



P.O. Box 481883
Charlotte, NC 28269
www.ponytales.org

Pony Express

Newsletter of Carolina Regional Mustang Club



December 2013



www.fordofcharlotte.com

MERRY CHRISTMAS TO ALL



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CRMC is a
Regional Club of
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of America*



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CRMC
Charter Date
August 24, 1978

Christmas Tree Substitutes for Pony of the Month

by Don Stewart

There are no Pony of the Month articles in the library. In lieu of a pony picture, enjoy the Christmas Tree on the front page in the spirit of the upcoming holiday season.

As we approach and enter into 2014, you can help bring the Pony of the Month column back by submitting your pictures and articles to me at:

newsletter@ponytales.org

— C R M C —

President's Corner

by Mark Young

Well...it looks like I survived my first year as President of the Carolina Regional Mustang Club. I sincerely hope everyone feels like they're still getting their money's worth! Membership is pretty steady with new members each month, which is always a good sign. As your reading this, the holidays will be officially upon us with Thanksgiving already here and Christmas a few short weeks away. This is my favorite time of year as it draws families together to share old memories and create new ones. I hate to say it, but it's the brief time once a year where my car passion takes a distant back seat to my close friends and family. Which is always fine because they stay pretty active between all the Shows, Cruise-Ins, Club Events, and afternoon jaunts on sunny days. It's almost like being in NY all over again where the collector cars get put up for a long winters nap, anxiously awaiting the weather to break for spring cruising. Fortunately, we're blessed with pretty stellar weather here in the Carolinas and can get our prized possessions out at least once a month, year round, and even put the top down! There I go again....off on another car tangent! Back to the family discussion and holidays. After surviving two teenage daughters, a current teenage son, and a soon to be last teenage daughter, my family values were a little worse for the wear.... if you know what I mean! But the holidays seem to put things back into perspective and really allows us to focus on what's really important....Faith, Family and Friends! CRMC tries to promote these values year round with all of its activities within the local community. It all comes together in December when we have our annual Christmas meeting, announce the next years Club Officers and Board Members, and also determine the recipients of CRMC's annual charitable donations. We are all very fortunate to have our families, friends, and Mustangs. The less fortunate folks in our community need a little assistance, so throw a buck or some change in the Salvation Army Red Bucket, and give a nice toy to one of the Gift drives for children. It also never hurts to show a little extra compassion and good will towards family, friends, and even perfect strangers that cut you off in traffic or robs your parking spot at the mall! Soooo, be safe, enjoy this special time with your families, and enjoy the holidays like it's your last!

Thank you all for allowing me to be your Mustang Club President for 2013. I'm truly grateful.

Lastly Happy Thanksgiving, Merry Christmas, Feliz Navidad, Froehliche Weihnachten, Joyeux Noel, Buon Natale!, and an all-around Happy Holidays!!

Mustang 50th Celebration Progress Report

contributed by Mark Young

Mark told me that there was nothing new to report about the 50th; i.e., nothing newer than his article in the November issue of **Pony Express**. But following that comment, he went on to say that MCA was expecting a 50th anniversary press release from Ford as early as 11/18/2013. It didn't happen on the 18th but after wrapping up this newsletter, prior to publishing, the press release arrived. Go to page 9 to read it. Pictures that accompanied the release are included, as well. [Ed.].

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— C R M C —

2015 Mustang Rumors To End Soon?

by Don Stewart

Unless you've been living under a rock, you're well aware of all the rumors floating around about the 2015, 6th Generation Mustang. Well, get ready because all of the conjecture is supposed to end on December 5, 2013. The latest and strongest rumor says the 2015 Mustang reveal will take place on that date.

I have to tell you I'm a little surprised that Ford wants to let the cat out of the bag so early. Is it a case of one-upmanship because they want to get out in front of a competitor? Or are they yanking our chain?

Whatever's going on, I'll be checking the Internet closely on the 5th to see if this is just another rumor or, indeed, a fact.

— C R M C —

CRMC Volunteers at B.R.A.K.E.S.

by Don Stewart

On October 26, 2013, several CRMC members gave back to the community by working as volunteers for the B.R.A.K.E.S. safe driving program held at zMAX Dragstrip across the street from Charlotte Motor Speedway in Concord, NC. You're probably familiar with the reasons why the program was developed by drag racer, Doug Herbert.

After both of his teenage sons were killed in a tragic auto accident in January 2008, Herbert sought a way to reach out to other teenage drivers and their parents. B.R.A.K.E.S. was born with a focus on teaching young drivers how to better control their cars and how to take personal ownership of the responsibility to drive safely. His goal was to minimize the chance that other families would suffer the agony of losing young family members in traffic accidents. The success of the program is evidenced by the fact that thousands of young drivers and their parents have now taken part in the program.

The program has many facets. You can read about them on the B.R.A.K.E.S. website at:

<http://www.putonthebrakes.com/>

And, if you're inclined to help as a program volunteer, you can register for the volunteer database on the website or email me for a registration form at:

newsletter@ponytales.org

CRMC December Meeting Special Location

by Don Stewart

It was suggested at the October monthly meeting that it might be fun to hold the December meeting at a special location for the enjoyment of member households as the Holiday Season approaches. Club Members approved of the idea and voted to change our venue to the Dennis Carpenter Museum in Concord, NC for December only. So on December 3, 2013, plan to meet at the museum. In January, we'll return to Captain's Galley.

Although we encourage visitors to attend our monthly meetings, the December meeting will be limited to member households only.

The flyer you received in the mail a month ago, along with a recent email update, asked for your RSVP so that Carol Barker and Mary Stewart could plan the meal based on head count. Hopefully you replied by the November 20th cutoff date and we look forward to seeing you at the party.

CRMC will provide turkey and ham with member households bringing the rest of the meal, the paper and plastic products, the drinks and ice, etc.. Carol Barker and Mary Stewart will be coordinating those efforts using the RSVP list

The traditional Dirty Santa gift exchange will be part of the evening's festivities as well. If you plan to participate in the gift exchange, please bring a gift valued somewhere around the \$10 to \$20 range.

— C R M C —

Whew!! Do I Really Need This or Florida Here I Come

contributed by Mike Williams

source: NC Cooperative Extension

It's never good to break down, but breaking down in the middle of winter is even more unpleasant. The following are steps you can take to prepare your Mustang for cold-weather driving. As a word of caution, the Mustang is not the best of vehicles to use on snow-covered roads. If you have an alternative, use it. If forced to drive in such conditions, use EXTREME caution. Having survived three winters of driving a Mustang in New Jersey, I recommend you go easy on the accelerator, go easy on the brakes, and watch out for the infamous rear-wheel spin outs. Better yet, find a friend with a four-wheel drive vehicle!

Evaluate Your Tires

Let's start with your tires. These four pieces of rubber are what keep your Mustang connected to the road. In winter, road conditions can be harsh. Sand, salt, snow, and ice can all wreak havoc on a standard set of tires. Therefore, you should invest in a set of snow tires if you drive in an area with these conditions. Snow tires are designed to increase traction and improve your ability to drive in winter conditions. Many Mustang owners have good things to say about Bridgestone Blizzak snow tires. Other good brands exist as well, so do your research. Fortunately, most all-season radial tires are sufficient for winter driving in areas that get little or no snow. Just be sure to check your tire pressure regularly. Keep them inflated!

Inspect Your Battery

If you don't have a good battery, you won't have to worry about those tires we just discussed. Nothing's worse than a car that

won't start on a cold winter day. Therefore, you need to make sure your battery is in good condition before winter comes. Inspect it yourself, or have it inspected by a mechanic. And make sure the cable connectors are in good shape. Most batteries have a lifespan of about 3 1/2 years before they start to show signs of wear. If your Mustang's battery is older than that, consider purchasing a new one if your current battery shows signs of wear. And once again, get it inspected before winter!

Change Your Oil

It's a good idea to change your oil and filter before winter comes. Dirty oil can lead to problems. Especially when driving in harsh conditions. It also makes good sense. If you haven't changed it in a while, do it before it gets cold.

Check Your Cooling System

Change your anti-freeze and have your cooling system flushed if you haven't done so recently. While you're at it, check your hoses and belts. In general, the radiator should have a 50/50 mix of anti-freeze to water.

Inspect Your Brakes

If your brakes are not in proper working order, you're going to be in for a wild ride when winter comes. Make sure they check out before you hit the road this winter. Report any problems, such as pulling to one side, to your mechanic immediately.

Winter Wipers and Cold Weather Washer Fluid

If you've ever driven your Mustang in the snow, you probably remember what it was like having all that slush from passing cars land on your windshield. Bottom line, you're going to need good wipers. Replace yours with winter wipers if needed. Another problem is washer fluid that freezes and won't come out as it should. Switch to cold-weather washer fluid to avoid this problem. This is especially important when you're trying to get all that slush off your windshield.

Check the Exhaust

Exhaust leaks can be deadly in winter. Reason being, most folks let their Mustangs idle for a bit before they drive out onto the road. If you have an exhaust leak, carbon monoxide fumes making their way into the vehicle can be deadly. Check to make sure your exhaust is in good condition. Also make sure all your clamps and hangers are secure.

Lights are Essential

Inspect your Mustang's headlights and brake lights. If you can't see when you're driving this winter, you're in for a wild ride. Also make sure others can see your Mustang when you brake. If your tail lights are out, replace them as soon as possible.

Keep Your Tank Full

A full tank of gasoline can help prevent your gas-line from freezing this winter. When your tank is empty, it is more prone to the build up of condensation. It also makes perfect sense to drive with plenty of gasoline in your tank when conditions outside are harsh. Always keep your tank at least half-way full in the winter.

Put a Bag of Sand in the Trunk

Rear-wheel drive vehicles are notorious for poor traction when the roads are slick. This winter, put a 100- pound bag of sand in your trunk. It can help your Mustang's rear end grip the road better. Regardless, you'll still need to be VERY easy on the accelerator when driving in such conditions.

Always Be Prepared

Always make sure you have a jack in your Mustang. If you need to change a tire, you'll need one. Also, it's a good idea to put a blanket in your car, as well as a map, flashlight, jumper cables, and flares. And don't forget your winter coat, hat, gloves and

boots, whether you wear them or carry them—just in case. Also carry a few bottles of water and some non-perishable food with you at all times. If you do break down, make sure you'll have what you need to survive.

[As someone who grew up in Western New York State and spent 30 years in Pennsylvania, I can vouch for these guidelines. Usually, roads in the immediate Charlotte area are relatively free of snow in winter but if you travel into the foothills or the mountains, it can be a whole different story.

Ice and black ice are more common around Charlotte. It's best to not drive at all on ice but if you must drive, try to keep the right side tires on the shoulder or to the edge of the beaten path where the surface may have irregularities that can help with traction. Leave plenty of room between cars and use gentle throttle, brake, and steering inputs. If you encounter a situation where you can't be gentle on the brakes, and you have anti-lock brakes, let them do the work by fully engaging them in lieu of manual modulation. Anti-locks don't make the road any less slippery but they do a far better job of modulation than a person can possibly do. If you don't have anti-locks, pump the brake peddle rapidly.

If you get into a sideways skid, steer into the skid but DON'T FORGET to gradually straighten the steering wheel as the skid begins to correct. Otherwise, you may induce a skid in the other direction that will get ahead of your ability to "catch" it. If that happens, you're just along for the ride.

Be safe this winter—Ed.]

CRMC

Straight Gas Update

by Don Stewart

Following up on Woody Woodruff's article from November, the list of gas stations selling straight gasoline (no ethanol) has grown by two. Ed Cronk found BP and Shell stations in Hemby Bridge across the road from each other on Idlewild Road. Driving by them a few days later, I saw LARGE roadside signs advertising the ethanol-free gas. Seems like this stuff is really catching on and that's good.

Stations Selling Straight Gas

Brand	Location	Octane	Price
Shell	Old Monroe Rd at Potter Rd Stallings, NC	89	\$3.699
Exxon	Johnston Rd at McMullen Creek Pkwy Charlotte, NC	93	\$4029
BP	Idlewild Rd at Mill Grove Rd Hemby Bridge, NC	87	\$3.559
Shell	Idlewild Rd at Mill Grove Rd Hemby Bridge, NC	87	\$3.599

Remember that your pre-1986 car will thank you if you feed it straight gas. And so will anything with a small carburetor; i.e., generators, lawn and garden equipment, motorcycles.

If you come across other stations selling straight gas, send me an email at newsletter@ponytales.org or let me know the next time you see me. I'll add the locations to the table. The information I need is the same as shown in the table.

Entertainment at Monthly Meetings

by Don Stewart

Well, Carol pulled it off again. The speaker at November's meeting was Buz McKim, historian for the NASCAR Hall of Fame. We were treated to several stories from the early years of NASCAR, as well as a few that actually predated NASCAR.

If you can find the time to come to the monthly meetings, I think you'll enjoy the speakers. It's been several years since we could count on outstanding presentations month after month. But that has changed. Hope to see you at the meetings.

CRMC

Cars for 2014 Spring AutoFair

by Woody Woodruff

Well the Charlotte fall race is over, and that means it's time for us and the CMS staff to think about the 50th Mustang display at April 2014 AutoFair. As most of you know Dave Barrett helped the Speedway put together a great display of Corvettes in September; we want to do the same with the Mustangs at the spring meet in 2014.

Cars should be top quality and in running order:

1. Please send me any ideas you have, one car or a list of 30. The display will most likely be 25 to 30 cars.
2. Anything goes. I would like to see pre production models, early 64½ cars, Shelby GT 350 R model, H/M AFX car, Boss 302/429, Boss 351, SVT, etc, etc.
3. The closer the car the better chance of putting it on display. Sometimes the Speedway can have a couple of cars shipped in, but it's a lot easier to have them driven by their owner.
4. As I receive ideas, I pass them on to the Speedway staff. They in turn will contact the owner directly and arrange for insurance and other paperwork required.
5. Around the clock security is provided by CMS and the cars are in a locked garage at night.

Hope to hear from you soon.

Contact me at: thewoodman1@msn.com

CRMC

Sad News

CRMC Looses One of Its Own

contributed by Mark Young

source: Charlotte Observer

David Ray Helms CHARLOTTE - David Ray Helms, 54, of Charlotte passed away Monday, November 11, 2013. He was a lifetime member of Mallard Creek Presbyterian Church, serving as a Deacon, Elder, member of the Mission Committee travel team, and the Property Committee. He also served as bus driver for many church functions. He was employed at Duke Energy for 37 years filling roles of a Meter Reader, Lineman and Scheduling Specialist. Here he formed many long lasting relationships. He was also a member of the Swinging Mallard Square Dance Club and the **Carolina Regional Mustang Club**. Mr. Helms was a loving husband, father, and son and attended many athletic events with his children—from soccer, cross-country and track meets, cheerleading competitions and football games. His hobbies include horseback riding, camping, fishing, square dancing and attending car cruiseins with a '66 Mustang convertible, which he restored. He is survived by his

wife of 28 years, Kimberly M. Helms, his two daughters, Stephanie M. Helms and Melissa C. Helms, both of the home; parents, Jean and Kenneth Helms of Charlotte; sister Teresa Goodman of Banner Elk, nephews Tucker and Hunter Goodman, Rom Robinson and niece Nicole Chiulli and husband John of Atlanta, GA; sisters-in-law, Cathee Griffin of Charlotte and Charlotte Maggard and husband David of Sedona, AZ. Memorials may be made to Mallard Creek Presbyterian Church or Levine and Dickson Hospice House. A funeral service will be held at 3:00 Thursday, November 14 at Mallard Creek Presbyterian with Rev. Shawn Barkley officiating. Mr. Helms will lie in state from 2:00-3:00 prior to the funeral in the church sanctuary. Burial will follow in the church cemetery. Visitation will follow the burial in the fellowship hall. James Funeral Home is serving the family. www.jamesfuneralhomeLKN.com.

— C R M C —

Saleen Heritage Collection Gains Another One

by Don Stewart

Steve Saleen has added another S197 Mustang to his Heritage Collection, bringing the total to three. The new one is a 2014 George Follmer Edition.



The George Follmer Edition

Saleen started the Heritage Collection in 2007 with the Parnelli Jones Edition and added the Dan Gurney Edition in 2008. Search them online for the interesting details.



The Dan Gurney Edition



The Parnelli Jones Edition

Also it's being reported that Steve Saleen is developing another super car based on the stillborn S5S Raptor that appeared as a concept before his world turned upside down back in 2008. Now that he's returned from SMS Supercars and repurchased his old company out of bankruptcy, the as-yet unnamed S7 successor is apparently high on his list of things to do. It's expected to launch



2008 Saleen S5S Raptor Concept

in about two years and live in the rarified air occupied by the McLaren 12C, Ferrari 458 Italia, and the Lamborghini Gallardo.

— C R M C —

Ford Acquires Lincoln—The Story

contributed by Mike Williams

source: history.com

On February 4, 1922, the Ford Motor Company acquires the failing luxury automaker Lincoln Motor Company for \$8 million. The acquisition came at a time when Ford, founded in 1903, was losing market share to its competitor General Motors, which offered a range of automobiles while Ford continued to focus on its utilitarian Model T.

Although the Model T, which first went into production in 1908, had become the world's best-selling car and revolutionized the auto industry, it had undergone few major changes since its debut, and from 1914 to 1925 it was only available in one color: black. In May 1927, lack of demand for the Model T forced Ford to shut down the assembly lines on the iconic vehicle. Later that year, the company introduced the more comfortable and stylish Model A, a car whose sleeker look resembled that of a Lincoln automobile. In fact, the Model A was nicknamed "the baby Lincoln."

Henry Leland, a founder of the Cadillac auto brand, established the Lincoln Motor Company in 1917; he reportedly named the new venture after his hero, president Abraham Lincoln. Facing financial difficulties, Lincoln was purchased by Ford in 1922. Henry Ford's son, Edsel (1893-1943), was instrumental in convincing his father to buy Lincoln and played a significant role in its development as Ford's first luxury division. Edsel Ford had succeeded his father as company president in January 1919, after the elder Ford resigned following a disagreement with a group of stockholders. However, father and son soon managed to purchase the stock of these minority investors and regain control of the company. One of Edsel Ford's major contributions as president of Ford was the styling of cars, which he believed could be good-looking as well as functional. His push for style upgrades to the Model T eventually helped to convince his father to drop his famous rule: "You can have any color, as long as it's black." (The Model A, successor to the Model T, was available in a variety of colors from the start.)

In the 1930s, Ford's Lincoln division introduced its popular Zephyr model, which was inspired by the Burlington Zephyr, a

streamlined, diesel-powered express train that debuted amid great fanfare in 1934 and featured an engine built by General Motors. The Lincoln Continental, which architect Frank Lloyd Wright reportedly described as "the most beautiful car ever made," launched in 1939 and was a flagship model for decades. President John Kennedy was riding in a 1961 Lincoln Continental when he was assassinated in Dallas, Texas, in 1963. Other leading Lincoln models over the years have included the Town Car, a full-size luxury sedan released in the 1980s (although Henry Ford had a custom-built vehicle called a Town Car in the 1920s), and the Navigator, a full-size luxury sport utility vehicle that launched in the late 1990s.

C R M C

Mustang II

The Bridge Between Gen 1 and Gen 3

contributed by Mike Williams

source: about.com/mustangs

[Think about it. Without Mustang II (Mustang's 2nd Generation between 1974 and 1978) we wouldn't be talking about a 50th birthday celebration for Mustang. Mustang II frequently takes a bad rap from its detractors but stats show that it was the right Mustang at the right time and it provided the invaluable bridge between Generation 1 and the Generation 3 Fox Body.—Ed.]

The second-generation Ford Mustang is a pony car that was manufactured by Ford Motor Company from 1974 until 1978. It was introduced in coupe and hatchback versions for the 1974 model year, in time for the 1973 oil crisis. The Mustang II had no common components with the preceding models and shared its platform with the subcompact-sized Ford Pinto.

The first generation Mustangs grew in size; the 1973 model had become markedly larger than the original model. The pony car market segment saw decreasing sales in the early 1970s with many buyers turning to lower-priced, fuel-efficient compacts like Ford's own Maverick, a huge first-year success itself. The Mustang was growing to become an intermediate-sized sedan, too big and alienated many in its customer base. The allure of the original Mustang was its trim size and concept. The automakers in Detroit had begun to receive vibrations from the only source it really listens to — new-car buyers. The message: Build smaller cars as customers stopped buying and the inventory of unsold new cars climbed during the summer of 1973, and there were already positive market expectations for the new downsized Mustang. Automakers were "scrambling" by December 1973 as the trend toward smaller, less extravagant cars to surge ahead faster than anyone had expected.

Subsequent to becoming president of Ford Motor Company on December 10, 1970, Lee Iacocca ordered the development of a smaller Mustang for 1974 introduction. Initial plans called for a downsized Mustang based on the compact Ford Maverick, similar in size and power to the Falcon, the basis for original Mustang. Those plans were later scrapped in favor of a smaller Mustang based on the subcompact Ford Pinto. The final product was less of a Pinto than the '64½ had been a Falcon.

Rather than replicating the unchanged designs of the GM pony cars, Chevrolet Camaro and Pontiac Firebird, the Mustang II now competed against sporty subcompact models that included GM's Buick Skyhawk, Oldsmobile Starfire, and Chevrolet Monza. The new model would also better compete with 2+2 import coupes such as the Toyota Celica, Datsun 240Z, and the Ford

Capri, which itself was inspired by the original Mustang but built by Ford of Europe, and marketed since April 1970 in the U.S. by Mercury as a captive import. The new design featured rack and pinion steering and a separate engine sub-frame that decreased noise, vibration, and harshness.

According to Ford's Chief Engineer, Stuart M Frey (younger brother of Donald N Frey) Iacocca expected a high level of fit and finish, wanting the car to be "a little jewel. The Mustang II production was 385,993 units the first year. The big 1973 Mustang total reached 134,867, but the 1974 version was within "10 percent of the original Mustang's 12-month production record of 418,812. Over five years the Mustang II recorded four of the ten top model year Mustang sales. A 2009 report confirmed Iacocca's vision for the 1974–1978 Mustang, saying it "was the right car at the right time", selling more than 1 million units in four years.

The marketplace adjusted to the oil embargo, increasing insurance rates, United States emissions and safety standards, and downturns in the economy, and waning consumer demand in the pony car segment. GM had considered discontinuing the Camaro and Firebird after 1972, and in 1974 Chrysler discontinued the Barracuda and Dodge Challenger, American Motors discontinued the Javelin, and lighter, more economical imported cars became increasingly popular — "in effect, filling the segment the Mustang had created, then abandoned.

1974

In 1974, the Mustang II returned to a size closer to the 1964 model, ultimately winning the Motor Trend Car of the Year.

"Just as the original Mustang had been based on mundane Falcon components, Iacocca and company decided to use some of the parts from the new-for-1971 subcompact Ford Pinto as the basis for the Mustang. Though the Mustang II carried handling and engineering improvements, its performance was comparable to contemporary Detroit products.

Competitors also included the Toyota Celica and the Datsun 240Z. Sales of such imports attracted fewer than 100,000 customers in 1965, but by 1972 demand had increased; therefore, the "Mustang II's mission was to capture a big slice of this sizable new pie.

Available as a coupe or three-door hatchback, the new car's base engine was a 140 cubic inch (2.3 L) SOHC I4, the first fully metric-dimensioned engine built in the U.S. A 171 cubic inch (2.8 L) V6 was the sole optional engine. Mustang II packages ranged from the base "Hardtop," 2+2 hatchback, a "Ghia" luxury group with vinyl roof, and a top of the line V6-powered Mach 1. A V8 engine option would not be available in a Mustang for the only time for the 1974 model year (except in Mexico).

The Mustang II's attractive all-new styling was influenced by coachbuilder Ghia of Italy, which had recently been acquired by Ford. It carried through the long-hood, short-deck theme of the original, and as Iacocca requested it came as a notchback and hatch-equipped fastback. Mustangs lost their pillarless body style; all models now had fixed rear windows and a chrome covered "B" pillar that resembled a hardtop, but in fact was a coupe. In Mustang advertisements, however, Ford promoted the notchback coupe as a "Hardtop".

Almost replicating the initial 1964 Mustang's sales rush, even without any real performance appeal, the '74 Mustang II brought buyers running into Ford dealerships. Sales for the Mustang II increased in 1974, making it the 6th best selling Mustang of all time with 296,041 sold.

1975

With oil crisis memories starting to fade, Ford needed a V8 in the Mustang II to return performance to respectable levels. The engine bay re-engineered to accept the 302 cubic inch (4.9 L) V8 option for the 1975 model year, with revised hood and header panel. The engine was limited to a two-barrel carburetor and "net" 140 hp. Since Ford's Mexican division never lost the V8, they assisted in the modifications. Testing by Road & Track "recorded zero to 96 km/h (60 mph) in 10.5 seconds, and a top speed of 171 km/h (106 mph). The Mustang II's 302 cubic inch engine became Ford's first officially designated metric V8 Mustang; it was called the "5.0" even though its capacity was 4.9 Liter.

Other than the optional V8 engine, the car underwent minor changes in 1975. The Ghia received opera windows and a padded vinyl half-top. In mid-year, a 2.3 L "MPG" model was added, featuring a catalytic converter and a 3.18:1 rear-axle ratio (standard was 3.40:1) to claim EPA-version economy estimates of 23 mpg in the city and 34 mpg on the highway. To underscore fuel efficiency, all base 2.3 L Mustang IIs were called MPG after 1975.

The Mustang II achieved record sales for 1975, making it the 9th best selling Mustang of all time, with 199,199 sold.

1976

In 1976, Ford offered the "Stallion" appearance group including styled wheels, blacked-out grille, bumpers and body moldings as well as the "Cobra II" appearance package with black



1976 Mustang II

grille, simulated hood scoop, front and rear spoilers, quarter window louvers, accent stripes and a Cobra emblem on the front fenders — available with all engine choices. Automotive historian Gary Witzenburg observed that properly equipped, the thing actually performed pretty well by 1976 standards. Full instrumentation was standard. A manual moon roof was optional.

1977

The 1977 model year introduced a "Sports Appearance Group" for the Ghia model that was color matched to either black or tan paint, as well as several minor styling changes and color options for the Cobra II. Also new was a T-top option for the fastback featuring twin removable tinted glass panels.

1978

In 1978, the King Cobra became available. This was a limited edition version with 4,313 units produced. It featured a deep air-dam, stripes, and a Pontiac Trans-Am style cobra snake decal on the hood. The King Cobra was available only with the V8 to help bolster the car's performance image.

On the momentum of the Mustang II's successful sales, a total-ly new Mustang was introduced for the 1979 model year.

Welcome, New CRMC Members

by Paul Watson

Please welcome the following new members to CRMC. Thank you for joining. We hope you enjoy the club.

Bill Galloway

Bill & Gillian Jefferson

————— C R M C —————

Membership Update

by Paul Watson

At this writing, CRMC membership is 180 households in good standing. When all family members are counted, we have a total of 403 members.

————— C R M C —————

Happy Birthday

from Robin Endsley

HAPPY BIRTHDAY to everyone with a December 2013 birthday. When this issue of *Pony Express* went to press, 30 people appeared in the birthday database for the month of December. Come to the meeting on December 3rd to enjoy a holiday meal at the Dennis Carpenter Museum in Concord, NC:

Edward Eliason	12/1	Austin Kara	12/1
Greg Sullins	12/1	Jim Westcot	12/2
Teresa Switzer	12/3	Kelli DiPietro	12/5
Greg Wood	12/6	Beth Landis	12/7
Joseph Tucker	12/7	David Godfrey	12/9
Todd Goers	12/10	Sue Graham	12/10
Lynne Hennig	12/11	Peter Hohensee	12/11
Cheryl Pfisterer	12/13	Jennifer Hartung	12/14
Eileen Milano	12/14	Sophia Young	12/15
Brett Ebert	12/16	Mike Fesler	12/17
David Miller	12/18	Ben Clark	12/19
Robert Burriss	12/21	Ethan Love	12/22
James Strup	12/22	Norm Demers	12/23
Jim Broome	12/28	Oliver Hohensee	12/28
Joseph Hood	12/29	Linda Dove	12/31

————— C R M C —————

Short Takes from the Editor

by Don Stewart

Ford EcoBoost V6 Sets Lap Record at Daytona

How does approximately 600 HP from a 3.5-liter Ford Eco-Boost SHO-based engine strike you? Roush-Yates spent 2-years developing the engine and when it was finally put to the test in a Michael Shank Riley-Ford Grand-Am prototype, it had enough guts to push the car to a 222.971 mph lap record at Daytona International Speedway. Colin Braun set the record on October 9, 2013, eclipsing Bill Elliott's previous record of 210.364 mph set during Winston Cup qualifying for the Daytona 500 in 1987 before restrictor plates were mandated.

Just a Regular Guy . . . NOT

Regular guys own things like Broncos, Mustangs, and Raptors right? Some regular guys are English teachers, math teachers, purchasing agents, labor relations guys, or car salesmen. Just . . . well . . . regular guys.

One guy in particular has held all of those jobs plus he has an MBA from MIT. So he's not quite your ordinary regular guy.

Not quite average at all, considering that now he's the West Coast area marketing manager for Lincoln Motor Company.

His name is Henry Ford III, aka "Sonny", and his ancestral family tree goes like this: Son of Edsel Ford II, grandson of Henry Ford II, great-grandson of Edsel Ford, and great-great grandson of Henry Ford.

Nope, not quite your average regular guy, but still average enough because the vehicles in his stable really are a 1970 Bronco, a 2008 Mustang, and a 2011 F-150 SVT Raptor.

Maybe It's a Roush

Maybe it's a Roush Mustang. Hard to tell for sure but it has 67 (count 'em, **67**) ornaments, badges, and stickers on it that either say "Roush" or display the Roush Performance Products, Inc. "R" logo. So it probably is a Roush.

The Cat in the Hat never struck me as insecure but there's absolutely no doubt that he wants the world to know when they're looking at a Roush.

FYI, I didn't count the ornaments, badges, and stickers myself but *Car and Driver* did and they swear there are 67 of them on a Stage III. So go ahead and deposit that in your trivia bank account.

Articles and Other Items of Interest for Pony Express

As you saw at the beginning of the newsletter, there are no more Pony of the Month pictures and articles in the library. I need some to continue the tradition.

I also need general interest Mustang and Mustang-activity articles. Or how about some technical articles.

You can email your articles to me at:

newsletter@ponytales.org

Or you can hand your ideas and articles to me at a club meeting. Snail mail works too. The address is:

**CRMC c/o Don Stewart
1408 Antioch Church Rd.
Matthews, NC 28104**

Please, nothing hand written except as noted below.

I'll write the article for you if you give me enough information to put it together. Notes of that sort can be hand written.

— C R M C —

North American MotorSports Expo™

by Tom Hennig

At the request of the organizers of the North American Motor-

sports Expo (MSX), CRMC will be a charter MSX Club Partner and have a booth in the inaugural event on March 7-9, 2014. The MSX is taking place in the Charlotte Convention Center on Friday evening from 6 – 7:30 PM, Saturday 10 AM – 5 PM and Sunday 10 AM – 3 PM.

The theme of the expo is "For Drivers, By Drivers . . . Enhancing the Driving Experience and Accelerating a Competitive Edge". Presented by the Sports Car Club of America (SCCA), the inaugural MSX is not your typical racing expo! No other event is exclusively focused on the men and women behind the wheel like MSX. MSX unites members of the Sports Car Club of America (SCCA) with racing leaders, other competitive drivers, crew/administrators, car club members, and driving enthusiasts from across the country. MSX is a trade show and conference dedicated towards the SCCA's exclusive and active 60,000+ membership base, national car clubs and associations. The event focuses on all forms of racing and creating a competitive edge — helping racers build better, drive smarter and win! Activities include Road Racing, Solo/Autocross, Performance Driving Experience (PDX), Hill Climb, Time Trials, Rally, and Rally Cross. The CRMC Motorsports Committee is taking the lead for the club in promoting the Mustang 50th Birthday in April and our Performance Driving School to be held on October 4-5.

MSX offers three days of in-depth programming and education, with an emphasis on actionable tips and best practices to help drivers win: Products and technology to build and improve race cars, Ways to advance driving skills, Tips for leveraging data and boosting performance into a winning streak, Best practices for securing sponsors and managing the business aspects of the industry. The program/speaker line-up is being finalized, and attendee marketing efforts are officially underway. There are multiple content and audience synergies between the show and our ideal of driving and enjoying our Mustangs.

CRMC will receive a complimentary 10x10 booth space in the exhibit hall with 3 complimentary exhibitor passes, so those working the booth get in for free. We will be listed as a supporting sponsor on all of the promotional materials, printed and on the web, and our members not working in the booth will be able to get a discount on registration to this inaugural event. So now we need volunteers to work the booth, This is a great opportunity for all of you including our track rats to see first hand how big this sport is. So mark your 2014 calendar and reserve March 7-9 for the MSX. To get on the list to be a staffer for our booth at this fantastic event, send an email to Tom Hennig at



REGISTER TODAY!
www.msxexpo.com



MARCH 7-9, 2014
CHARLOTTE CONVENTION CENTER
CHARLOTTE, NC



BUILD IT. DRIVE IT. WIN.



Ford Press Release — Mustang 50th Birthday Celebration



Images of Coupe and Fastback at 1964 World's Fair (left & center) - - 1965, 1994, & 1999 Convertibles on Track (right)

NOV 22, 2013 | DEARBORN, MICH.

FORD MOTOR COMPANY AND MUSTANG CLUB OF AMERICA TO MARK 50 YEARS OF MUSTANG WITH TWIN BIRTHDAY CELEBRATIONS

- A celebration of Ford Mustang will take place April 16 through April 20, 2014, to honor 50 years of the iconic car
- Open to enthusiasts from around the world, the event is so large it will be held at two locations – Las Vegas Motor Speedway and Charlotte Motor Speedway
- Fans will enjoy a wide range of events from car cruises to live bands, ride-and-drives, exhibits, celebrities and open-track exhibitions

The celebration of 50 years of Ford Mustang will be so large Ford Motor Company and the Mustang Club of America plan to simultaneously hold it at two locations from April 16 through April 20, 2014. Open to everyone, not just Mustang owners and MCA members, the event will be held at Charlotte Motor Speedway in Concord, N.C. and at Las Vegas Motor Speedway in Las Vegas.

“Working closely with Ford, we want to make the official Mustang 50-Year celebration the most important car event of 2014,” said Ronald D. Bramlett, Mustang Club of America executive director of the Mustang 50th Birthday Celebration. “We hope everyone who loves this iconic car will join us to share their personal Mustang story.”

“Whether you love modern or vintage Mustangs, Shelby or Boss, racing or cruising, a new fan or have been enjoying the lifestyle for years, we’ll have something memorable for everyone at both locations.”

Charlotte Motor Speedway and Las Vegas Motor Speedway, two of the most prestigious racetracks in the United States, are positioned to allow the maximum number of enthusiasts worldwide to attend the Mustang 50th Birthday Celebration. MCA will also organize “Pony Drives” so Mustang owners can travel in an organized group to each venue.

“Mustang enthusiasts are among the most passionate fans in the world,” said Steven Ling, Ford car marketing manager. “These twin events are really for them. We’re proud to be part of this celebration of a car that’s often called the soul of Ford Motor Company. “Everyone has a Mustang story, and we will give people a forum to express those stories with others who also love this car.”

The original American pony car has been extremely successful for Ford, with more than 9 million sold throughout its lifetime. A key aspect to its success is that the car has always been offered in a variety of configurations, appealing to a wide variety of people.

“One of the highlights at both venues will be a display featuring examples from each of the first 50 model years of Mustang,” said Bramlett. “We’ll include cars released in April 1964 to the latest models out of Flat Rock Assembly Plant.”

Since the Ford Mustang was launched at the 1964 World’s Fair in New York, it has become an important part of pop culture. Mustang has more than 3,000 appearances in film and television, plus hundreds of musical references. With nearly 5.5 million fans, Mustang is the world’s most popular automotive nameplate on Facebook.

Always evolving, each new model year of Ford Mustang has been embraced over the decades, offering people a way to express themselves. Mustang has been a canvas for personalization. From 600-horsepower-plus versions that can exceed 200 mph to the most affordable models that get more than 30 mpg and deliver more than 300 horsepower, Mustang’s universal appeal has made it a symbol of Americana.

(continued next page)

Twin celebrations

The tentative schedule for both venues is:

- Wednesday, April 16 – The first official day of the Mustang 50th Birthday Celebration will feature vendors and exhibits as pony drives and members arrive
- Thursday, April 17 – With April 17, 1964 acknowledged as the official birthday of Ford Mustang, Mustang Club of America will conduct opening ceremonies followed by a host of activities. Fans will enjoy a birthday celebration complete with cake and everyone singing “Happy Birthday.” Track time, Ford ride-and-drives, hot laps and other interactive activities are planned. Car displays, vendors and special exhibits will all be there to celebrate Mustang’s 50th
- Friday, April 18 – The event will be in full swing with track events such as road racing, drag racing and other interactive driving events. Car displays, vendors and special exhibits will be on hand. MCA will have a themed dinner with live entertainment
- Saturday, April 19 – Festivities will follow the same pattern as Friday. The evening will feature the Saturday Night Banquet, with guest speakers and entertainment
- Sunday, April 20 – Easter Sunrise Services will be offered at both tracks. There will be parade laps around both speedways, and other memorable activities and photo opportunities will fill the day. MCA will have closing ceremonies in the afternoon

Details are being formalized for the event. Information will be continuously updated on a special website, <http://www.mustang50thbirthdaycelebration.com/> and at the MCA website, <http://www.mustang.org/>.

ABOUT FORD MOTOR COMPANY

Ford Motor Company, a global automotive industry leader based in Dearborn, Mich., manufactures or distributes automobiles across six continents. With about 180,000 employees and 65 plants worldwide, the company’s automotive brands include Ford and Lincoln. The company provides financial services through Ford Motor Credit Company. For more information regarding Ford and its products worldwide, please visit corporate.ford.com.

ABOUT THE MUSTANG CLUB OF AMERICA

The Mustang Club of America is a non-profit organization dedicated to the preservation, care, history, and enjoyment of all model years of Mustang, Shelby, Boss, Saleen, Roush, SVT Cobra, Steeda, and McLaren. Membership includes enthusiasts throughout the United States, Canada, and worldwide and more than 170 Regional Clubs.

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