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**CRMC
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Pony Express



Newsletter of Carolina Regional Mustang Club



May 2014



It's Not A MUSTANG but, at least, It's A FORD

by Don Stewart

The Pony of the Month for May isn't a pony at all . . . but it *is* a FORD. Maybe we should call it Ford of the Month. Lacking Mustang pictures and stories from CRMC members for our Pony of the Month column, I decided to exercise literary license and use another successful Ford marque for the lead article in this issue; i.e., the Model A. Hopefully, we can get back to the Mustang marque for Pony of the Month when one or more of the two hundred plus ponies in the CRMC corral come out to play. I wasn't aware that Ford Mustangs were similar to ground hogs. But even if that's the case and they hibernate all winter, for sure some of them should be out of their burrows (i.e., garages or barns) enjoying the spring weather by now. In fact, I thought I saw a few at Charlotte Motor Speedway over Easter weekend, but maybe I was fanaticizing. If you have a Mustang that's poked it's nose into the spring air, how about taking a nice picture of it, writing an article about how you and it enjoy the Mustang hobby, and sending everything to me at:

newsletter@ponytales.org



**Model A Assembly Line at DAP
No Robots but Lots of Manpower**

Meanwhile here's a short Model A article that I compiled from various sources including information found on Dennis Carpenter's website.

On December 2, 1927, Ford Introduced the Model A in North America. Actually, it was the second time Ford made a car called Model A, the first being a Model A from 1903-04, as pictured at the top of page 2.

But we'll concentrate on the "new" Model A for this article.

The "new" A was introduced as a 1928 model on that December date. The much-anticipated introduction drew an estimated 10 million



1904 Model A

people to dealerships in the first 36 hours—50,000 in New York alone. Colloquially, the car was known as the "A-Model Ford" or simply the "A." While among hot rodders and customizers, it was fondly referred to as the "A-bone."

Ford Motor Company shut down for 3-months in 1927 to re-tool for the "new" Ford following 18 hugely successful years (15,000,000 units) of Model T production. The "new" A would be the second great success for the company with 4,849,340 units produced over 4 model years that ended in March 1932. It was a success that was sorely needed because even though the Model T continued to sell well, it was way behind the development curve and Ford was on the verge of losing competitive position.

By February 1929, one million As had been sold. And it was no fluke because 5-months later, in July, the count was up to 2-million, and then by March 1930, it was 3-million. By that time, 9 body styles were available and prices ranged from \$385 for the Roadster to \$1,200 for the Town Car.

The Model A was one of the first affordable cars to take safety and comfort into consideration, with shatterproof glass, four wheel brakes, shock absorbers, and bumpers as standard equipment. It was designed under the watchful eye of Edsel Ford, and soon acquired another nickname, "Baby Lincoln," due to its aesthetically-pleasing lines. It had 40 horsepower, not a lot compared to the competition but twice that of the Model T.

The Model A was followed in 1932 by the Model B with an updated 4-cylinder engine and the Model 18 featuring the first showing of Ford's famous flat-head V8.

If ponies don't show up for upcoming Pony of the Month articles, maybe Model B/Model 18 will be used as a stand-in. Or maybe I'll take the easy way out and use real live ponies talking to each other over the corral fence. I'm sure some of you recall that picture.



CRMC

President's Corner

by Mark Young

Well, it looks like Mother Nature has decided to let us have a Spring Season after all. I was really beginning to wonder there for a while! Yes, a little car sarcasm there with the rotten, wet, cold weather we've been enduring for what seems like an eternity. It's finally car show and cruise-in season for the collector car world. Many of you attended a little gathering last week that MCA, CRMC and FORD put together out at Charlotte Motor

Speedway. A few Mustangs, one Camaro, and several people showed up despite the mixed weather. I heard there was even a small group of people that cruised to hear a beach band on Friday night. I'll get into those minor details in my other monthly article. My point is that the season has finally arrived to get our pride and joys out to stretch their legs...referring to our Mustangs of course! If car shows are your thing, then starting next month, there will be one pretty much every Saturday within 100 miles of Charlotte for the next 5 months. The same goes for Friday and Saturday night Cruise-Ins. They are in abundance throughout north and South Carolina through September. Between our CRMC Website calendar www.ponytales.org/events/calendar, and the Cruisin' Carolina Magazine website www.cruisincarolinamagazine.com/, there's something to do with your Mustang for even the pickiest of car connoisseurs. As a matter of fact, for all you Dads out there, I have just the event to make your special day memorable. A Father's Day afternoon Cruise-In for Dads and their Mustangs, and their families of course! I'll talk more about it in the next two months leading up to it. In case you haven't figured it out, I'm raring to go again this season with my Mustang leading the way! Hope to see ya out and about around Charlotte this year with our Ponies on the go!

Hope to see everyone at our May Meeting on May 6th. Drive your Mustang as the second half of the meeting happens out in the parking lot afterwards...just an FYI.

CRMC

Mustang 50th Celebration Wrap-up Report

by Mark Young

Well....it looks like in the blink of an eye, the Mustang 50th has come and gone for most. However, for those that were behind the scenes, down in the trenches, and generally the boots on the ground, it bit more than even twelve blinks! Ever tang 50th was almost 3-years Track group Hours officers were meeting at Casa del Ray and the Waffle House....strategizing on the potential for the Mustang 50th actually coming back to Charlotte. The thoughts were 'What an honor it would be to become the host MCA Club for this monumental event....' Well, as the saying goes....'Be careful what you ask for, as it may come true!' Now that the 50th is over, we all know the answer to that one!!



Through the very initial planning stages and several kick-off dinners, the behind the scenes group continued to plan and strategize as the event got closer. Our responsibilities for the Open Track event and the Inside Parking duties began to multiply. We were asked to staff an Information Booth during the event which, being the locals, shouldn't be a problem. Then we were asked to handle Outside Parking as well which was okay at the time...how many Mustangs would really show up being there was going to be a tandem event in Las Vegas, right? Then another subtle idea, as presented by Steve Prewitt, our MCA National President, was to add an additional outside parking area for Clubs and Groups, known as the M.O.R.E. lot. Absolutely Brilliant, I thought...as that would reduce our parking responsibilities by 1200 or so cars for both inside and outside areas respectively.

Well, then we were asked to park those cars as well with concessions that each club or group would park their member's cars in their own designated area. Which still carried responsibilities for the CRMC/M.O.R.E participants and their respective Parking Crews. Then wouldn't ya know the Original Owners group caught wind of this and wanted top billing, which they do deserve, I might ad. But once again, we were asked to park those folks in their group. Now I'm starting to get worried that we're beginning to run out of people to staff all these positions. Right in the middle of all these Parking additions, the mention of a Cruise to Historic Kannapolis as the Friday Night premier event was hatched...and oh by the way, we need CRMC to Chair, Plan and Orchestrate the whole event, lock to lock. Now I was really getting worried about volunteer staffing. Fortunately, some of the neighboring clubs offered to help out with this, as well as the CCCVB (Concord Cabarrus County Visitors Bureau). The Wounded Warriors Support Group signed on as our event benefactor and all that was left was....well...all the planning!

Now, as a club, we're responsible for all Open Track festivities with Garage Rentals, Inside Parking metered and staged with Car and People credentials checked and punched, all Outside Parking in multiple locations, M.O.R.E Lot Group parking in two locations, Information Booth in two locations, Media Center scheduling for all the Mustang Celebrities and Programs, and the Friday Night CRMC Wounded Warriors Family Support Group Cruise to Historic Kannapolis...with an opportunity to set a new record in the Guinness Book of World Records in the process...wow! Then someone mentioned signage for around and inside the Speedway, Media Center, and at zMAX. Well, like I said a minute ago, we're local and most familiar with the area and vendors, so we got volunteered to handle that task as well. Not to mention the Pony Drives coming in from Asheville on Wednesday: They needed assistance with staging at zMAX and then help getting to the track for a welcome Victory Lap around the Speedway...no problem, we're on it! But thinking in the back of my mind that I hope our Club has lots of friends and family, as we're going to need every single one of them. Oh, I almost forgot about the little perk on Sunday referred to as Parade Laps for all spectators and their Mustangs. How many do you think would sign up for that??? Would you believe ALL of them? Speaking of Laps, how about the nearly 500 lucky individuals that signed up for Hot Laps with our own CRMC Track rats throughout the week!

Anyone remember the Dr. Seuss book ***And to Think That I Saw It on Mulberry Street***? It brings to mind what few responsibilities CRMC had to start with that had now blossomed into a true partnership with MCA and it's overall event planners. Then FORD decided to jump into the mix and come up with this "Mustangs Through Time Display" with (3) Mustangs in each of (5) ten-year time slots. They asked MCA to populate the cars except for a couple that were hand selected. MCA thought it to be an honor for CRMC to have their cars in this prestigious display so we put out the word and got Mustangs for each genre as requested. FORD chose several of our cars with (1) on the fence depending on what was coming in the FORD Trailer from another event. More on that in the meeting next month!

With the volunteer pool growing slowly and the club responsibilities growing exponentially, a suggestion was made at one of our later group planning meetings to offer CRMC Volunteers and M.O.R.E Group participants a fast-track separate table for early Registration and Credential pick-up before the rest of the event participants arrived. We had some volunteers step up for that as

well and it's a good thing as mayhem ensued when the other 8000 people converged on the Embassy Suites on Thursday to collect their Show Credentials.

Now, the whole intent of this long and drawn out 'behind the scenes' dissertation into the days-weeks-months and years leading up to this event, is to give each and every one of you a peek into the box as to what CRMC endured during the entire planning process. All that being said, what MCA had to do with their limited staffing was truly monumental and remarkable to say the least. Their task list was ten-fold what ours was. Add a second event in Las Vegas and you really have a phenomenal set of tasks to orchestrate. Then throw FORD in the mix with their Over the Top Displays, Drifting Exhibitions, Ride and Drives and Eco-Boost Challenge, and you've added a whole additional level of unexpected complexity, sheer excitement, and in some cases, utter chaos! Thus the need to lean on CRMC to help reduce some of their overwhelming work load.

Well, the event was a huge success. CRMC once again plugged every hole, filled every position, and accomplished every task that it was asked to do, brilliantly and flawlessly. But not without the expert assistance from an eleventh hour offer of assistance from CMS and their super efficient 'able to handle any size crowd' staff that was offered up in the last planning meeting. They really helped keep the wheels on throughout the event. They even provided complimentary towing service for any improperly parked GM automobiles....more on that at the May Meeting as well!

I can talk and write about this event for volumes, way more than I already have. But at the end of the day....at the end of the event....it was an overwhelming success across all facets. The Mustang World settled mostly on Charlotte and enjoyed one hell of Mustang 50th Birthday Celebration that belongs no place else but in the most prestigious of record books. The appreciation that we as a club have received from FORD, MCA, Vendors, Participants and Spectators from all over the world is truly remarkable and very much appreciated.

History was made here folks and CRMC will forever be the only Host Club for the Mustang 50th. We're also the only MCA Regional Club to host more than one Anniversary event, the 50th making it our third! On that note I'd like to thank the CRMC leadership teams that orchestrated the Mustang 30th and 35th. Without their rock solid event planning foundation on those events, we would never have been considered for such a prestigious honor and all-consuming responsibility hosting another event of this magnitude.

I'd like to extend a personal THANK YOU to the MCA Staff and each and every volunteer that was involved in any part of the Mustang 50th Birthday Celebration. No task went unnoticed and every moment was greatly appreciated. The days were extremely long, and sometimes very cold and wet. But we persevered, as CRMC always does, and completed the long and arduous task of pulling off one of the biggest Mustang Only events ever.

Congratulations everyone on a job well done!

Best Regards,
Mark Young
CRMC President 2013/2014

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My First Year at the CRMC PDS

by Bill Heybruck

[In the March 2014 issue, "Pony of the Month" was a reprint of Bill Heybruck's article from January 2007. Further on in the same issue, there was a new article from Bill entitled "The Father's Day Gift." This month, it's my pleasure to include Bill's latest article.—Ed.]

I got my 2001 Mustang GT in 2003 as a repaired total loss vehicle. The previous owner (a teen) had turned off the traction control so he could spin the tires, and on a wet road spun off and hit a stump with the right front wheel pushing it about a foot toward the radio. You may have read all about it as Pony of the Month a few months ago. I joined the CRMC a short time later and was surprised to hear of a PDS (Performance Driving School) that was close to Charlotte.

I spoke with my older son, Jeff, about it and he was in favor of staying with me in our camper (pop-up) for the two nights, and volunteering so we made plans to go. I would drive the camper and truck to the track on Friday afternoon and setup the camper and Jeff would bring the Mustang after leaving his car at my house. Once the camper was set up, I volunteered to help out at the technical inspection area since there appeared to be a backup with a shortage of people. Around 6pm, my son calls and says he's on his way (from South Charlotte). When the tech inspection was over I went back to the camper and began dinner while having a good stiff drink. He arrived around 7 and we finished preparation for dinner and just sat outside with the radio playing (we did not have TV in the camper at that time). We talked to all the



I had a bit of a gut back then...

other guys who were camping. There was the track photographer who was staying in a tent and several others who had brought motorhomes to the track. We made several tours of the paddock to see what kind of cars the others had brought. Jeff would seek out those of interest and try to get a ride the next day.

Early on Saturday, we got the Mustang through technical inspection and I went off to the drivers meeting. Jeff surprised me by bringing a hot large plate of omelet and hash brown potatoes and sausage to the meeting. I was the envy of all those around. At the meeting, I met my instructor. His name was John (all I can remember) but he did drive a black BMW 320i that he had tricked out and trailered to various PDS after receiving his instructor's certificate. He had gotten hooked by attending an event for his teen some months before. Since this was my first event, I was in D class (novice) and went to the classroom as scheduled. The instruction was excellent. I was soaking up as much of the

terminology as I could. The first class is mostly about terms, APEX, Threshold Braking, Turn In, Turn Out, Late APEX, Early in Early out and basic track rules. After class, you then take your car to the grid and wait for the instructor. He was on time and we talked about what we would do on this first session. The first session for novices is all about knowing your car. There are the threshold braking exercises and the slalom course, then sudden lane change and another tighter slalom course. You learn where your left and right tire ride. That first session went by so fast but I had a ball and really learned something about my car. Back to the paddock and back to the classroom for class #2. You have about 20 minutes between track and class, sometimes less depending on the schedule. Sometimes you may have to hurry either to the class from the track or to the grid from the class. In this second class, I learned all the rules and passing locations. Not that I was to do any passing but at the PDS, all passing is by "point-by" of the car you are passing so as the slower car, you have to know when the cars behind you can pass! At the PDS, you only can pass on straight sections and then only with a "point by" of the driver your are passing. This is accomplished by the driver putting his arm out the window and vigorously pointing to the RIGHT over the top of the car. This is only permitted in the passing zones which you learn in class 2. Class 2 also covers the preferred line of the track. Each driver and car modify this line a bit but the instructor gives you the basics of why it is where it is. The bottom line is that the preferred line is the fast line around the track.

Now it's back to the track for session 2 and I can see that I have much to learn especially about braking and shifting points. "Lets just work on just the line this time" John said, and of course I said, "Sounds good to me." To make it easier, the instructor says, "Just leave it in 4th. You have enough torque to get into trouble anywhere on the course in 4th; you can work on shifting later." So that's what I did. My Mustang has a 4.11 rear gear ratio so with it in 4th gear I still have good acceleration from 30-40 MPH. In fact, I ran the track in 4th for 3 more years before I got the line and braking down right so I could concentrate on shifting!! Another 20 minute run and with all the "point bys" and braking points, turn in, turn out. I was worn out and needed a rest in the classroom, but I really had a ball. During this time, Jeff was roaming the paddock looking for the hot cars and getting rides with the instructor during their sessions. We met back at the camper for lunch. I got to ride with my instructor during his time on track and got to see how he traversed the course. A very interesting perspective. His four cylinder BMW and my V8 Mustang run basically the same line but a few differences due to the



Just plain fun . . .!

weight (braking distance) and power.

That's how the day went: Classroom, grid, track, over and over. In each class, the track enforced what was taught in the classroom. We always had an opportunity to ask questions to the instructor at the beginning of class so if there was something that didn't seem right, now was the time to ask.

I was really glad the last session was over and it was "Miller time". Jeff and I started dinner, usually something really good like steaks, corn on the cob and salad or we've had venison stew, potatoes and salad. We usually have potatoes for Saturday night so that we have leftovers to brown and have with breakfast. We sat outside by the trailer and other campers came by and we talked well into the night.

The next morning it started all over again. Mandatory meeting at 8 and this time I had breakfast before so I brought a big cup of coffee and walked over to the meeting area. The rest of the day continued like yesterday with class, grid and track. By the end of the day on Sunday, each participant gets almost 2 hours of track time. That's a lot of track time for the money and as the day progressed, I took it a bit easier so that I'd have a car to drive home. By 1pm, Jeff had the camper packed up and hitched to the truck. He would head home and leave me when the essentials to load in the Mustang and go home after my last track session.

I continued to go to class, grid and track. During the slack time, I'd visit with some of my neighbors or the track committee. At the end of the last session, I load up my spare, cooler, jack and other stuff, and head home. I think I'm hooked and I'll participate as a committee member next year. Little did I know that I'd be hooked for 10 years.

Time warp to 2014.

2014 will be my 10th year doing the PDS. I missed the 2009 year due to a bout with lung cancer. Jeff has become a regular volunteer helping with the cones for the novice exercises and really enjoys riding in some exotic cars. He's been in a Ferrari, Maserati, Factory 5 Cobra and numerous Corvettes. All this and it gives us some great father-son time. We are both looking forward to the new October dates and weather. Luckily our newer camper has A/C and heat so we are prepared for anything.

The PDS is a great way to learn how to really drive your car as well as what your car is capable of. I highly recommend it for teenagers as the basic novice exercises will improve their ability to handle real life situations.

If you or a friend could benefit from this great education event, give it serious thought about attending. You will not be disappointed. A neighbor's son just got a new (to him) Crossfire and I dropped off a few brochures at his home. I saw his dad a few days later and he was so excited because he and his son are planning to attend this year!

See you at the track.

Here's a link to an in-car video of 3 laps taken last year with my instructor's camera.

<http://www.youtube.com/watch?v=LN1BrR-n80o>

— 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 MotorsportReg 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 —

Woody Woodruff Accessories PPR

by Don Stewart

Of course, you know by now that Woody Woodruff is the new PPR for CRMC accessories. Woody is selling CRMC Polo shirts, T-shirts, baseball hats, and more. Get your accessories at all monthly meetings and at special events.

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

704.577.6789

or

thewoodman1@msn.com

— C R M C —

Spring Wine Cruise

by Steve Hartung

The CRMC spring-wine-cruise committee has selected Saturday June 21st as the date for the 2014 CRMC spring wine cruise. We will be visiting **Elkin Creek Vineyard** in Elkin Creek, NC. Their web site is:

elkincreekvineyard.com

Elkin Creek Vineyard has their own on-site brick oven pizza kitchen, which we will be enjoying along with their excellent wine selection for those who wish to taste their wines. More info

will be announced at the monthly club meetings as well as in the newsletter and on the website event calendar page.

You do not have to participate in the wine tasting to enjoy this cruise. If wine tasting is not your thing, please join us anyway. All Club Members of Record are welcomed to take part.

To sign up for the cruise, please contact Steve Hartung at:

shart67stang@yahoo.com

— C R M C —

Happy Birthday

from Robin Endsley

HAPPY BIRTHDAY to everyone with a May 2014 birthday.

When this issue of *Pony Express* went to press, 19 people appeared in the birthday database for the month of May. Come to the meeting on May 6th to enjoy a birthday dessert from CRMC:

William Heybruck	5/4	Kaya Hohensee	5/5
Bill Hughes	5/5	Dawn Hartung	5/6
Georgia Miles	5/6	James Hays	5/7
Todd Busby	5/9	Conner Cox	5/10
Mike Lynn	5/10	Janice Davis	5/11
Chris Nativi	5/12	Tim Davis	5/19
Brandon Hunter	5/19	Kelly Bullard	5/22
Vickey Benfield	5/27	Brenda Broglin	5/29
Beth Hughes	5/30	John Callis	5/31
Beverly Love	5/31		

— C R M C —

Membership Update

by Paul Watson

At this writing, CRMC membership is 175 households in good standing. When all family members are counted, we have a total of 389 members.

We welcome 7 new and returning members this month:

Billy & Kimberlee Cumberland	Tim & Kelly Davis
Ben Garrido	Rick Hayes
Dwain & Teresa Johnson	Dorsey & Angela Ward
James Williams	

— C R M C —

Ethanol-Free Gasoline Update

by Don Stewart

suggested by Woody Woodruff

The location of stations selling ethanol-free gasoline are listed in the table. Woody Woodruff suggested publishing this information back in November 2013. He had found one station and I knew of another. So we started with those two. Ed Cronk found two more and since then, I verified an additional 11, bringing the total to 15. 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:

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 pony's gas tank, the water can separate and settle to the bottom. It can do the same thing in

carburetors, and fuel filters. Mustangs built before there was a need to protect against ethanol, can suffer from the water along with other damage, including degradation of gaskets, seals, and other components. First, second, third and most of the fourth generation cars are vulnerable.

Much 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 but the older generation cars will show gradual degradation of the fuel system. Avoid E15 except in emergencies and, of course, never use E85.

Note that the prices shown in the table were correct when the stations were verified. But today's prices may be different be-

Stations Selling Ethanol-Free Gasoline

Brand	Location	Octane	Price
Mystik	Eastway Dr at Kilborne Dr Charlotte, NC	87 89 93	\$3.349 — —
Exxon	Johnston Rd at McMullen Creek Pkwy Charlotte, NC	93	\$4.029
Kangaroo	Rae Rd at Blakeney Greens Blvd Charlotte, NC	89	\$3.899
Shell	Old Monroe Rd at Potter Rd Stallings, NC	89	\$3.699
Shell	Idlewild Rd at Mill Grove Rd Hemby Bridge, NC	87	\$3.599
BP	Idlewild Rd at Mill Grove Rd Hemby Bridge, NC	87	\$3.559
Shell	Roosevelt Blvd at Morgan Mill Rd Monroe, NC	89	\$3.639
BP	Roosevelt Blvd at Secrest Short Cut Monroe, NC	89	\$3.669
Mt. Gallant Express	Mt. Gallant Rd at Farlow St Rock Hill, SC	87	\$3.299
BP	W. Main St at Rawlinson Rd Rock Hill, SC	87	\$3.559
Exxon	Celanese Rd at Museum Rd Rock Hill, SC	87	\$3.659
Shell	Celanese Rd at Riverview Rd Rock Hill, SC	89	\$3.709
QT	N. Anderson Rd at Mt. Gallant Rd Rock Hill, SC (sold as E087)	87	\$3.459
BP	Carolina Place Dr & Rt 160 Fort Mill, SC	89	3.649
QT	Warren C Coleman Dr at Woodland Dr SW Concord, NC	87	3.819

cause, as we all know, gas prices fluctuate all over the map. One other thing to note is the gradual implementation of red slip-covers on ethanol-free-pump nozzles, like the green covers used on many diesel nozzles. Nozzle-cover color is not a mandate, it's just a trend that's beginning to take hold except at BP where all covers are green. But if a station is using red covers on some of their nozzles, it may mean those nozzles dispense ethanol-free gas. Regardless of color, it's always a good idea to read pump signage carefully.

— C R M C —

Short Takes from the Editor

by Don Stewart

2015 Mustang 50th Anniversary Tribute Cars

Ford is going to build 1964 50th Anniversary Tribute cars. You can have Wimbledon White or Kona Blue. They will be among the first cars to come down the Flat Rock Assembly Line after Job 1. More about these cars in a future issue.

New Dates for the Performance Driving School

Be sure to check out Tom Hennig's article on page 5. Tom has highlighted a change in dates for the 2014 Performance Driving School (PDS) and he gives guidance on the registration procedure. His major announcement is that the PDS will be staged on the first weekend in October this year rather than in June, as we've seen in previous years. So read his article closely.

I'll include Tom's article and this note in each newsletter going forward until the PDS takes place.

No More POTM Articles in the Library

It feels like I've been beating this drum forever. I have a hard time getting my arms around the lack of interest from members in providing Pony of the Month photos and articles. In a previous stint as newsletter editor from February 2003 to December 2006, I also had a hard time getting Pony of the Month articles but back then, with only a few exceptions, someone always stepped up with support for our lead article.

Fast forward to today and times are decidedly different. Since resurrecting the newsletter in February 2013, support has been nearly impossible to come by. There have been exceptions and my sincere appreciation goes out to the few that have submitted Pony of the Month articles and other content. On the other hand, a curious string of question marks (?????????) defines the rest of the membership.

So here's my monthly plea prefaced by saying, "**There are no more Pony of the Month (POTM) articles in the library.**" 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.