of the Capitol beltway. The owner showed the car, and I looked it over. By now I knew to look for rust in the lower panels. The exterior seemed fine, and so I inspected the trunk. I opened it and leaned over the bumper to look inside. I saw the spare tire, then the fuel tank, and as I looked closely, I saw the tops of my tennis shoes through the rusted-out floorboard! So, I closed the trunk, thanked the owner, and took off for Virginia to see coupe number two!

The second Mustang was a red '65 with an automatic and a 289-V8 engine. A mother was selling this car for her son who was away. I test drove this one and its transmission slipped badly. She asked \$1500, not a bad price for the time, but I was not interested. I thanked her and started leaving. "I'll reduce it by \$300 if you buy it!" she said as I got in my car. "Sorry, but no, thanks!"

By now it was late afternoon. I drove to several townhouses in Alexandria and met a man who said he was a butcher. He was selling his baby blue 200 CID, six

cylinder '66 Mustang coupe. I test drove the car and it handled well. It was in a tired but not abused condition, although the front and rear valances were damaged, and the front bumperettes were looking at each another!

This Mustang, however, had an odd set of accessories. There were no chrome ornaments in its quarter panels, and instead there was a thin black pinstripe on its fender sides. The car had a console that looked nice, and there was also a chrome air cleaner cover on its engine with the remnants of a damaged old blue and white decal. It said something about "Sprint 200"? I could barely read it, and I never heard of that! Finally, there were four ugly Brand X wheel covers that were a lovely shade of rust brown. "They'll be the first to go!" I thought. This Mustang seemed to fit the bill, though, and so we agreed upon a selling price of \$1,200, a reasonable price over 40 years ago. "I'll take it!" I said!



It was dark as I later pulled into a fast-food restaurant in Alexandria for a "victory" cheeseburger! I called Dorothy, my wife, from a pay phone and said, "Guess what?! We now own a '66 Mustang! There was a long pause on the other end of the line. "We....do?!" she said! "Yes, we sure do, and we'll drive over one night this week and bring it home!" And so we took my first new/old Mustang home to Maryland several days later from northern Virginia.

By late October 1981, I brought my tired 1966 Sprint 200 coupe with 119,000 miles home and made long lists of the things needing attention. Within a few weeks, my Things To Do list was several pages!

I removed my front bumper, lower valance, and parking lamps, as well as the rear bumper, valance and

(contd. on pg. 9)

SAVE THE DATES!

APRIL 13, 2024



National Mustang Day Event

Celebrating 60 years of Mustang

Kickoff Point – Performance Ford

189 Rt. 10, East Hanover

APRIL 28, 2024



ALL-FORD CAR SHOW

906 Rt. 10, Randolph



OCTOBER 6, 2024

AUTOBERFEST

175 Rt. 10, East

OPEN CAR SHOW

Flyers & More Info Available at the February 21st meeting.

2024 GSRMC INSTALLATION DINNER



VIN NUMBER 100001 FOX BODY

The story of the 1979 Ford Mustang Ghia that wears VIN number 100001 began when Floyd Moore, a Chicago area Ford collector, ordered a 1979 Mustang two-door Ghia in Bright Red to be delivered to Westside Ford on Roosevelt Road in Elmhurst, Illinois on October 9, 1978. The new platform was factory code-named Fox.

Ordering the first Fox Mustang wasn't luck. Moore was already known for his Ford collection in the Midwest and owned what was thought to be one of the nicest Edsel convertibles in the area. When Edsel Ford II married Cynthia Neskow in 1974, the Edsel was requested for use at the wedding and Moore was introduced to the Ford family and executives that later allowed him access to special order and first-run products.

Using his connections, Moore was able to special order the first Fox-platform Mustang that included options that weren't readily available when production began. The window sticker swelled to 1½ pages as Moore added options not seen on the top-level Ghia package. In addition to the Ghia badging and pin stripes, exterior trim bright work, color-keyed mirrors, steering wheel, seatbelts, and a full gauge package with an 8,000-rpm tachometer, Moore added a full red vinyl roof, overstuffed leather seats, a sunroof, tilt, power front disk brakes, A/C, an 8-track player, interval wipers, and the now iconic TRX suspension, wheel, and tire package from Michelin. The price tag swelled \$2,645.22 to a total of \$6,861, more than 50-percent higher than the Ghia trim level Mustang.

Moore also went for the exotic engine package, checking the box for the 2.3-liter turbocharged four-cylinder engine instead of 5.0-liter 302 that made the car



famous. The 2.3 turbo was reported to make 131 hp which was close to 140 hp from the 302, and was available with a four speed in 1979. The Garrett T03 turbo delivered 6 psi of boost. In terms of performance, the 2.3-liter was 70 pounds lighter than the 302 and made almost the same power. The turbo check box also equipped the car with a non-functional hood scoop with "Turbo" badging and a light on the dashboard that glows green under boost and red for overboost.

Because of the long list of additions to an already heavily optioned car, the build lagged behind other Fox Mustangs, pushing the build and delivery date into October 1978. Also, during that time, the 2.3-liter turbo engine production was halted at the Lima, Ohio plant to fix a problem where the turbo overheated the fuel, further delaying the build.

Eventually, Fox Mustang 100001 was delivered to Moore, who then gave it to his son, Eric Moore, to drive. Eric put 12,000 miles on the car before it was retired to the Moore collection.

In 1996, Jim Schmidt, the President of National Parts Depot (NPD) was reading an issue of Hemmings Motor News when he found a classified ad for a 1977 Thunderbird VIN 00001 and called the seller on the phone. While trading information, Jim realized that he knew Moore as a member of the Classic Thunderbird Club International in the 1960s and had lost track of one another. Jim bought the Fox Mustang, the Thunderbird, the 100-millionth Ford (a Fairmont), and a 1977 Mark V with VIN 00001.

The car is currently under the care of Jim's son Rick Schmidt, Vice President of National Parts Depot in Ocala, Florida. It is stored as part of a larger collection that includes the 150-millionth Ford, which is also a 1979 Mustang.

Douglas Glad, Hemmings.com, 01/27/2024

Photos – Wes Alison



(Eighties, continued)

back up lights. All were crunched by prior owners. I bought Duplicolor Arcadian Blue spray and painted my replacement valances. All of this went together easily. This, fortunately, was the extent of my exterior's damage until I took my car for repainting at a body shop. The rest was replacing emblems.

For my interior, I needed to reupholster my seats. This was a knuckle-busting job as I did not own the proper tools, but I was determined to finish without help! The job was slow, taking 15-16 hours over a long weekend. Other areas, such as replacing carpet, kick panels, wind lace, cleaning and repainting interior trim, were relatively easy.

Perhaps the strangest repair was repainting my dashboard! When I had the old, wrinkled dash pad out, I masked my dash and then covered everything inside in a clear plastic "tent." I then crawled inside the tent with a can of Duplicolor to spray the metal! Fortunately, I did not pass out from the paint vapor!

My trunk was the easiest. I cleaned and masked the area and resprayed. I repainted the original spare's rim black.

There were areas that I could not rebuild, so I took my car elsewhere. The headliner required pulling the rear glass out to tuck the replacement moonskin headliner into the window track, so a specialty shop did this. An auto glass shop added a new windshield as my original was badly scratched from many Virginia and Maryland winters.

Living behind us was a neighbor, Jerry, who was a Chrysler dealer mechanic. We started a conversation about my Sprint. As the story goes, back in 1966, Jerry's mother bought a raffle ticket for a then-new six-cylinder Mustang, but with a manual transmission, and she won! In addition to being a trained mechanic, Jerry had already tinkered with the 200 CID engine in his mother's Mustang! What were the chances?

Finally, the time came to rebuild my motor. Jerry rebuilt it for \$500 plus parts, with my help. What a great deal! So, we picked a Saturday, and I drove around our block and pulled far forward into his driveway into his backyard. We removed the hood, and he took off all

attaching hardware. We placed his son's swing set over the front of my car, hooked a winch to my engine and lifted it until it cleared the fenders. Once we rolled my Mustang back and parked it, we lowered my engine onto a cart in his driveway and rolled it into his house. We broke the engine down in his foyer!

Our plan was that Jerry would take several pieces to work each day to clean them. On the next Saturday, we were to reassemble my engine, but it rained, and we were delayed. "We have to rebuild your engine soon," he remarked, "before I forget how it came apart!"

The weather was fine for the following weekend, and we rebuilt my engine with no left-over parts! I repainted Ford Blue on my block while it was out and sprayed matte black in the engine well, and later we lowered my engine. Jerry also rebuilt my carburetor. Finally, the moment of truth came when I keyed my ignition for the first time, and my zeroed-out 200 engine sputtered to life! We reattached my hood and were done!

The final phase of my Sprint's semi-restoration was its exterior repainting. I disassembled my car as far as possible, removed my bumpers and trim, and covered my interior in clear plastic to catch any overspray. On one very cold morning I drove to a shop on the other side of Baltimore. The problem was that with my interior covered, there was no heat or defrosters. This made for an interesting, mighty cold ride, including going through a toll booth!

My Sprint returned home several days later. I reassembled it and redetailed my engine as there was overspray under the hood. And then my tired old Mustang looked new once more!

In the following years, I was proud that if I won, and most every show in those days was judged and not popular vote, that I did most of the work and the detailing, or that I was the second set of hands for my restoration. I knew my car from the inside out, whereas others only saw it from the outside. I did not take my Mustang from shop to shop while doing little of the work, except for paying the bills. I did not have an unlimited budget.

Text & Photos - Rick Mitchell, #1105

SPECIAL PURCHASE!

1966 MUSTANG HARDTOP "SPRINT 200"

- 200 C.I.D. Engine
- Automatic Transmission
- Wire Wheel Covers
- Full-Length Console
- Engine Dress-Up Kit
- Accent Stripes
- Wide Selection of Colors

\$2395

Y'all Come!

Jack is going to have a big SQUARE DANCE featuring the 'SALLEMANDES', with live country music from the Red River Valley Boys, and new Pop and Mountain Dew Saturday, March 24th, 8:30 P.M.

216 North Matthews Avenue
FREE!

Jack Mefford
FORD inc.

116 EAST COLUMBIA • 325-4885

JANUARY MEMBERSHIP MEETING MINUTES



366th Meeting

Date: January 13, 2024

In person meeting at Installation Dinner, Cinders Grill

Business Meeting opened: 6:30 pm

Meeting Adjourned: 6:43 pm

President Mike was absent, VP Bill Cherneck welcomed all attendees. Started with the Pledge of Allegiance. Approximately 55 members & Guests attended.

Guest Speaker: None

Secretary's Report:

The December monthly meeting minutes as printed in the January 2023 newsletter were reviewed and approved!

Treasurer's Report: Lisa S.

Nothing to report at this time.

Membership Report: Joe D.

We have 155 members; 30 new; 60 not renewed

Sunshine Report:

Anthony Cecala – doing a little better, going to Kessler

Merchandising: Mike D. – Jackets? Some are interested.

Website: Bill C. – new dates and events except our car shows. Looking into Swiped

Facebook: Joe D. – no issues

Newsletter:

Newsletter Mike is working on it. Send Mike pictures from shows. Always in need of cover cars

National Report: Steve Y.

April 2024 – Mustang 60 years at Barber Motorsports Park , Birmingham Alabama – judged show is sold out.

May 2024 – Ozark International Raceway

August 2024 – Deloines, Iowa

October 2024 – Savanna, GA

June 2025 – National show in Cincinnati

August 2025 Grand National, Fredericksburg, VA

Old Business:

There is no meeting at the hall this month. The first meeting of the year will be February 21st. We will try to get the meeting started closer to 7:30 pm

Club photo 8/27 –35 Mustangs for our 30th anniversary. Free copy/magnet to participants, see Louise

New Business:

The Board has put together a preliminary calendar for 2024. In addition to a spring & fall car show, we hope to run the following events:

Mustang Day – April 13 & April 17 at the meeting

Mustangs & Merlot show

Cruise to Space Farms

Club Picnic/Photo

There is a group of members heading to Detroit for the Woodward Dream Cruise August 17th. Contact Mike if you are interested.

America on Wheels Museum in Allentown PA is looking for cars for a special exhibit celebrating 60 years of Mustang. Cars must be stock and would need to stay at the museum from April 15th – October 15th Contact Mike for details.

Miscellaneous Business: Nothing to report.

Hospitality Report: Nothing to report.

Respectfully submitted, Carol-Ann Rose, #653,
GSRMC Secretary

PONY XPRESS MUSTANG INFORMATION SHEET

Name: _____

Engine Modifications: _____

City: _____

Year: _____ Model: _____

Trans: _____ Axle Ratio: _____

Body Style: _____ Mileage: _____

Open, Limited Slip or Locker? _____

How Long Have You Owned This Car? _____

Other Options or Additions: _____

Original _____ Restored _____ Modified _____

Who Performed Restoration/Modification? _____

Primary Use: _____

How Often Driven _____

Exterior Color? _____

Please write the answers to the following questions on a separate sheet of paper. Tell us as much as you like, we want to know about you and your car.

Original Paint? _____ Original Color? _____

Type of Wheels/Wheel Covers: _____

Tire Size/Type: _____

Exterior Options: _____

Interior Color: _____ Standard or Dlx? _____

Interior Options: _____

Engine Size & Type: _____

Original/Rebuilt? _____

If Rebuilt, Who did work? _____

_____ When? _____

Factory Engine Options: _____

Please write the answers to the following questions on a separate sheet of paper. Tell us as much as you like, we want to know about you and your car.

1. If you are not the original owner, how did you locate this Mustang?
2. Does your car have an unusual history? Low mileage, very high mileage, drag racing?
3. In what condition did you find it? Was the color correct? Was the engine correct? What major changes were necessary to make the car original?
4. Which options are original, and which have you added in restoration?
5. How long did the restoration take? Was it done at your home, or in professional shops? Who were the pros, if any?
6. Has this car received awards or special recognition? Has it ever been featured in magazine articles?
7. Did any family members assist in your restoration? Any fellow club members assist?
8. Do you prefer to drive your Mustang daily, occasionally, or never? do you take part in concours shows, racing or AACA events?
9. Please add any other interesting information about you and your Mustang.
10. Have you owned other notable Mustangs or Sheldys in recent years? What and when?

Please send this page, your answers and a photo to:

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REAR VIEW

