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Pony Express



Newsletter of Carolina Regional Mustang Club



March 2014



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It Started with a Dean's List Promise

by Bill Heybruck

[Bill Heybruck was kind enough to write a Pony of the Month article for the January 2007 issue of Pony Express. I'm rerunning it here because Bill has written a sequel (of a sort) that you'll find beginning on page 3. Read on and enjoy both of Bill's articles.—Ed.]

My 3rd Mustang

When I was in college, my Dad told me that if I got on the Dean's List, he would buy me a car. To his surprise (and my Mom's too), the next semester I was on it. Not a small feat for an average engineering student. However, true to his word, the following summer (1969), I went looking for a used car. I wanted a Mustang or Camaro but found that the leg room for my 6'3" frame was better in the Ford Products. I found a few used cars that were reasonably priced and took my Dad to approve. No winners were found and he finally said lets go look at new ones. Well, by now it was August and the production line had



stopped and only leftovers were on the lots. I had wanted a 302, 4 speed, fastback. I called all the local dealers and found one about 25 miles away. One night, after work, we went to look at it. It was powder blue . . . YUK. I could not see me driving a powder blue car. They did have another one, a 428CJ with 4 speed in Green. Now that was more like it but since I was going to school 3.5 hrs. away, I thought I'd keep looking for better gas economy and insurance costs.

Then, I found a Silver Jade (Green), 302 Automatic, fastback, basically a plane Jane. The automatic would be nice on dates my Mom offered. Dad agreed and for a little under \$3,000 he bought me the new car. Time went on, over 150,000 miles was put on that car and multiple runs down the drag strip (C/MP) with 4bbl carb and 4.11 rear gears and real magnesium wheels. Then I got married and the Stang got rear-

ended, buckled the roof and I sold it cheap to my friend at the body shop in 1974. The car is pictured below with slicks on the rear that I would change at the track and put in the trunk for the



ride home. When I went to school, I would change the rear end back to the 2.79 for gas mileage!

I had another Mustang, a '75 back in the late 70s, but none in the last 20 years. I mentioned to my local body shop owner and friend, Frank Harris of Harris Auto Body, that I'd like to get another and if he saw one at an auction with V8 and 5spd to let me know. Years went by and then one day, he calls me and said he's got a Mustang in the shop for sale, a 2001 GT! I was there in 20 minutes.

We go out back and I see the car from the front left side. "It's PERFECT," I say. "Wait and look at the other side," he says. I go around the other side and "AUGH", what a mess. The kid that had it, his nephew, had turned off the traction control and slid off the road into a stump. The right front wheel had hit the stump and pushed it toward the radio about a foot or so! There was still wood pinched between the tire and rim. "I can make it look like new," Frank said. "Really," I said. "How Much?". We came to terms on a price and I told him I had to get approval from the boss. I'll let him know tomorrow.

That night I asked the wife about it and she said that she knew I always wanted another Mustang and sure, if I thought it was a good deal (it was), go ahead.

Later that night I called Frank and told him OK. Gave him a deposit and told him to take his time. And that he did. This was April of 2004. Periodically I'd stop by and see the state of the "Stang" and he'd complain that it wasn't getting done as fast as he wanted and there were cost overruns, etc. but he was working on it. Actually, his younger brother (the kid's father) was working on it and it spent at least 3 months on the frame machine while other, higher priority work came in and out of the shop.

In October of 2004 the car was done, and I went to take it for a ride. Seems that somewhere along in its short (32,000 mile) life, it had 4:11 gears, a performance exhaust, shifter kit and other mods. The car flew down the on-ramp onto 485 from Albemarle Road. By the time I hit 3rd gear I was doing well over 80 and not yet onto the highway. I turned to Frank (holding on in the right seat) and said, "SOLD."

Frank's brother, Terry, did a super job straightening the frame, repairing the firewall and all other components. Several Mustang "experts" couldn't tell me where it was hit. The "salvage vehicle" sticker in the left door jam is a reminder of it's past.

The next summer I took it to the Driver's Ed at Kershaw and

had a ball putting the car through it paces. With the 4.11 gears, I could leave it in 4th and just drive the whole course (recommended by the instructor after the first lap) and focus on line. We'd hit 116 or so on the straight and I had plenty of power in the turns to spin or push out if I wanted to.

The only problem I had with the car was with the radio. The premium sound system just didn't sound good. I verified this at Kershaw when another Mustang had the same system and we were side by side. His sounded great, mine terrible. At the time, Visteon (Ford's electronic arm) was one of my customers and I happened to be in a meeting with the designer of the radio in my car. I told him the symptoms and he said to take it out and send it to him and he'll check it out. Well, I couldn't figure how to even start to remove the radio. I happened to go to the Roush tour and mentioned it to a couple of guys. "I know how," one said and we went over and in 2-3 minutes we had the plastic off and the radio hanging by the wires. Being an electrical engineer, I went home took the radio out and apart. I was looking for burnt components or cold solder joints. Standard stuff that goes wrong with electronics. Found none, put it together, and back in the car. Turned it on and it sounded AWESOME. Probably a bad connection somewhere but ever since that day, the sound is as it should be.

It is now my fair weather car. Stays under the car cover or in my Mom's garage most of the time. As of today it has 34,500 miles. It has an electronic correction box to keep the speedometer and odometer right due to the 4.11 gears so I know the mileage is true.

I hope to be back at Kershaw next June and I do try to come to the club meetings when I can. Actually it's more like when I remember. I think I'll keep this one a bit longer than the rest.

— C R M C —

President's Corner

by Mark Young

Well....as we round the corner on February and start looking into March and the almighty Spring time cruising weather....*Punxsutawney Phil* peers out of his hole, sees his shadow, and instantaneously we have 6-more weeks of winter....Newman!! I know it's all for show but still....since his curious prediction, we've had moderately cool weather and a 2-plus day snow and ice storm that crippled the area. The main thoroughfares were passable by midday Thursday which was good for many. But country and neighborhood roads, like those in the outlying areas where I live in Weddington, were left with 6-8" of slush and slop through most of Friday! I hope everyone fared well and had no mishaps! The over confident and under experienced drivers seem to dominate the landscape with fender-benders littering the otherwise beautiful landscape. The news reporters had a field day reporting on every snow flake and ice crystal that fell within a hundred miles! I was fortunate enough to be able to avoid all the mayhem and work from home those three days.....but that was about two days too long for me. Having two teenagers around with nothing to do, is worse than a couple toddlers....well, almost! I persevered, but much prefer the comforts of my own office at the office!

My sanity was somewhat maintained as I wandered into the garage for a little Mustang puttering. Where life is good and my Mustangs always need something done to them...it is a Mustang after all! Stay warm and hope the next 4-6 weeks of predicted winter was condensed into the last two and warmer days are soon to be upon us. Also, before I forget...the Mustang 50th is only 60

days out as I'm writing this. That's 60 whole days to get your car serviced, prepped, cleaned and ready for the big event. For you procrastinators, it may as well be next week because you know you'll be up late the last couple nights doing what you should be doing NOW! Just a friendly reminder.....

— C R M C —

Mustang 50th Celebration Progress Report

by Mark Young

Simply put, Mark is severely oversubscribed in his many areas of responsibility, including CRMC duties, personal commitments, and his day job.

Be assured that he has not relaxed his dedication to the success of the Mustang 50th Birthday Celebration at Charlotte Motor Speedway but didn't find time to write about it for this month's issue of **Pony Express** [Ed.]



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— C R M C —

Cruise-In Etiquette Cars & Coffee—RIP

by Mark Young

Before all the snow related mess, and *Punxsutawney Phil's* not so favorable prediction, I was able to make it out to what looks like to be the last Cars & Coffee in the area. It was a beautiful sunny but brisk Saturday morning and I was traveling with one of my best friends, Barry Stone, a.k.a. Uncle BS (as my kids like to call him), and his recently acquired SN95 convertible. I was in a '66 fastback and all was good in the Mustang world. We stopped and had a quick breakfast at Phil's Deli in the Cotswold area and then made our way to the Cars & Coffee February gathering... always the first Saturday of the month. Joining us were about 500 other cars ranging from vintage Rat Rods, plenty of Muscle Cars, some of Europe's finest, and even a Big Block Rail Dragster. Warming our bellies was all the fresh free coffee you could drink as served by Mattie's Diner. Of course, there were lots of Mustangs from all generations and quite a few CRMC members to boot! A beautiful day indeed with lots of folks hanging out and enjoying everything Cars & Coffee. There were many moms and dads out there with their kids of all ages talking about how they had always wanted a car like this, or when they were younger and their Grandpa or big brother had one just like this one and man that thing would fly! The perfect family car event until..... Until late morning and people began to leave and the trouble begins. If you've ever been to Mustang week, you know what I'm talking about. You guessed it...uncontrolled burnouts out in the street. Yes, it was lined with folks egging each and every participant on, to smoke their tires as they passed. This has been a problem for some time and led to them getting kicked out of the North Lake location two years ago. That was attributed to the

Ricers being reckless in the parking lot. Unfortunately not the case this go around. Probably 1 in 4 cars were doing just what they were asked many, many times not to do...Ricers, GM, Mopar, Ford, Ferrari, etc....all were doing it. Well, this occasion an inexperienced burn-out artist went a little far and the Mustang community received a deserved black eye. Looks like a young gun with a lot of horse power, (like those at Mustang Week....check out the You-Tube videos) driving his pride and joy, proceeded to show his proverbial butt. He roasted his tires, lost control, and his beloved MUSTANG jumped the curb and landed in the grassy area across the sidewalk (*against a fire hydrant—Ed.*) It's fortunate that the only thing hurt was his ego and a couple thousand dollars in go-fast goodies. It could have been much worse, as you might expect. Of course, there were many cell phone videos of the incident and even the local news picked up the story and ran it prime time. An otherwise peaceful family car event has been turned into what seems to be a street racing excursion attended by a bunch of lawless automobile hooligans! Well, as you might have guessed, the event promoter has pulled the plug before someone gets hurt or even killed. The consequences are far too great to continue the risk. Five plus years of monthly automotive bliss has come to an untimely end. Once again the idiot few determine an unfavorable outcome for the many. I can honestly say that I haven't seen any CRMC folks showing their butt's while leaving. Buttffff, since it was a Mustang that sealed the fate of this awesome event, we're all guilty by association. Please learn from this unfortunate act of stupidity and obey the rules of the road and the wishes of those whose event you're attending.

Lastly, I know I may seem like an old man shaking his cane at the young whipper snappers. But this is a serious issue that is jokingly shrugged off as simple stupidity. Looks like we're all paying the price for that one! Sooo, if smoking your tires and going fast in front of a crowd is your thing, save it for the test & tunes at zMAX, Pageland, or Rockingham. It's often, inexpensive, controlled, and safe for everyone. If cruise-ins are your thing and you still have the itch to torch a set of \$500+ tires....go to the Oakboro event. It's the 4th Friday of the month and you can strut your stuff in front of a several hundred people, in a controlled environment, that's run by the local law enforcement. Just please don't do it at the local car shows or cruise-ins, where one or a group of senseless drivers actions can alter the future of said events or those indirectly involved....Have a nice day!

(See more comments in the editor's "Short Takes" column further on in the newsletter—Ed.)

— C R M C —

The Father's Day Gift

by Bill Heybruck

It has been 7 years this month [*January 2007—Ed.*] that my 2001 Mustang GT was Pony of the Month. [*It is again, Bill—Ed.*]

I had been a member of CRMC for about two or three years and decided to tell the story of my pony for all to hear. I had completed my



first Performance Driving School the June before and who knew that I'd be an active committee member of that group 7 years later. Never did I ever think that I would participate in six of those 7 yearly events (a bout with cancer screwed up the 2009 event). But here it is 2014 and I'm going through my CRMC file and low and behold I find the Pro Dyno report from 2010.

My older son Jeff has been an active participant in my CRMC PDS work. Together we bring the pickup truck, pop-up camper and Mustang to the event. He volunteers handling the cones during the class D basics and enjoys going for rides with instructors in some very fast cars. He's been in a Maserati, Ferrari, several Cobra copies and even tried to fit in a Cobra Daytona (no he could not get his body through the window). He knows how much I enjoy the event.

Yet it still was a surprise when for my birthday in May of 2010 he gave me a gift certificate for a dyno run at Pro Dyno in Pineville. At the time, Pro Dyno did not have gift certificates (don't know if they do today) but my son made one on the computer that I still have somewhere (if I could find it I'd put a copy here). The caveat was that he had to go with me to the place since they really didn't have gift certificates and he would pay the owner at that time.

So, I waited a few months for a mutually agreeable time and made an appointment on July 28, 2010 at 830 AM.

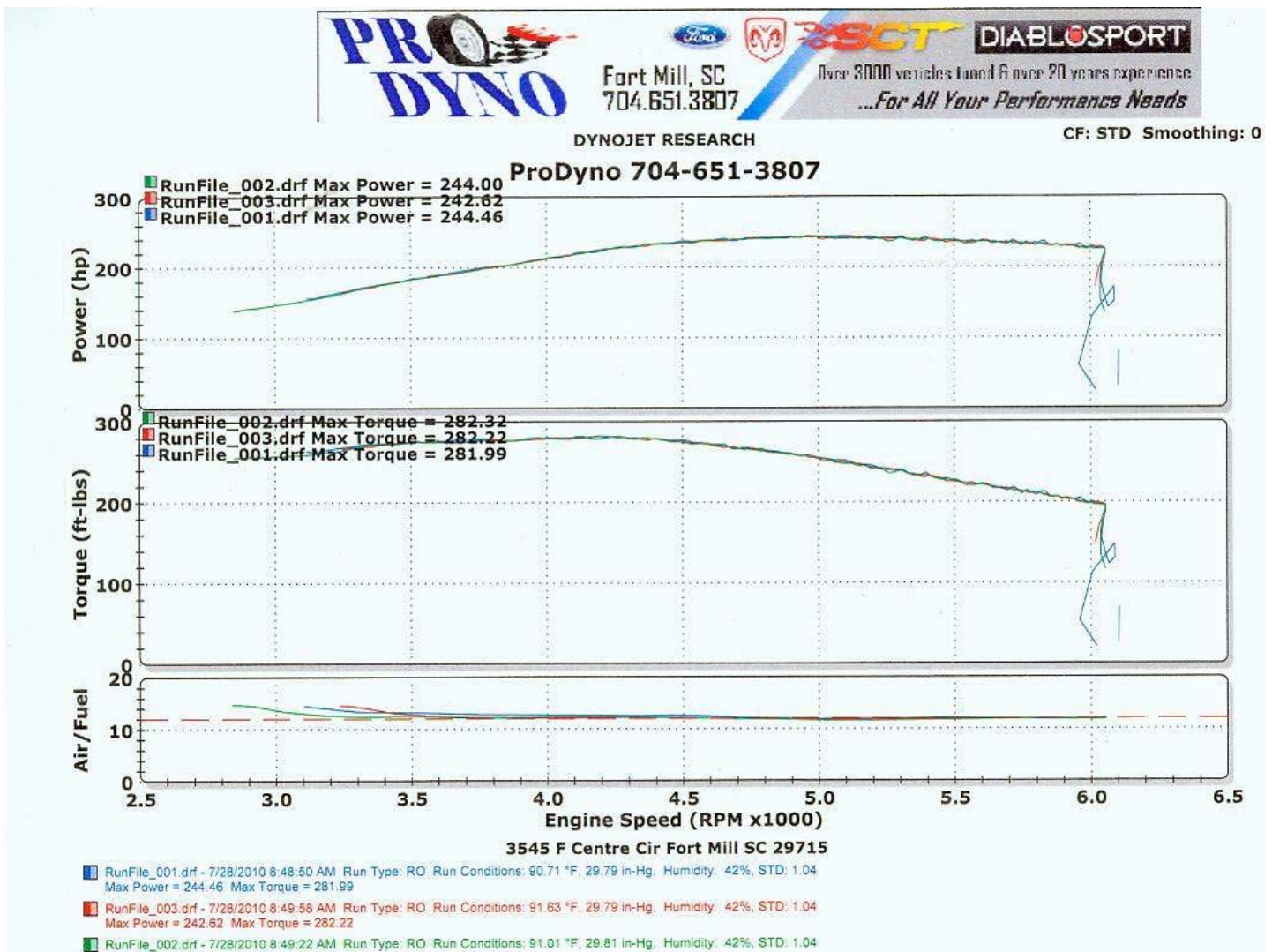
I got there on time and shortly thereafter my son arrived and we went in. The owner was expecting us and he took my keys, opened the garage door and drove the car on the dyno. He explained how it worked and that he would do three runs until the rev limiter kicked in. Jeff and I watched him as he strapped the car in place and got in. Before we knew it he was done. It really doesn't take long once the car is in place and tied down. He backed the car off the dyno and went in to get the plots.

He asked what I intended to do with the car and I said I would continue to track it yearly. He looked at the numbers and told me that someone had already tuned the car pretty good and that there was definitely a chip in the computer. The peak horsepower was 244 which for 2001 was well above what came from the factory. He said that if I wanted more horsepower I have to spend a LOT more money and that I'd be better off investing in brakes and tires. He then handed me the chart:

I gave Jeff a big hug and told him "thanks for the great Fathers Day gift".

And that was it. I treasure it to this day and still do the PDS every year.

One more thing: If you want a great gift like my Fathers Day gift, leave a copy of this article where your son or daughter can find it and you might get a gift certificate for a dyno run too.



Bill's Three Dyno Pulls—As Identical as Triplets

Woody Woodruff Newly Appointed Accessories PPR

by Don Stewart

Woody Woodruff wants everyone to know that he recently took over as PPR for CRMC accessories. He assumed the responsibility from Pam and John Brynarsky at the February club meeting. Thanks to Pam and John for the time and effort they devoted to the job.

Woody is selling CRMC Polo shirts, T-shirts, baseball hats, and more. Get your accessories at all monthly meetings and at special events such as AutoFair.

If you have any special requests, you can contact him by phone or email at:

704.577.6789

or

thewoodman1@msn.com

— C R M C —

Fifth Generation Mustang

contributed by Mike Williams

source: Ford Motor Company

[Last month, Mike contributed an article about the 4th generation SN-95 Fox4 Mustang. This month, just in time for the 50th Birthday Celebration, he wraps up his series with an article on the 5th generation S-197 pony.—Ed.]

2006 Mustang: In 2005, Ford introduced the all-new D2C Mustang platform, thus launching the fifth generation of Mustang. As Ford put it, “The new platform is designed to make the Mustang faster, safer, more agile and better-looking than ever.” The fifth generation Mustang was to be built in the new Flat Rock, Michigan facility. As for the design (codenamed S-197), Ford returned to the classic styling cues that made the Mustang popular to begin with. The 2005 Mustang featured C-scoops in the sides, a 6-inch longer wheelbase, and three-element tail lamps. In the performance arena, Ford said goodbye to the 3.6L V-6 and replaced it with a 210-hp 4.0L SOHC V-6 engine. The GT model featured a 300-hp 4.6L 3-valve V-8 engine.

2006 Mustang: Ford gave buyers the opportunity of purchasing a V-6 Mustang with GT performance features. The “Pony Package” featured GT-inspired suspension, larger wheels and tires, and a custom grille with fog lamps and Pony emblems. Also introduced in 2006 was the special-edition Ford Shelby GT-H. Reminiscent of the GT350H “Rent-A-Racer” program during the 1960s, Ford produced 500 GT-H Mustangs, which were all distributed to select Hertz rental car locations across the country.

2007 Mustang: This year marked the release of the GT California Special Package. Available on GT Premium models only, the package features 18-inch wheels, black leather seats embroidered with “Cal Special”, tape stripes, and a large air intake. Also new for 2007 is optional driver and passenger heated seats, a mirror with a compass, and a DVD-based navigation system which was said to be released later in the year. 2007 also marked the release of the Shelby GT and the Shelby GT500. Both vehicles were collaboration between Mustang legend Carroll Shelby and the Ford Special Vehicle Team. The Shelby GT featured a 4.6L V-8 engine that generated 319 hp, while the GT500 was touted as the most powerful Mustang ever. The GT500 featured a 5.4L supercharged V-8 capable of generating 500 hp.

2008 Mustang: Ford Mustang featured High Intensity Dis-

charge (HID) headlamps, 18-inch wheels on the V-6 coupe, and an interior ambient lighting system. Ford brought back the 2008 Mustang Shelby GT and introduced the Shelby GT500KR Mustang (to mark the 40th Anniversary of the original “King of the Road” Mustang). The Shelby GT is powered by a 4.6L V-8 engine which is said to generate 319 hp. The Shelby GT500KR features a 5.4L supercharged V-8 with a Ford Racing Power Upgrade Pack. Ford estimates the vehicle produces around 540 hp. The Shelby GT500 also returned in 2008, featuring a 500 hp Supercharged 5.4-liter four-valve V-8 engine w/intercooler. The Bullitt Mustang was also resurrected, with a limited run of 7,700 units produced.

Also new in 2008 was the limited-edition Warriors in Pink Mustang. The vehicle was designed exclusively in support of Susan G. Komen for the Cure. The Mustang features Pink racing stripes as well as a pink ribbon & Pony fender badge. The Mustang GT California Special also returned in 2008 on GT Premium models.

2009 Mustang: Special features of the 2009 Mustang include a new glass top roof option as well as special 45th Anniversary badging to commemorate the 45th anniversary of the Ford Mustang's launch on April 17th, 1964. Of note, reports state that only 45,000 units will be sold for the model year. Satellite Radio becomes standard on all premium interior models, and Deluxe is no longer used to identify base models.

2010 Mustang: The 2010 Mustang featured a new redesign, although it still rode on the D2C Mustang platform. The car was more powerful, featured a revised interior and exterior, and was available with options such as a backup camera, voice activated navigation, and 19-inch wheels. The 4.6L V8 GT produced 315 hp and 325 lbs.-ft of torque, thanks to incorporation of the “Bullitt” Package from 2008. The V6 engine remained the same.

2011 Mustang: Ford Mustang featured the return of the 5.0L V8 engine in the GT Model. The car, which was previously powered by a 4.6L V8 engine, came equipped with a 5.0L four-valve Twin Independent Variable Camshaft Timing (Ti-VCT) V8 engine nicknamed the “Coyote.” The new engine produced 412 horsepower and 390 ft.-lb. of torque.

The 2011 V6 Mustang was also revised. Designed to deliver more power and better fuel economy, the new V6 Mustang featured a 3.7-liter Duratec 24-valve engine boasting an impressive 305 hp and 280 ft.-lb. of torque. Ford also announced the return of the BOSS 302 Mustang, with the BOSS 302R model.

2012 Mustang: The 2012 model was relatively unchanged. For the most part, the car is exactly the same as its 2011 counterpart. In addition to a new exterior color option, Lava Red Metallic, and the deletion of Sterling Gray Metallic, Ford offered a few new takes on the previous year's model. For instance, buyers found the universal garage door opener standard on select premium models, sun visors with a storage system became standard equipment, as did illuminated vanity mirrors.

2013 Mustang: Ford introduced a new Ford Shelby GT500 Mustang powered by an aluminum 5.8-liter supercharged V8 producing 662 horsepower and 631 lb.-ft. of torque. Meanwhile, the GT Mustang saw its power increased to 420 horsepower. An optional six-speed SelectShift Automatic transmission was made available, and drivers were able to access Ford's Track Apps system via a 4.2-inch LCD Screen built into the dash.

2014 Mustang: The 2014 model year Mustang, the last of the generation, featured a few exterior color changes, and a few package updates. There were no interior updates to the car, and

there are no functional equipment changes. In addition, the special-edition Boss 302 Mustang did not return to the company's lineup. Similar to the classic Boss 302 (1969 and 1970 model years), the car was limited to a production run of two years.

— C R M C —

Ford/Lincoln Has 8 Movers & Shakers on the 2014 Motor Trend Top 50 Power List

by Don Stewart

Each year *Motor Trend* publishes a list of fifty movers and shakers in the automotive and associated industries. They're the people that the editors believe qualify as the cream of the crop. The 2014 list is in the March issue and it includes eight (8) entries from our favorite car company, Ford/Lincoln. No other manufacturer claimed as many spots. Here's how the head count broke out:

Automotive Movers & Shakers by Company

Company	Number	Company	Number
Ford	8	GM	6
VW	4	Chrysler	3
Hyundai	3	BMW	2
Honda	2	Mercedes-Benz	2
Porsche	2	Subaru	2
Toyota	2	Audi	1
Ferrari	1	Infiniti	1
Jaguar	1	Lexus	1
Mazda	1	Nissan/Renault	1
Tesla	1	Other	6

OK, so who are the Ford stars? Here *Motor Trend's* rankings and some of their comments about the "magnificent eight:"

Number 50: Barb Samardrich—COO Ford Europe

Probably in line to become next European CEO. She was a key engineer in the EcoBoost development.

Number 42: Max Wolff—Lincoln Design Director

Success or failure of Lincoln thought to be in his hands. Difficult job because Lincoln is not slated to receive a platform of its own. It will continue to upgrade and rebadge Ford platforms.

Number 30: Moray Callum—Global Design Director

Replaces 16-year veteran J. Mays who retired January 1, 2014. Can he replicate Mays' ability to assemble a winning group? Moray is the brother of Ian Callum who is ranked 34 on the *Motor Trend* list and head of Jaguar design.

Number 27: Dave Pericak—Chief Engineer, Mustang

Person most responsible for the 2015 Mustang. Does he have a 50th Anniversary Edition in the wings?

Number 24: Raj Nair—Global VP, Product Development

A WOT reputation for product cycling. Deeply involved in development of 2015 Mustang EcoBoost and continuous year over year improvement of F-150. Tackling Lincoln next.

Number 18: Alan Mulally—CEO Ford Motor Company

Rescued Boeing and then rescued Ford with no government assistance. Can look with pride at still having the best selling pickup in America and a brand that continues to grow world wide using his One Ford business plan. Would be ranked higher except the rumor of his imminent exit to Microsoft persists, although he announced on January 7, 2014 that he was not going to the software giant and, furthermore would remain at Ford at least through all of 2014.

Number 12: Jim Farley—Executive VP Global Marketing, Sales & Service

Lincoln's global leader is one of the hats he wears. Can he save the marque? Maybe China will help him save Lincoln. Another possibility is that One Ford will become One Brand with Lincoln following Mercury into the cemetery of defunct marques. Farley has his work cut out for him.

Number 5: Mark Fields—COO Ford Motor Company

Staunch supporter of the 2015 Mustang. Thought to be the front runner to replace Alan Mulally when he steps down. Emphasizes importance of improving Ford's bit-player market position in China. That might help Farley save Lincoln.

The eight players are a pretty fair showing for Ford, wouldn't you say?

If you wonder who populates the "Other" category, they are a diverse group including car-guy/actor/philanthropist Paul Walker (RIP) for his roles in the *Fast and Furious* movie series; Adrian Lund, President—Insurance Institute for Highway Safety, for implementing the small overlap crash test; and the seemingly invincible Infiniti Red Bull F1 driver, Sebastian Vettel. You can read about all 50 movers and shakers in the March issue of *Motor Trend* or online at:

http://www.motortrend.com/features/consumer/1403_the_2014_power_list/viewall.html

— C R M C —

Mustang Concepts that Never Make it to Production

contributed by Mike Williams

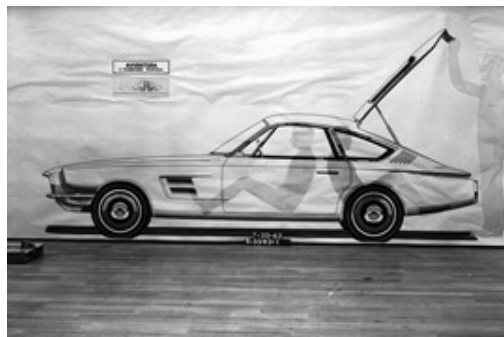
source: CarScoops

As part of the celebrations leading up to the 50th anniversary of the Mustang on April 17, 2014, and the launch of the all-new 2015 Mustang, Ford has released photos of some of the pony car studies that never made it to production.

Over the past five decades, Ford designers and engineers have come up with many proposals for Mustangs that, for one reason or another, never had the chance to be produced. However, some of the prototypes survive and now Ford is showcasing them to make us wonder what might have been had they made it to series production. So, without further ado, let's start the presentations.

1961 *Avventura*, *Avanti*, *Allegro*

From late 1961 to mid-1962, Ford designers experimented with a wide range of themes for a sporty coupe based on the platform of the new Falcon compact. Each design was



given an internal name, but one fastback design actually had at least three names, starting with Avventura before moving on to Avanti and finally Allegro. As the sketch shows, the fastback design was originally intended to be a hatchback with rear-facing second row seat. Although it was never produced, a variation of the fastback profile was eventually adopted as the third body-style for Mustang.

Avanti/Allegro Concept

The transition from sketch to physical design model saw the Avventura losing the hatch, which was replaced with a trunk, while the rear seat was now forward-facing. The study was originally known as Avanti, but the name was changed to Allegro because Studebaker had introduced the Avanti coupe around the same time.



1961-1962 Two-Seater Studies

Ford designers considered a number of two-seater studies, which were seen as a more affordable return to the roots of Thunderbird, which by this time had become a four-seater. Interestingly, there has never been a strictly two-seat production Mustang, with the exception of some track-oriented models that had the rear seats removed to save weight.



1962 Allegro Design Study

Another Allegro design surfaced in 1962 as the work of a design team led by Gene Bordinat. This particular study is responsible for the basic proportions that would define most Mustangs for the next five decades: the long hood, short deck and compact greenhouse became a hallmark of production Mustangs ever since.



1963 Two-Seater, Mid-Engine Mustang Concept

This hard-top variation of the Mustang 1 concept from 1962 was probably never seriously considered for production as a Mustang, but it did provide some inspiration for the GT40 Mk1 that began racing



at Le Mans in 1964.

1964 Two Seater Study

This is a clay model from 1964 representing a two-seat Mustang. The model incorporates some of the Design cues of the first generation Mustang, more specifically the 1965 model year, including the side scoops.



1965 Four-Door Mustang

The success of the first-generation Mustang made Ford execs think about new body-styles to gain even more customers. As the Mustang was based on the Falcon sedan, the idea to add two doors to the pony car was inevitable. Fortunately, the design didn't get approved and the Mustang legend was not diluted.



1966 Mustang Station Wagon

Another bodystyle that was seriously considered in the mid-1960s was a station wagon. At least one running prototype based on a 1966 coupe was built, while another design study included elements for refreshed models that were coming later that decade. All of the known Mustang wagons were three-doors that were closer to a European "shooting brake" than a traditional American family station wagon.



1967 Allegro II Concept

In 1967, Ford designers took one of the concepts from 1962 and transformed it by removing the greenhouse and replacing it with a low-cut speedster-style windshield, rollbar, flying buttresses on the rear deck and a new rear end.



1966 Mach 1 Concept

Created as a preview of the 1968 model, the Mach 1 Concept originally had a nose that drew inspiration from the 1963 Mustang II concept. Later on, the Mach 1 grew a new face that was closer to production Mustangs of the time. Although the low-cut roofline and racing-type fuel cap never made it to production, the hatchback did



arrive on the 1974 Mustang II.

1967 Mach 2 Concept

The Mach 2 concept featured a 289 cubic-inch (4.73-liter) Hi-Po V8 that was shifted from the front to behind the two seats to evaluate the layout as a possible successor to the Shelby Cobra. Despite its mid-engine layout, the Mach 2 retained the long-hood, short-deck proportions of a Mustang. Unfortunately, it remained a study.



1970 Mustang Milano Concept

Revealed at the 1970 Chicago Auto Show, the Mustang Milano study previewed the nearly horizontal rear deck and sharp, extended nose that would be adopted by the production 1971 model. However, the rest of the car didn't really look like any production Mustang, but the Milano profile was adopted by the Australian-market Falcon XB coupe of the mid-1970s.



1980 Mustang RSX Concept

Penned by the Italian Ghia design studio, the RSX was meant to be a rally special based on the new Fox-body third-generation Mustang that debuted for the 1979 model year. It had a one-inch-wider track and 5.6-inch-shorter wheelbase than the road-going Mustang, plus extra ride height to help it deal with the off-tarmac stages of European rallies.



1990 "Bruce Jenner", "Rambo" Design Studies

In 1990, Ford designers considered a number of themes for a replacement for the long-running third-generation Mustang, with the new generation to drop notchback and hatchback bodystyles for a fastback coupe format. This "Bruce Jenner" concept featuring elements like the galloping pony in the grille, side scoops and tri-bar taillamps, wasn't considered aggressive enough to be a Mustang. On the other hand, the "Rambo" proposal was deemed too extreme for production.



1992 Mach III Concept

The Mach III study offered the first public hints of the new design direction for the fourth-generation Mustang.



While the 1994 Mustang featured classic elements like the grille pony badge, side scoops and tri-bar taillamps, the two-seater layout and the low-cut speedster windshield have remained showcar elements.

— C R M C —

Straight Gas Update

by Don Stewart

suggested by Woody Woodruff

The straight gasoline (gasoline with no ethanol) locations identified so far are listed in the table below. Woody Woodruff suggested publishing these locations back in November 2013. He had found one and I knew of another one. So we started with those two. Ed Cronk found two more and I've verified an additional three, bringing the total to seven so far. If you see a station with ethanol-free gasoline, send the information to me and I'll add it's location to the table. You can email me at:

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	\$4.029
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
Mystik	Eastway Dr at Kilborne Dr Charlotte, NC	87	\$3.349
Shell	Roosevelt Blvd at Morgan Mill Rd Monroe, NC	89	\$3.639
BP	Roosevelt Blvd at Secrest Short Cut Monroe, NC	89	\$3.669

newsletter@ponytales.org

The reason we're interested in this subject is because ethanol is corrosive to rubber and some metals. Ethanol also attracts water from the air and bonds with it. In your gas tank, the water can separate and settle to the bottom. It can do the same thing in carburetors, and fuel filters. And if that's not enough, there can be damage to fuel lines, gaskets, seals, and other components.

Most of the gasoline that you buy is E10 or 10% ethanol. There's some E15 on the market and it's probably OK for model years 2007 and newer but not recommended if your prize pony goes into dormant or semi-dormant storage during the winter. And then there's E85 for use only in Flex-Fuel vehicles. Never buy E85 unless your vehicle is certified for its use.

So what's the bottom line? Use most of the E10 in your pony's tank before you park it for extended periods. Fill up with straight gas and then put it away. If your pony is a daily driver, E10 will probably be OK. Avoid E15 except in emergencies and, of course, never use E85.

Cars for 2014 Spring AutoFair

by Woody Woodruff

The new year is upon us and that means it's time for us and the Charlotte Motor Speedway staff to think about the 50th Mustang display at April 2014 Spring AutoFair. As most of you know, Dave Barrett helped the Speedway put together a great display of Corvettes in September for Fall AutoFair; 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.



Photo: Brad Bowling

The 50th anniversary display at the Charlotte Motor Speedway AutoFair hosted by OldRide.com will feature five generations of Mustangs.

Hope to hear from you soon: Contact me at: thewoodman1@msn.com

Speakers at Monthly Meetings

by Don Stewart

Several years ago, we usually had a speaker at our monthly meetings. And then we went through a period when they were few and far between. Well, now they're back. Vice President, Carol Barker, has seen to that. If you haven't been coming to meetings, you're missing some great entertainment and great information.

In February, the speaker was Winston Kelly, the executive director of the **NASCAR Hall of Fame**. We were entertained for about 30 minutes with NASCAR and car-related stories plus Q&A. It was another home run for Carol, whose network spreads a wide net.

You could tell it was another success because no one in the room was engaged in sidebar conversation during Mr. Kelly's presentation. When people get bored, they tend to talk about other things among themselves. But Carol's speakers have been successful in holding the attention of the meeting-goers.

Keep 'em coming, Carol. It's been a long time since our meeting have been this much fun.

If you would like to recommend a speaker, let Carol know by email at:

carol.barker@suntrust.com

Happy Birthday

from Robin Endsley

HAPPY BIRTHDAY to everyone with a March 2014 birthday. When this issue of *Pony Express* went to press, 33 people appeared in the birthday database for the month of March. Come to the meeting on March 4th to enjoy a birthday dessert from CRMCMC:

Jonathan Fekete	3/1	Harold Manasa	3/1
Karen Demers	3/2	Pamela Clavijo	3/4
Joan Eliason	3/4	Brian Coller	3/7
Mary Stewart	3/9	Maxmillian Hohensee	3/10
Andy Schott	3/10	James Brooks	3/11
Edna Goelzer	3/14	Derrick Gates	3/15
Lisa Travis	3/18	Paul Watson	3/18
Katie Endsley	3/19	Clay Bivens	3/20
Lars Lattstrom	3/20	Anthony Casale	3/21
Gregg Croxton	3/22	George Hodges	3/22
Isaac Schrader	3/22	Bob Helm	3/23
Peter Adania	3/24	Madison Goers	3/26
Gary Travis	3/26	William Bubile	3/28
Fred Brown	3/29	Megan Young	3/29
Cindy Allen	3/30	Brian Cropper	3/30
Del Gillogly	3/30	Robin Endsley	3/31
Gina Goff	3/31		

Membership Update

by Paul Watson

At this writing, CRMC membership is 169 households in good standing. When all family members are counted, we have a total of 377 members.

We welcome 3 new members this month:

Lynn (Tony) Broglin

John Callis

Robert Roberts, Jr.

————— C R M C —————

Short Takes from the Editor

by Don Stewart

New Dates for the Performance Driving School

Be sure to check out Tom Hennig's article immediately following "Short Takes." Tom highlights the change in date for the 2014 Performance Driving School and gives guidance on the registration procedure. His major announcement is that the PDS will be staged in October rather than June, as in previous years. So read his article closely.

No More POTM Articles in the Library

There are no more Pony of the Month (POTM) articles in the library. Without your help, it'll be back to ponies talking to each other over the corral fence in upcoming months. Please send me your Mustang pictures along with an article about how you and your car enjoy the hobby. You'll get front page top billing as the lead article in an upcoming issue of the newsletter. Submit to:

newsletter@ponytales.org

We all have a good Mustang story or 10. So how about sharing one of yours with the rest of the club.

Stupidity at the February 2nd Cars & Coffee

One guy in a stupid act of uncontrolled exuberance lost control of his Mustang when he left the February Cars & Coffee cruise-in. His act of stupidity started with a burnout that turned into a 180° slide over the curb, across the sidewalk, and up a grassy incline, somehow missing pedestrians and other cars along the way. It ended with the left rear quarter panel of the Mustang against a fire hydrant. If you read Mark's article earlier in this newsletter, you know the details. I won't repeat them here. If you haven't seen this knucklehead act, there's a cell phone video at:

<http://jalopnik.com/mustang-at-cars-coffee-shows-how-you-do-not-drive-at-1514303344>

For all the good things car clubs do in the community and the enjoyment that considerate drivers get from their cars, one misguided driver can undo any good feelings non-car people have for our clubs and the car owners who enjoy their rides in a responsible way. According to Mark's estimate, about 25% of drivers leaving Cars & Coffee were acting the same way, except they didn't crash this time.

It's no wonder the organizer pulled the plug and cancelled upcoming Cars & Coffee cruise-ins, maybe forever. So now the 75% that acted responsibly are left to suffer because the 25% couldn't control their ego and adrenaline, all capped off by one over the top idiot.

But this is not new stuff. I've seen variations of similar irresponsibility going back more than 60 years, dating all the way back to 1950 when I attended my first road race at Watkins Glen in upstate New York. And back in the late 50s and early 60s, the

same mentality ran rampant every Friday night leaving the Allegheny County Fairgrounds following the stock car races. Many drivers leaving the events believed they were invincible and thought they had suddenly developed driving skills commensurate with those of savvy race car drivers. Today, unfortunately, the beat goes on, as the Cars & Coffee incident demonstrated on February 2nd.

Here's another example that Mary and I witnessed several months ago on a Saturday morning. We I were headed up I-85 approaching China Grove when we heard a really loud exhaust closing in behind us. We were in the left lane and I glanced in the mirror to find the source of the noise. It didn't take long to identify a dark blue Lamborghini absolutely storming up behind us, jumping between the right hand lane and the left hand lane as it dodged around other cars. I found a hole to the right and moved over ASAP. About 10 seconds later, the Lambo flew by on the left. The exhaust sounded like there were no mufflers at all and the engine was tached-out tight against the rev limiter. The driver never shifted. He and his passenger disappeared up the highway dodging in and out of traffic, on the chip all the way.

I think disregard for the safety of others, be they cars or pedestrians, is the ultimate display of driver irresponsibility. But it may never change until cars become boring autonomous modules of uninvolved transportation. Meanwhile, I think those of us who are offended by this type of behavior should set good examples and support safe driving schools like the Doug Herbert B.R.A.K.E.S. school

————— C R M C —————

Carolina Regional Mustang Club 14th Annual Performance Driving School October 4-5, 2014

by Tom Hennig

Registration is now open on MotorsortReg for the Carolina Regional Mustang Club 14th Annual Performance Driving School on October 4-5 at Carolina Motorsports Park in Kershaw, SC. This is a new date for us, shifting from an early summer event the first week in June that we had the last several years. The format is the same as in prior years with lots of quality track time supported by experienced classroom and in-car instruction.

The prices are the same as the last 3 or 4 years: \$295 for the weekend with a special discounted rate of \$200 for students with high school or college ID cards and for Active Duty Military with ID card. We try to limit entries to 75 folks in order to provide the highest quality training possible. Instructors participate at no cost as usual with track time, lunch and an event shirt as our token for your support and participation.

Go to this MSR link to register:

<http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/E7814838-A33E-568C-D66C0D59BD283359#.UvAeWiyYbIU>

Please join us for the time of your life, not only improving your driving skills and gaining a better understanding of the capabilities of your car, but enjoying the camaraderie of your fellow drivers.

The school is open to all makes and models of vehicles.

To provide additional value to the weekend, we have partnered with Turn One at CMP for a lapping day on Friday, October 3, at

a special rate of \$150 for folks registered for the school and \$100 for approved instructors. You can register for this on MSR in with your weekend registration. For those of you who can't participate on the weekend or your friends not registered, you can still register for Friday directly with Turn One/CMP at www.carolinamotorsportspark.com/turn1.html.

We are looking forward to having you join us on October 4-5.

Contact:

Tom Hennig, Chairman, CRMC Motorsports Committee and Performance Driving School 704-305-3778

C R M C

North American MotorSports Expo™

by Tom Hennig

At the request of the organizers of the North American MotorSports Expo (MSX) held in conjunction with the Sports Car Club of America (SCCA) national convention, CRMC will be a charter MSX Club Partner and have a booth in the inaugural event on March 7-9, 2014. We will be listed as a supporting sponsor on all of the promotional materials, printed and on the web.

The MSX Expo 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 CRMC exhibit hall booth will be a complimentary 10x10 space and include 3 complimentary exhibitor passes, so those working the booth get in for free. We have also arranged for a discount of **50% off of the expo fee of \$10.00** for club members not working the booth. The registration process is easy:

1. Go to www.msxexpo.com/register
2. Complete the name, address section
3. Enter the discount code in the box labeled Discount Code
4. The code is **CRMCE**
5. The discount price will appear on the payment page, not when you choose the registration type.

The event brochure provides all the details about the Expo. It can be accessed online at:

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

Check out the speaker list in the brochure and note that we are in the list of world class exhibitors on page 2.

This is a great opportunity to interact with folks from the national motor sports community and to learn from some of the best drivers and engineers. As a club, we will have a chance to advertise CRMC and recruit members, publicize the 50th, and pitch our driving school to be held in October.

We need a few more volunteers to help staff the booth on Saturday from 10-5 and Sunday from 10-3. If you are interested, please send an email to Tom Hennig at either one of the following addresses:

tomhennig@carolina.rr.com

or

motorsports@ponytales.org

This is a great opportunity for all of you, including our track rats, to see firsthand how big this sport is. So mark your 2014 calendar and reserve March 7-9 for the MSX.

The image contains three promotional banners for the MSX Expo. The top banner features the MSX logo, the SCCA logo with the text 'PRESENTED BY SCCA Sports Car Club of America', and a blue button that says 'REGISTER TODAY!' with the website 'www.msxexpo.com'. The middle banner features the MSX logo, the text 'MARCH 7-9, 2014 CHARLOTTE CONVENTION CENTER CHARLOTTE, NC', and a partial image of a car wheel. The bottom banner features the MSX logo, the slogan 'BUILD IT. DRIVE IT. WIN.', and another partial image of a car wheel.