



SPACE PONY NEWS



Issue 8, Number 01 Today's Hoofbeat's SPACE COAST MUSTANG CLUB Tomorrow's Thunder January 2001

The Space Coast Mustang Club is a
Regional Group of the
Mustang Club of America.
<http://www.mustang.org>

OFFICERS

PRESIDENT: Steve Kinnaird
VICE PRESIDENT: Charles Elliot
SECRETARY: Ted Ostovich
TREASURER: Connie Heber

BOARD OF DIRECTORS

Resa Reddick
Kurt Heber
Dennis Wilt
Burke Justice
Dave Turner, MCA Regional Director

MEETINGS

BOARD MEETINGS:
As called by the President

GENERAL MEETINGS:

- The 4th Tuesday of each month except December
- 7:00 PM
- At the Cocoa Library, unless otherwise announced in *the Space Pony News*.

CLUB MEMBERSHIP

Open to all persons 16 years or older who are interested in Mustang automobiles.

For information, contact:
John McAvey,
Ph/FAX 321-723-1486,
Email JEMcavey@cfl.rr.com

or write:
Space Coast Mustang Club
P.O. Box 867
Cocoa, FL. 32923.

The *Space Pony News* is the official newsletter of the Space Coast Mustang Club and is published monthly. The Editor is Jim Menke, Ph 321-752-8066, jmenke@netzero.net. The Assistant Editor is Art Griffin, Ph/FAX 321-254-7087, artgriffin@go.com.

Visit our web site at
<http://www.spacecoastmustangclub.com>.

Your President Speaks

Happy New Year!

I hope that all of you had a wonderful and safe holiday season. I wish you all good health and happiness for the New Year.



First of all I would like to thank Resa for a great job last year. I look forward to being the President of the Space Coast Mustang Club for the year 2001. I am concerned with the election results. At the November meeting Charles showed me a photo of a "Dimpled Chad". Reviewing the photo, I could see no evidence that any of the edges were torn, but the drivers' door was definitely dimpled. OK, maybe it didn't effect the voting, but we are all glad that the Mustang is built well enough to keep the driver "Chad" safe.

Our 2nd Annual Andretti Thrill Park Show is approaching fast. Thanks to Kelly Ford, John has submitted the application form to the Mustang Times for a full page ad and is awaiting a quote from Mustang Monthly and Mustang Illustrated for possible full page ads in each of them. Please make sure that you see John for the sign up sheet.

Let's all group together and make this a year to remember. Do you have any ideas? Would you like to see something different? Let the board or myself know, we want to do our best for you the members. Remember, this is YOUR club!

Steve

JANUARY BIRTHDAYS

Jerry Boles, Art Griffin, Al Matarazzo, Gene Millner, Don Whitson, John Nast, Denton Clark, Janet Clark, Burke Justice, Billie Justice, Diane Patana, Ray Smyth, Robert Dietz, Sandy Henry, Denise Burgin, Fred Wright, John Hall, Scott Metz, Tim Matthews, Steve Kinnaird, Cheryl Doughty

HAPPY BIRTHDAY TO ALL!



DECEMBER MEETING MINUTES:

There was not a meeting during the month of December.

50/50 DRAWING – No one won any money since no one bought any tickets at the meeting that was not held.

MEMBERSHIP DRAWING – The pot for January has grown to \$80 since there was not a winner during the November meeting. I expect the winner of this prize to buy something nice for their car and then give me a paragraph on their purchase so that we have something to read about next month.

JANUARY MEETING AGENDA:

JANUARY PROGRAM – To Be Announced

REFRESHMENT SCHEDULE: Dessert – Steve Kinnaird and Beverage – Jim Menke.

JANUARY SPOTLIGHT

Lee and Gladys Stouffer

Lee and Gladys Stouffer were drawn during the November meeting, however, they never returned the form with the information needed to spotlight them. Sorry.



In the News...

Hey, did you catch John McAvey in the 'Florida Today' People Section on 1/7/01? Marcia tells us he may have a hard time getting his swelled head through the door of the Cocoa Library! Way to go John!

Word is that Jim & Susan Carlton have returned to the area and we welcome them back to our family with their 1965 Coupe.

Reports are flying that Ford announced on January 4, 2001 its intent to produce a limited number of 'Bullit Mustangs' after an overwhelming response to the concept car displayed at the 2000 Los Angeles Auto Show. Current plans are to limit production to 5000 vehicles.

The concept car was created as a promotional tool and is based on the '68 GT 390 Fastback Mustang in the Steve McQueen movie 'Bullit'. There is not a real Mustang enthusiast alive who cannot say that they have not seen the famous high speed chase scene on the streets of San Francisco where Police Lt. Frank Bullit chases two hit men driving a Dodge.

The 2001 Bullit Mustang will be a modified GT. Some of the exterior features include 17" aluminum Bullit style wheels (similar to Torque Thrust D's), unique side scoops, a special polished aluminum fuel tank cap, Bullit badging, and polished rolled tail pipe tips. A modified C pillar and rocker panel enhancements highlight the lowered suspension. The car will be available in three colors including the original Bullit color Highland Green, True Blue, and Black. The interior features include performance bucket seats with dark charcoal leather trim. A number of brushed aluminum components including the shifter ball, shifter bezel, door sill plates with Bullitt nomenclature, and pedal covers brighten the interior and provide a sportier performance package. The nostalgic gauges are similar to those of the 1960s but with a modern twist including unique curved numeric speedometer graphics and a white-lit background.

Under the hood will reside a slightly modified 4.6L SOCH V8 that will reportedly produce 270 HP, upping the performance of last year's GT Mustang by about 15 ponies. In order to get the additional performance out of the engine, Ford has included twin 57mm bore throttle bodies mated to a cast aluminum intake manifold and underdrive pulleys on the alternator, water pump and smog pump. A set of performance high flow mufflers aid in the power increase and produce an aggressive sound. The handling department is enhanced by lowering the GT by approximately $\frac{3}{4}$ of an inch, adding re-valved Tokico struts and shocks, including a set of modified front and rear stabilizer bars, and beefing-up the frame connectors. Thirteen inch Brembo front rotors equipped with performance calipers provide for increased stopping efficiency. For additional eye candy, the calipers are painted red and are clearly visible through the 17" wheels.

If you wish to purchase a 2001 Bullit GT Mustang, expect to shell out an additional \$3700 (MSRP) over a GT. I expect that there is already a waiting list.

Who knows, we may be seeing versions of Eleanor from the movie 'Gone in 60 Seconds' in a few years.

Jim Menke, Source: Stangnet.com and Fordmuscle.com

Out of the Stable

I would like to add a section to the newsletter every month that includes an article written by a member of the club. I envision things like:

- Your restoration progress (or lack of)
- Tips on restoration projects that could help others
- Information on a particular performance part, cleaner, tool, etc. that you think others should try (i.e. Pertronix Ignition, parts cleaner, waxes, hand tools, etc.)
- Trips to the race track (include details like parts you broke, how long it took to get the burnt rubber off of your rear quarter panels, your time slips, how badly you tore up the guy in the other lane, excuses for your poor reaction time, how you left your toolbox with some Bithlo honey only to return from your run to find them both gone, etc.)
- Details on a car show you recently attended (or even some time ago that may make for interesting reading)
- Your views of the latest Ford vehicles to come off of the assembly line (Why hasn't Ford offered the 5.4L engine in the GT Mustang to keep pace with its competitors?)
- Memories of your first Mustang

If you do not feel you are a writer, just send me a few details concerning something you would like to see and I can attempt to wordsmith an article out of it. I would need the material by the 10th of the month in order to get it into the newsletter. Drop me a line at jmenke@netzero.net or see me at the monthly meeting.

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AROUND TOWN

BREVARD BOWLING CENTER CRUISE-IN

The Brevard Bowling Center Cruise-In has been changed to every 4th Saturday of the month. We need 2 people to work parking cars, handing out coupons, collecting 50/50 money, etc. Below is the list of volunteers so far (notice there aren't any)...

<u>Date</u>	<u>Person #1</u>	<u>Person #2</u>
January 27	TBD	TBD
February 24	TBD	TBD

Give Steve a call if you need more information or want to volunteer.

The following is a schedule of Cruise-Ins around Brevard...

NIGHT OF

<u>WEEK</u>	<u>FIRST</u>	<u>SECOND</u>	<u>THIRD</u>	<u>FOURTH/FIFTH</u>
FRIDAY	<i>Classic & Muscle Super Car Store</i>	<i>Andretti Thrill Park</i>	<i>Andretti Thrill Park</i>	<i>Andretti Thrill Park</i>
SATURDAY	<i>Andretti Thrill Park</i>	<i>Philly Cheese Steak – Eau Gallie</i>	<i>Cocoa Village</i>	<i>Brevard Bowling Center – Dairy Rd.</i>

Here is an article I wrote to satisfy this month's issue of 'Out of the Stable'...

The Quest for Cleaner Exhaust, or My Pony has Intestinal Problems

I like to take my car out for a spin every now and then and drop the top when the weather is nice. OK, so I only drive my car when the weather IS nice, so the top gets put down just about every time the rubber hits the asphalt. The problem with my '66 EFI equipped Mustang was with the smelly exhaust fumes. The thing was running rich and made anyone who rode in it while the top was down smell like they had just mowed an acre behind a push mower. It occasionally would turn the rear chrome bumper a brownish blue. I talked to several people who race 5.0L EFI Mustangs looking for advice and tried a few different things on my own. Changing the thermostat to a stock 197-degree unit over the cooler 180-degree one I originally had seemed to help a little coupled with turning down the fuel pressure from 40 psi to 35 psi, but it still wasn't enough. I finally called a Ford tuner and set-up an appointment for a dyno tune-up.

I arrived at Lugo Performance in Orlando one Friday morning last month and we strapped my car to the dyno. The computer was loaded with the vehicle's estimated weight along with the rear axle ratio and a few other parameters. The engine was fired up and the tranny gingerly shifted through the first few gears, then jolted into fourth when the pedal dropped. My stomach churned when I heard the roar of the engine as it climbed in RPM. Black smoke shot out of the dual exhaust as the dyno drum loaded my steed testing how many ponies it could muster. I just kept telling myself that if the engine blew, Melbourne was only some 80 miles away. The first pull resulted in a disappointing 248 HP at 5250 RPM and 272.8 ft-lbs of torque at 4000 RPM at the wheels. I expected somewhere near 265 HP based on the advertised rating of my Ford Racing Products long block. The tuner, Dennis Lugo, looked over the data as the computer calculated air-to-fuel ratio, horsepower, and torque. He pointed out that the air-to-fuel ratio was way off in the range of 10.5:1 indicating that he would like to see it at least in the mid 12:1 range. After a little cooling off time and some minor tweaking of the engine, it was fired up again for another series of runs. The best that could be achieved with my original Cobra Computer and 70mm Mass air meter was still a little shy of my 265 HP goal, and the engine was still running rich and smelly. Now that we had some base-line data, I went about installing the GT Mustang Computer that I borrowed from Chris Broomfield and a 75mm Mass Air Meter that I recently purchased. After a few minutes of running so that the replacement computer could learn its new environment and befriend the engine, the driveline was put to the test again. Ultimately, with some additional tuning, the engine pulled a best of 270 HP at 5250 RPM and 300.8 ft-lbs of torque at the rear wheels. Depending on the formula for driveline losses for a manual tranny you believe is more accurate, that equates to somewhere in the range of 318.6 to 324 HP at the flywheel. The engine is also running a little leaner now at around 12.4:1. Using more formulas and a little speculation, my car should be able to run a 12.7 second quarter mile time with a good driver and sticky tires. I somehow doubt I could pull that off.

Just for kicks, here are a few formulas:

To estimate Horse Power:

- If HP at the wheels is known:

$$\text{HP at the flywheel} = (\text{HP at the rear wheels}) \times (1.18 \text{ or } 1.2) \text{ (manual tranny)}$$
- If Quarter Mile Time is known:

$$\text{HP at the wheels} = (\text{weight}) / ((\text{quarter mile time in seconds}) / 5.825)^3$$

To estimate quarter mile time in seconds:

- If HP at the wheels is known:

$$\text{ET} = (\text{weight} / \text{HP})^{.333333} \times (5.825)$$

Jim Menke

SPACE COAST MUSTANG CLUB
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First Class Mail



SPACE COAST
MUSTANG CLUB

Today's Hoofbeat's - Tomorrow's Thunder

We're on the Web!
*[http://www.
spacecoastmustangclub.com](http://www.spacecoastmustangclub.com)*

COMING EVENTS

- | | |
|---------------|--|
| 1/23/01 | General Meeting – 7pm Cocoa Library |
| 2/10/01 | FIT Homecoming Parade – More information at the meeting |
| 2/24/01 | 14th Annual Mustang Roundup – Altamonte Springs (see Flyer) |
| 3/24/01
at | 4th Annual Mustangs and Mustangs – Fantasy of Flight (see flyer meeting) |
| 4/7/01 | 2nd Annual Andretti Thrill Park Show (see Flyer) |