



# PONY XPress



The Official Publication of the  
Garden State Region Mustang Club

January/February 2026

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## 2026 GSRMC BOARD OF DIRECTORS



# President's Message

Happy New Year everyone, and welcome to 2026! Well, maybe not so welcome seeing as we just can't seem to break out of one of the most bitterly cold and snowy winters in memory – and don't have much hope of doing so as both Staten Island Chuck and Punxsutawney Phil saw their shadows! Heck, I write my first column here, as your new President, from balmy and seemingly-warm Anchorage (up for a week to celebrate a little brother's USAF retirement)! Who would've predicted we'd be missing significantly subzero temps and wind chills in northern New Jersey, while sitting in Alaska between the low thirties and even 45 degrees one day? According to my kids, I get all the blame!

They've been telling me to give up the practice of law because the opposite of what I do impacts the weather: after the annoyance of running extension cords from my generator throughout the house after the 2011 Halloween snowstorm and 2012 Hurricane Sandy – and hotwiring my boiler to cords in both those weeks – I had an electrician put in a special outlet and sub-panel on my NJ house so I could whole-house run a generator through that. Of course, no extended power loss since Sandy!

Around that time, we had several years of big Nor'Easters snowfalls that challenged my little single-stage snow thrower, to the point I was tired of having to go out and clear snow in stages as it piled up. End of one season, I had enough and bought this massive three-stage blower on end-of-winter sale, and even built a little shed just to store it. When we then didn't get any measurable snow for a while, Stacey had fun reminding me that New Jersey wasn't Michigan (where I grew up), and that this big blower was a waste of money, plus an eyesore shed.

A year ago, as Hurricane Milton was bearing down, I rushed down to Florida with the bed of my F450 full of supplies, sharing the road only with power company utility trucks heading south, to help some elderly relatives in Lakeland ride it out. After a humid week, I had that special generator outlet installed on their house. Sure enough, 2025 was the first hurricane season in ages with none to hit Florida, and my aunt hasn't lost power since that outlet went in.

Which takes us now to this winter! Since about '08, I've annoyed my family by annually installing those Frost King shrink-wrap plastic kits on our windows and patio doors (my family bemoans that I make them live in a hermetically sealed

bubble where the germs can't get aired out till spring). Well, we've had some recent mild winters, and replaced a drafty patio door last summer (and of course, this also happens to be the first year in a while where we aren't spending a substantial time in Florida from the holidays through Daytona bike week – after all I now have more Club duties). So, last fall I decided it wasn't worth the work to seal windows; lo and behold the Arctic has descended on NJ.



I'm sorry folks. Instead of looking at what great Mustangs are for sale, maybe I should start shopping for snow mobiles so my reverse-weather-powers can get us back to where we can take out our Stangs and enjoy some salt-free asphalt!

While all of us look forward to spring and warmer weather, I want to take this opportunity in my first column to extend a very special thanks to Mike D for his recent years as club President, and all the years since our founding – 18 out of our 33 – that he has served as President. All-in, Mike has been on the board for all but a couple years of the Club's existence, and was of course there at its founding, as #1 on the membership log! At this point, I think Louise D is more excited about me taking over than anyone! We have some special things for Mike to commemorate his years of service planned this year, including some big awards from outside of the Club! Stay tuned...

If you were able to attend our Installation Dinner that was again chaired by Bill and Maryann H – to great results – we celebrated in style at the lovely "Grove" banquet room above the Randolph Diner, and sent Mike off with a cake, and a non-club/mustang project to begin his official retirement. Someone – who still remains anonymous – brought the first great white elephant gift that Mike coincidentally opened: a couple of those massive, foot-in-diameter toilet paper rolls that you find in rest-stop bathrooms. Then, by happenstance, at Louise's turn, she opened a gift (hilariously brought by Tom Sr. S) to find a toilet seat. I haven't calculated the odds of both getting these two matching gifts – that of course were not stollen throughout the evening – but I figured it was a sign or as they say, "in the cards." Either Louise gets a new bathroom now that Mike has all this extra post-retirement time for a home improvement project, or the Club has a new tradition where the recipient of that toilet seat will sign/date it and regift it annually at our Dinner!

I don't expect you'll find much different with the Club now that I'm your President. At least not much in the way of changes I'm coming in the door to make ;-)- some things have been on the Board's radar for a bit now, starting with the location for our meetings. Inflation hits everything, and the American Legion has raised the hall rental rate enough that we are looking for a different location for our monthly meetings. We'd like to stay roughly in the same area

Welcome New Members		
Bill & Renee Barbieri	Closter	'08 Mustang GT
Donald & Victoria Freeman	Bayonne	'03 Steda GT
Peter Glassman	Port Murray	'25 Mustang GT
Richard Tateossian	River Vale	'65 Mustang Conv
Martin Viegas	Sparta	'65 Mustang

(contd. on pg. 3)

WWW.GSRMC.ORG

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<b>Feb. 18</b>	<b>GSRMC Meeting. Whippany American Legion Hall</b>
<b>Mar. 18</b>	<b>GSRMC Meeting</b>
<b>Apr. 15</b>	<b>GSRMC Meeting</b>
<b>Apr. 17</b>	<b>National Mustang Day</b>
<b>Apr. 19</b>	<b>All-Ford Show &amp; Mustang Day Celebration. Performance Ford, Randolph.</b>
Apr. 25	Roebing Museum Car Show. Roebing, Near the Roebing Train Station
June 5-7	Carlisle Ford Nationals. Car Show, Swap Meet & More. Carlisle Fairgrounds, Carlisle, PA. <a href="http://www.Carlisleevents.com">www.Carlisleevents.com</a>
June 14	5 <sup>th</sup> Ann Ford & Muscle Car Show. All American Ford, Old Bridge. Info - Roy, 347-988-0184.

(Message, continued)

as it is central for all our members coming from the further distances in New Jersey. And we are open to changing the week of the month, or to Tues/Thurs (although any of this would require a minor tweak to our by-laws, and we are trying to stay away from the 4th week of the month as it would place meetings right before or on Thanksgiving and Christmas). Long way to say, if any of you are members of organizations that would give us a discount on a location rental, or know of suitable locations, please reach out to me or any of the other board members with your suggestions. We will be using the American Legion for our February meeting but are looking for a replacement as early as March.

I hope to see you at our February meeting where we will be discussing a few tweaks to our meeting formats that will hopefully help bring our attendance back up, and all the great events we have planned for 2026, including our Spring show that is now on the books. Details are included in this newsletter, and please look for our show and Mustang Day announcement in the next Mustang Times.

Stay warm till then – Ben Ashmore

## CLUB PHOTO

The reproductions of the 2025 Club Photo are printed and ready for distribution at the February meeting. Anyone who participated in the event can get a free copy by seeing Mike D, at meetings or by contacting him at 8550mustang@gmail.com. They are available on 5x7 photopaper or as a magnet.

# CLUB NEWS



February, but if you are going to a car event or maybe a wedding that has “car people”, bring some flyers (Available at the meeting or by contacting a Paul).

You can also sign up to help at the show. On the day of the show, we will need volunteers for registration, parking, 50/50, club table/raffle baskets, wrap-up and perhaps some other jobs throughout the day. Please sign up at the meeting or contact Paul.

Lastly, you can register for the show. One thing that didn't change is the **\$10 registration discount** for members who pre-register. We hope to have member pre-registration open soon on our website and you will be getting an email shortly with instructions and a password. In the meantime, you can register in person at the February meeting.

Show Chairman:

Paul B. 973-785-3819, [pbetts1057@gmail.com](mailto:pbetts1057@gmail.com)

## BOARD MEMBER NEEDED

As you are aware by now, the position of 2<sup>nd</sup> Vice President was created this year, and former Board member George W. was elected to that position at December's meeting. We now need to fill his vacant Board seat for the final year of his term. As it is only a 1-year term, maybe one of you would like to see if you would enjoy having more input into the running of the club. When the term ends in December, you could either say “This isn't for me” or run for a full term. If you are interested or would like more information, contact Ben A at 917-750-9212 or [ben.ashmore.sr@ashmore.law](mailto:ben.ashmore.sr@ashmore.law)

## PERFORMANCE FORD

### ALL-FORD CAR SHOW

APRIL 19, 2026

The show will run from 9 am–2 pm Performance Ford/Lincoln in Randolph. That stays the same, but there are some changes for this year. Most important is the date, the dealer asked us to move it up a week, so it is now April 19<sup>th</sup>. Since that is only two days after National Mustang Day, we will be combining our NMD celebration with the show. We are proud to have the Marine Corps League back as one of our designated charities, but Sister2Sister has moved from our Fall show to this show. Regardless of the change, we are hoping to raise even more money for both organizations this year.

Now that we have the flyers printed it's time to get to work. Our show chairman, Paul is busy with many of the show details, but **you** need to get involved. The first thing you can do is get the word out. I know it's still

## CHARITY SUGGESTIONS

We have moved Sister2Sister, our regular Autoberfest charity to the Performance Ford show so we are looking for a new charity for our October show. Although we have worked with National charities in the past, we prefer to work with organizations that have local ties. If you have any suggestions, please bring them with you to the February 18<sup>th</sup> meeting or contact Ben A at 917-750-9212 or [ben.ashmore.sr@ashmore.law](mailto:ben.ashmore.sr@ashmore.law). We would like to get the flyers for Autoberfest done soon so we need to make a decision soon.

## GSRMC ROAD SHOW

It's been a long time since the club has taken a weekend road trip but we're headed to Saratoga Springs, NY in 2026. Bern D is working on the details but the trip will be on May 29-31, the extra weekend after Memorial Day. While we are working on hotel info & other details, here's what we know so far.

Perhaps most famous for horse racing, Saratoga is also home to an auto museum which is hosting an car show that Saturday, 5/30. More details coming soon.

## EDITOR'S COMMENTS

I am no longer responsible for writing the President's Message, but I have some things to say, so I brought back the Editor's Comments column.

Well, for one month anyway. Back in the early days of the club, in the years that I wasn't President, I still had things to talk about, so the Ed Comm column was born. Sometimes, I had so much to say that I wrote both the Ed Comm and Pres Mess columns in the same newsletter. How did I have so much time?

It turns out that I don't have as much to say these days, so that's kind of the reason I'm bringing back Ed Comm for this issue. As Ben pointed out in his column, I have been President of the GSRMC for 18 of 33 years the club has been in existence. However, that pales in comparison to how long I have been editor of the newsletter, every year except when I was able to talk someone else into doing it for 4 years. That member, John R, then moved to Florida. While I can't say for sure it was to get out of doing the newsletter..... Add in another 2 years or so that I was doing it for another club and that's over 30 years. In the early days (Late 80's/early 90's), there weren't any computer programs to help, it was literally cut & paste, both pictures & text. Even when I was able to utilize a word processor, I was still using the paste method for the photos. I actually still have the print mock-ups for all the newsletters if anyone wants to see those.

Anyway, back to the reason for this column. As you may have heard at the December meeting and/or the Installation Dinner, Ben will be taking over as Editor of the newsletter. If you weren't at either, then this may come as a surprise. This will be my final issue as Editor of the Pony Xpress. There, I've said it.

Naturally I will help Ben whenever/if ever he needs it and maybe pass along an article or two (With all of my "extra" time, maybe I'll write that article about the history of my '04 that I've been meaning to get to.). I think it is time that someone else took the reins for a while. Hopefully it will change hands more frequently, as that will always keep it fresh.

Ok, great, we've got someone new to handle the newsletter and you don't have to hear me complain month after month about the need for cover cars and other articles. Noooooo. I'm sure that Ben will put his own spin on the newsletter, but ultimately it should reflect you, the GSRMC membership. It does that by highlighting your Mustangs and how you use them. Maybe you go to cruise nights during the week and/or shows on the weekend. Maybe your Mustang is your daily driver and you use it all year round just because it makes you feel good driving it. Maybe you like to modify your car for looks or speed or to better fit your personality. Some of you may still be working on your Mustang, trying to get it ready for the MCA circuit or just road worthy. Did I mention racing or parades or rallies, the list goes on and on.

My point is, we're a nosy bunch. We like to hear what other Mustang enthusiasts are doing so we can get ideas on what our next adventure might be. I know that these days social media is the go-to way to do that but there's something to be said about reading about fellow members exploits in the Pony Xpress each month.

Up until a few years ago, I received a lot of content from members and sometimes enough cover car stories to last me for months. Lately I felt like I was on my own for the most part. Does anyone remember the last time a member's car was on the cover? I don't know what changes or format the Pony Xpress will evolve into, but if Ben asks for help, please think about contributing something.

I think I've left enough space to thank everyone that has complemented me or given me feedback, good or bad, on the newsletter. I'd like to thank my wife, Louise, who in the early days would do much of the typing for me (I'm still a one-finger typer but faster now.). Just as I've said about being President, I did truly enjoy it...most of the time.

Mike



# ALL-FORD CAR SHOW & MUSTANG DAY CELEBRATION

**FAVORITE  
30 AWARDS  
& 5 BEST  
OF SHOW**

**SUNDAY APRIL 19, 2026  
9AM- 2PM**  
Registration 9am-11am  
**RAIN DATE MAY 3RD**

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**FOR MORE INFO: [www.gsrmc.org](http://www.gsrmc.org) OR CONTACT:**  
Paul: 973-785-3819, [pbetts@optonline.net](mailto:pbetts@optonline.net)  
GSRMC members *will NOT* compete against non-members  
NO Vendors, NO FOR SALE signs, NO Alcoholic Beverages

**LIMITED TO  
150 VEHICLES**

# ALL-FORD CAR SHOW SUNDAY APRIL 19, 2026

## THE 2000 SVT COBRA R WAS THE BEST AUTOMOTIVE APOLOGY IN HISTORY

At the end of the 1990s, Mustang fans were up in arms. When the “New Edge” body style debuted for the 1999 model year, the SVT Cobra edition of the car brought with it a revised 32-valve, aluminum-block 4.6-liter V-8 that promised 320 horsepower and 317 lb-ft of torque. Throw in the first independent rear suspension system in the vehicle’s history, and there was a lot of excitement for what appeared to be the most advanced Mustang to have made it onto the street.

Unfortunately for Ford, intake and exhaust issues meant that the Cobra’s dyno numbers proved to be optimistic, leading to an almost immediate recall of the nearly 8100 units that had been sold up until the summer of that year. Enraged, the Mustang faithful fumed over the feeling they’d been deceived by Dearborn’s marketing department, and the automaker pulled the model from showrooms for the following year, leaving a high-performance vacuum in its lineup.

Into that void stepped perhaps the coolest make-up assignment ever turned in by a major car company. The 2000 Ford Mustang SVT Cobra R served notice that the Blue Oval was serious about making amends to fans who felt slighted by the ’99 Cobra scandal, and it set the tone for an even more excessive edition of the automobile to follow.

Ford had used the Cobra R name twice before—in the same decade, in fact. It first appeared for the final year of Fox body production, invoking the image of the coiled snake that had lain dormant for a dozen years. Sold almost exclusively to SCCA members, the 1993 Ford Mustang SVT Cobra R was intended for the track, sharpening the fangs of the street SVT Cobra by way of a stripped-down, feature-free order sheet that combined its



weight savings with more aggressive aero and suspension. Just over 100 examples were built.

Two years later, the Cobra R took the shape of an SN95-generation car, this time broadening the pool of prospects to anyone with a racing license or team ownership in a recognized North American series. Fitted with a larger, 5.8-liter V-8 (drawn from its pushrod parts bin rather than the new 4.6-liter overhead-cam engine that would debut in street Mustangs the following year), the car was even more hardcore in terms of its modifications, boasting 300 horsepower and 365 lb-ft of torque and offering a hardened driveline as well as a fuel cell and a competition-ready chassis. This time, 250 editions of the Cobra R were sold.

For its 2000-model-year mea culpa, Ford adopted a split strategy. On the pure motorsports front, it produced the Mustang FR500, a vehicle that pioneered the modular V-8 engine’s path through road racing for the next decade. On the street-legal side of the equation, it went harder than it had in decades.

This was immediately obvious to anyone who laid eyes on the 2000 Ford Mustang SVT Cobra R. Visually, the car is dominated by the massive fixed wing perched over its trunk, but the side-exit exhaust, bulging hood blister, and radically enlarged bumper air intakes sitting above its front splitter also confirm that this is no ordinary pony.

Turn the key, and things get even more dramatic. The 2000 edition was the first Cobra R to benefit from Ford’s modular V-8, a purposeful choice to help smash concerns that this high-tech OHC setup couldn’t hang with the big dogs in straight line. Rather than simply beefing up the deflated ’99 Cobra’s 4.6-liter mill, the R adopted a 5.4-liter iteration (later to be used by the second-generation Ford F-150 Lightning) that traded aluminum construction for sturdier iron.

Building on its higher-displacement base, SVT went to work installing new cylinder heads pulled from

**(contd. on pg. 10)**



# 2026 GSRMC INSTALLATION DINNER





## (Apology, continued)

one of its racing efforts (flowing 25% better than the standard Cobra's pair), along with higher-lift camshafts, a gargantuan throttle body, flat-top aluminum pistons, and a high-compression tune. All of the above was good for 385 horsepower and 385 lb-ft of torque, making the SVT Cobra R the mightiest Mustang of the modern age—so far—and a resounding shot across the bow of rivals like the Chevrolet Camaro SS and the Pontiac Firebird, neither of which could top those numbers.

Shifting duties for the Cobra R were handled by a Tremec T-56 six-speed manual gearbox and the independent rear stayed in the mix (with 3.55:1 gearing stuffed into its pumpkin). To keep everything planted, the R featured stiffer Bilstein shocks along with Eibach springs that had nearly double the rate of the standard street Cobra. Thirteen-inch Brembo brakes hauled the coupe down from speed.

Inside, the Mustang stayed the course set by the original R, which meant no luxuries of any kind—not even a back seat—could be found. Even the vehicle's sound deadening was stripped out in pursuit of lowering its curb weight, which checked in at just under 3600 pounds. The ordering process was different this time, with Ford eliminating the need to prove some type of racing affiliation to snag one of the 300 Performance Red production models.

Drag-limited to 175 mph, the SVT Cobra R peeled off sub-five-second zero-to-60 mph times in an era where those kinds of numbers still felt like exotic car territory. Perhaps knowing that its claims regarding the Cobra R's 5.4-liter mod motor would be put to the test after the kerfuffle surrounding the 4.6-liter unit, owners were happy to discover dyno results that indicated the engine was in fact underrated this time.

The 2000 Ford Mustang SVT Cobra R was much more than a rolling mea culpa to distract muscle car fans from the failures of the standard Cobra (although it was certainly all of that). It also planted a flag: The fastest Mustang built to that point, the Cobra R was proof that Ford could engineer a reliable and exciting super-pony that could not just hang with its cross-town F-body rivals, but leave them behind in a cloud of tire smoke. It's a statement that's echoed through time, too. Originally stickered for around \$55,000, today a clean model will cost nearly double that, with museum-quality examples checking in at roughly \$150,000.



For many Mustang fans, all was forgiven. Still, Ford wasn't finished making up for past mistakes. Although the non-R Cobra returned for 2001, it was once again absent in American showrooms the following year, whereupon it was replaced with the absolutely bonkers 2003 Ford Mustang Cobra SVT. Featuring a supercharged, iron block edition of the automaker's 32-valve 4.6-liter motor, it provided 390 horsepower and 390 lb-ft of torque to drop-jawed enthusiasts, with considerable extra grunt available via a few simple aftermarket mods.

It's easy to see the SVT Cobra R as the stepping stone to the '03 SVT Cobra (affectionately nicknamed the 'Terminator' by both Ford's development team and owners). With the Camaro and Firebird canceled from 2002 onward, the Cobra dramatically reclaimed its title of being the best bang-for-the-buck performance car available from Detroit—or indeed, anywhere.

Benjamin Hunting, 12/02/2025 Hagerty.com



## Celebrate 60 Years of the Ford Bronco

2026 is going to be a massive celebration for all things Ford Bronco! Since its introduction in 1966 the Bronco has become an icon in the automotive hobby. From racing heritage to weekend warriors, enthusiasts like yourself have chosen the Bronco for all the fun times you can have in an enthusiast vehicle. We will celebrate all those things that have made the Ford Bronco special including:

- A very unique indoor display in Building T featuring Historic Broncos, Racing Broncos, Special Bronco Builds, and Extremely Unique Broncos.
- An awesome Bronco Timeline Display Tent featuring all years of production for the Ford Bronco.
- A special Stroppe Bronco Outdoor Display Area.
- An exclusive Ford Bronco Vending Area on the Midway and a Bronco Pro-Builder Tent.
- One killer Bronco parade on Friday where ALL Broncos from the Showfield are welcome to participate.
- Expanded Ford Bronco showfield classes for 2026

## Celebrate 50 Years of Roush!

Roush, a company known for its high-performance parts, vehicles, and racing engines is turning 50 years old in 2026! From the early days of the Gapp and Roush cars to the modern factory-modified Roush vehicles you see today, it's a great time to bring all aspects of Roush together for one awesome anniversary. The anniversary will have multiple facets including a special vehicle display in Building T featuring Roush produced vehicles. There will also be a Roush vehicle parade on Friday during show hours on-grounds at the fairgrounds, you must be registered for the Showfield to participate in the parade. Returning in 2025 are the Roush vehicle classes on the Showfield as well for you to showcase your Roush vehicle, all Roush vehicles pre-registered by Gate-N-Go will receive a special commemorative decal as well with your registration sticker.

## Take a Trip to the 1964-1965 NY World's Fair

Let's take a time machine back into the Ford Motor Company Wonder Rotunda at the 1964-1965 New York World's Fair as we honor America's 250th with the cars



**June 5-7, 2026**

that built a nation. Take a trip down memory lane as we celebrate the cars that showcased this nation's enthusiasm around the automotive culture. The New York World's Fair was such

an important moment in America's history as it introduced the world to the Ford Mustang and also the Ford Aurora Concept. We want you to immerse yourself in a display, in and around Building R, featuring vehicles that would've been seen in the Wide World of Ford Motor Company displays. See a display of 1965 Mustangs, Thunderbirds, Continentals, Falcons, Comets, and more like what you would've seen on Ford's Magic Skyway, a Walt Disney Adventure through time and space while at the World's Fair. Take in some of the history of what Ford and Disney showcased to the world as part of this display too. We will also have some World's Fair collectibles on display as well. On Friday, we will also host a Magic Skyway Parade showcasing a portion of the 1965 models that would've been akin to the 100 on the Magic Skyway ride.



Celebrate the red, white, and blue Olympic Sprint Fords in a showcase that helps us honor America's 250th with the cars that built a

nation. In 1972, Ford offered a special eye-catching "Red, White, and Blue" color styling package with a bold USA shield to commemorate the 1972 Olympic teams. It was a special year in American and Olympic history, as it was a rare double Olympics year with both the Winter and Summer Games taking place. Athletes like Mark Spitz, Dave Wottle, and Cathy Carr medaled in these games. Ford produced these Olympic Sprint packages in the Pinto, Maverick, and Mustang for 1972 only. Fifty of the production Mustang Sprint Convertibles were also used specifically for the 1972 Cherry Blossom Festival Parade that April. We will be honoring a few of these unique vehicles with a special stage display at the Carlisle Events Grandstand during this year's event.

If you have one of these vehicles, apply for display consideration at [www.CarlisleFeatures.com](http://www.CarlisleFeatures.com).

# DECEMBER MEMBERSHIP MEETING MINUTES



389<sup>th</sup> Meeting

Date: December. 17, 2025

The 389th Meeting of the Garden State Region Mustang Club was held in person at the American legion Hall in Whippany. The meeting commenced at 7:40 p.m and ended at 7:58 pm. Approximately 40 Members were present.

Motion to open 389th meeting of the Garden State Region Mustang Club  
Approved.

## **Pledge of Allegiance:**

After welcoming all those in attendance, the Pledge of Allegiance was conducted by our President, Mike Deliberto.

## **Guest Speaker:**

None.

## **Secretary's Report:**

The November 19th minutes, as published in the December Newsletter, were approved. Bern D served as acting secretary for tonight's meeting.

## **Treasurer's Report:**

Lisa S. gave the report.

## **Membership Report:**

Joe D. absent. The current census is 184 Members.

## **Sunshine Report:**

Sadly, Diane Wade passed away. The good news is that Tom Addeo is back.

## **Merchandising:**

No report.

## **National Report:**

George had no report. Our President reported that George will be attending the MCA Director's meeting.

## **Website:**

Bill C had no report.

## **Facebook Page:**

Our President suggested that the members visit the Facebook page.

## **Newsletter:**

Even though he is stepping down, Mike D reported that he will work with Ben, who has agreed to take over the newsletter.

## **Old Business:**

The new club photo was made available to each participant.

The Installation Dinner is scheduled for December 10th at the Grove in Randolph. Bill and Maryanne Hartmann are chairing the event. Members are asked to reserve their place as soon as possible. The cost to the members is \$40.00 each, with the Club subsidizing the remainder.

## **New Business:**

The bylaws were amended to reinstate the position of @nd Vice president. By voice vote, George was elected as the 2nd Vice President. As a result of his election, Goeorge's place on the Board is now open. There is one year left on George's term. Our president is looking for a volunteer to serve that role.

Bern D gave a report on the trip to Saratoga Springs. The date is May 30th to attend the Saratoga Car Museum Muscle Cars at the Museum show, which

(contd. on pg. 13)

**GSRMC meetings begin at 7:30pm  
on the 3<sup>rd</sup> Wednesday of each month  
at American Legion Post 155,  
13 Legion Pl., Whippany, NJ 07981**

**Members & guests are encouraged  
to attend.**

A motion to close the 389th meeting of the Garden State Region Mustang Club was approved.

Respectfully submitted,  
Bern Davis, Acting Secretary

## **JANUARY MEMBERSHIP MEETING MINUTES**

**(Minutes, continued)**

is scheduled for 9:00 a.m. to noon on the 30th. it is an approximately 3-hour drive to Saratoga. The weekend after Memorial Day is considered an excellent opportunity due to lighter event scheduling, Members could travel Friday or early Saturday depending on interest in the show.

For those who wish to stay over in Saratoga, Bern provided a sample of the current hotel rates for that weekend.

### **Hospitality Report:**

Mike D thanked Stacy and Paul for setting up tonight's meeting and everyone who brought treats for the holiday party.

### **Reminders:**

Mike D. reminded the attendees: that there is no meeting in January, that they should submit their dues for 2026 prior to December 31st, to sign up for the Installation Dinner and to sign tonight's attendance sheet.

Mike D noted this was the final regular meeting in that role and thanked members for support over his multiple terms. He expressed concern regarding declining meeting attendance. He emphasized that club vitality depends on broader member involvement in officer roles, show chairs and activity organizers like Bern. Our President expressed confidence in Ben's ideas and leadership, the expanded board, and the club's direction, and encouraged members to stay engaged and help "keep the club going" by taking on responsibilities and participating in activities.

390<sup>th</sup> Meeting

Date: January 10, 2026

The 390<sup>th</sup> Meeting of the Garden State Region Mustang Club was held at the Installation Diner in Randolph, NJ.

The meeting commenced at 6:00 p.m and ended at 6:18 pm. Approximately 56 Members and guests were present.

President Ben A. made a motion to open 390<sup>th</sup> meeting of the Garden State Region Mustang Club Approved.

### **Pledge of Allegiance:**

After welcoming all those in attendance, the Pledge of Allegiance was conducted by President, Ben A.

### **Secretary's Report:**

No report.

### **Treasurer's Report:**

Lisa S. went over the treasurer's report.

### **Membership Report:**

The current census is 114 Members.

### **Sunshine Report:**

No report.

### **Merchandising:**

No report.

**(contd. on pg. 14)**

**(Minutes, continued)**

**National Report:**

No report.

**Website:**

No report.

**Facebook Page:**

No updates

**Newsletter:**

The next newsletter will be a combination January/February issue, going out next month. Ben will take over the Newsletter in March or April.

**Old/New Business:**

Trip to Saratoga: 5/30 - 31

Week after Memorial Day. Bern D will discuss logistics at the next meeting

Spring show: 4/19

The Spring car show will combine Mustang Day (annually taking place on April 17th) and our spring car show at Performance Ford. Rain date of 5/3.

This is an all-Ford show, not just Mustangs. Decals will be given to Mustang owners to celebrate Mustang Day.

Meeting Hall: The rent where we hold our monthly meeting is going up, from \$150 to \$250. Important! Does anyone know of an alternative location? If so, please let Ben or any Board member(s) know ASAP.

**Misc Business:**

Cars for sale: none

Upcoming Shows: none at this time

January: there is a board meeting only; the next full meeting will be in February.

**Acknowledgments:**

Ben Ashmore acknowledged Mike DeLiberto's contributions to GSRMC. Mike has been President for 18 out of the 33 years that the club has existed. A plaque was presented to Mike honoring him for his leadership, from 1993 - 2025.

Mike acknowledged everyone's contributions over the years – that's why the club has survived and has been successful for so long.

**Attendance:**

Meeting attendance has been down. How do we get people to attend in person? All ideas are welcomed! Reach out to the board with any ideas you have; contact info is in the newsletter.

Next meeting: February 18, 2026

Respectfully submitted,  
Barbara Schiffman, GSRMC Secretary

**COVER CARS WANTED**

Your car on the cover of your club's newsletter. What could be better than that? And it's so easy. We are looking for GSRMC members' Mustangs to feature on the cover and inside the Pony Xpress. All you have to do is take a few pictures of your prized pony from different angles; front, rear, ¾ front, engine compartment, interior, etc. Then either write an article about your pony or fill out the info sheet located elsewhere in this issue. Finally, e-mail them to Mike D. at [8550mustang@gmail.com](mailto:8550mustang@gmail.com) and sit by your computer until your Mustang gets the star status it deserves. It really is just that simple.



# 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: \_\_\_\_\_

Exterior Color? \_\_\_\_\_

How Often Driven \_\_\_\_\_

Original Paint? \_\_\_\_\_ Original 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.

Type of Wheels/Wheel Covers: \_\_\_\_\_

1. If you are not the original owner, how did you locate this Mustang?

Tire Size/Type: \_\_\_\_\_

2. Does your car have an unusual history? Low mileage, very high mileage, drag racing?

Exterior Options: \_\_\_\_\_

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?

Interior Color: \_\_\_\_\_ Standard or Dlx? \_\_\_\_\_

4. Which options are original, and which have you added in restoration?

Interior Options: \_\_\_\_\_

5. How long did the restoration take? Was it done at your home, or in professional shops? Who were the pros, if any?

Engine Size & Type: \_\_\_\_\_

6. Has this car received awards or special recognition? Has it ever been featured in magazine articles?

Original/Rebuilt? \_\_\_\_\_

7. Did any family members assist in your restoration? Any fellow club members assist?

If Rebuilt, Who did work? \_\_\_\_\_

8. Do you prefer to drive your Mustang daily, occasionally, or never? do you take part in concours shows, racing or AACA events?

When? \_\_\_\_\_

9. Please add any other interesting information about you and your Mustang.

Factory Engine Options: \_\_\_\_\_

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:

Mike DeLiberto

Pony Xpress

102 Third St.

Wood-Ridge, NJ 07075

8550mustang@gmail.com

# REAR VIEW

