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Pony Express



Newsletter of Carolina Regional Mustang Club



June 2014



A Rare Beast in Mustang History

by Don Stewart

With over 3,000 Ford dealers in the USA and a production limit of just 1964 units, how do you latch onto one of these very special Mustangs? Do you even want one? For that matter, do you know what it is? Of course you do; it's the S550 50th Anniversary Edition Mustang, a tribute car announced in mid April.



Answering whether you want one is easy, either you do or you don't. But if you do, that doesn't address how you get one. Or which dealers will have one, because a lot of them won't? Or how much one will cost, if that's important to you. Or whether you should go to your local dealer right now and make a down payment?

Making a down payment may be interested in the car, it's probably Ford showroom and have a discussion in place. Pick a color before you Kona Blue. At least with only two have to wade through the full color palette for figuring out how to put this

So, really, what is this thing called a Mustang? Let's take a look at Ford's announcement at the New York Show held at the Jacob Javits Center between April 18th and 27th. An edited version of the KBB report follows:



premature but if you think you're time to make a beeline to your local dealer, either Wimbledon White or Kona Blue, you don't have a choice. That will leave more energy to choose from, you don't have a special Mustang in your garage. called the 50th Anniversary Edition what Kelley Blue Book said following the 2014 New York International Auto Show.

It can be argued that every 2015 Mustang commemorates a half-century of America's favorite pony car, but Ford Motor Company has blunted that argument with the introduction of a factory authentic 50th anniversary limited edition.

Revealed at the New York show, the anniversary edition is based on the Mustang GT fastback coupe

with performance pack, and its details are all cosmetic. They include two color options—Wimbledon White and Kona Blue—drawn from the original palette plus additional chrome in the grille, chrome bezels for the tri-bar taillights, a special badge on the faux fuel filler cap on the rear center deck lid and V8 power (at least 420 horsepower) with a choice of 6-speed transmissions, either manual or automatic.

Other exterior distinctions: 19-inch aluminum alloy wheels design-specific to the anniversary edition and clad with Pirelli P-Zero performance tires, plus rear quarter window louvers fabricated from layered glass. *[A new glass quarter window being introduced by Ford to look like a quarter window covered with louvers but actually layered glass that you can see through.—Ed.]*

Interior embellishments include a dark aluminum finish on the dashboard trim strip, a leather-wrapped steering wheel, leather gearshift boot, leather-clad center armrest, and leather door panel inserts.

The cashmere and black perforated leather bucket seats and wheel are picked out [sic] with cashmere stitching, which also appears on the binding of the carpeted floor mats.

Each anniversary edition will have a numbered dashboard plaque, signed by company executive chairman Bill Ford and a leather-bound owner's manual with a 50-year badge.

Only 1,964 to be built

Pricing won't be announced until later in the year, but it's certain the anniversary edition will carry a higher MSRP than the standard GT fastback *[see page 9 for just-released MSRP pricing—Ed.]*. It's also likely that dealers will add their own substantial premium to the anniversary edition MSRP—dealers lucky enough to have one to sell, that is.

Limited edition in this case means 1,964 cars, commemorating the year the Mustang made its New York World's Fair debut. This creates a problem that would defy even Solomon, because Ford has over 3000 dealers nationally. Allocations are expected on the basis of dealers with top volume records. Whatever the solution, there are likely to be some unhappy dealers.

Recalling the sales launch of the original Mustang—some 22,000 orders the first day—buyers who want this special edition should find a likely dealer and get their orders in as soon as possible. Today would not be too soon.

So that's Kelly Blue Book's take on the 50th Edition tribute car. Several other articles echoed similar thoughts and details, adding in some cases that the tribute units will probably be among the early cars to come down the assembly line after Job 1.

— C R M C —

President's Corner

by Mark Young

Well it's Memorial Day weekend and I think I'm finally back to normal in my time management...well almost because this article is pretty late for the newsletter deadline....sorry Don! I may have slipped a little too far to the other side of laziness in this newly acquired down time.....

At any rate, it's finally spring/summer, and I went to my first cruise-in of the season last night in Oakboro, NC (always the 4th Friday of the month...). It was perfect weather so I got out my '66 Fastback, gave it a quick Croftgate wipe down, and off I

went. The drive was perfect, as was the venue. Got to park behind a long-time acquaintance, David Drye, of Oakboro and his newly acquired '71 Grabber Blue 429 SCJ Mach 1 that he just purchased from the original owner in Mt. Pleasant! A 100% original car that is in stellar condition. The reason I'm mentioning this is it's the Cruise-Ins and activities as such that make new acquaintances and re-ignite old friendships.

I did go to the FOAC show at Mooresville Ford earlier this month, but only to help Judge. I brought my truck and trailer as my dad and I were on a mission that weekend to retrieve my brothers '65 GT350R replica from Greensboro....yes the Mustang & Ford roots don't stop in Charlotte! He was on his way down to the Mustang 50th and the race prepped 289 built in 1967 finally let loose, sucked in a valve, imploded a piston, and knocked a hole in the cylinder wall. Needless to say, Dad and big brother came to the rescue. Made a family weekend of it and mapped out a plan to get him back on the road, with his help of course! My dad and I are doers, not check writers. We love to help out, but not necessarily do all of it. You know the saying... 'give a man a fish, he eats for a day; teach a man to fish and he eats for life...' Well, that scenario holds pretty true in the Young Clan. I gained the vast majority of my car knowledge working in the garage with my dad when I was younger, as opposed to hanging out with my friends all the time. As a result, I do 90% of my own projects as I work better, slower, and cheaper than anyone else!

Back to the laziness scenario....my younger brother has actually inspired me to get off my duff and finish one of my long term projects...a 1965 GT350R Mark Donohue Tribute car. It was my first fastback and purchased from long time CRMC member Larry Vandawalker way back in 1997. It's all painted and pretty much just needs to be re-assembled. I've proven to myself that I can balance Family, Work, Kids Sports, CRMC, and the Mustang 50th, and still survived with the box of T-Shirts to prove it! Now that the 50th is a distant memory, and sports have eased up a little from spring, I have this extra time on my hands which has promoted this not-so-new laziness streak. With my Brother getting busy on his mechanical freshening, it's time for me to get busy finishing my dream car. It may even inspire me to provide a monthly or quarterly update article on my progress to keep me honest and on track.

The moral of this whole story is that everyone has more time to do things if they really put their mind to it. So for all you Mustang project Collectors out there, it's time to get off your duff, like me, and get busy finishing it. They say 'Idle Hands are the Devil's Tool' so keep busy and get those stalled projects back on track as the time is now!

Hope to see everyone on June 3rd for the next CRMC Monthly meeting!

Regards,

Mark Young

President – CRMC 2013/2014

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— C R M C —

Were You There on April 17, 1994?

by Don Stewart

Familiar date April 17th, right? Having recently celebrated 50 years of Mustang, it's hard to believe that 20 years have flown by

since we celebrated 30 years of the iconic pony car.

Mary and I were there at Charlotte Motor Speedway on that anniversary weekend 20 years ago. A month earlier we had purchased a 1967 Mustang Convertible from a young police officer over in Sanford, NC. It had been 17 years since we owned a Mustang, a 1967 Hardtop that we had for six years. The hardtop was daily transportation but we intended to turn the newly acquired convertible into a weekend hobby car.

So we were at the Speedway looking at those Mustangs from all over the country (world?) and buying some parts for the convertible. We didn't belong to a club yet, never having heard of CRMC or MCA. In fact, we didn't even know there were clubs dedicated to specific marques. But we were learning some of those things as we wandered around the infield. For example, we discovered there was a magazine called *Mustang Monthly* and it was devoted to Mustangs. I subscribed while we were there.

I had always been a car guy with no particular allegiance to a manufacturer but it was obvious from the anniversary gathering that Mustang had a huge following. And another thing was obvious from the buzz throughout the infield. Everyone was talking about how President Bill Clinton was part of the Mustang community and that on Sunday the 17th he would be there with his Mustang. As President, he wasn't allowed to drive himself anywhere but on Sunday, he would get to drive his Mustang at CMS.

Well he came and he drove and I'm sure the Secret Service guys were beside themselves with concern. Actually, one of them was right beside President Clinton, riding shotgun on that historic 250 yard drive down pit road. And here's a newspaper picture to prove it. I found the clipping a few days ago while going through some old Mustang history so I thought I'd share it with



Sunday drive: President Clinton, with Secret Service agent Dave Carpenter in the passenger seat, takes his '67 Mustang convertible on a 250-yard joyride down pit road Sunday at Charlotte Motor Speedway.

you.

Now 20 years after the fact, I have no idea if Mr. Clinton still owns the Mustang but I can tell you that Mary and I have been in the hobby since then and our 2013 MCA Edition Mustang is the fourth Mustang we've owned over that 20 year period. As for the '67 Convertible that got us into the hobby, it received a full-on concours restoration and became a show winning trailer queen rather than a weekend driver. It lived that life for the 12 years we owned it, earning its grille medallion and, finally, a place in the MCA retired class. Trailering the car was fun but without reservation, I can tell you that driving a Mustang is a lot more enjoyable. And that's what we're doing with our latest pony.

Yes, when the MCA car goes somewhere, it travels under its own power. It's by far the best Mustang we've owned and we plan to keep it for a few years. With any luck, we and the car will

all be around when the 55th anniversary is celebrated.

CRMC

Barrett Jackson Auction—Lot 1077 Scottsdale, AZ 1/17/2014

by Don Stewart

based on anonymous contribution

Do you recognize lot #1077 from this year's Barrett Jackson auction in Scottsdale? Me neither. Well, me neither until recently, that is.

What happened recently was the arrival of a large manila envelope in our mailbox. I had used this particular envelope to mail a hard copy of the May newsletter to one of our members who doesn't have a computer. Now, just so you understand, the envelope wasn't being returned by the Post Office. In fact, it was being recycled back to me with a hand written address on the front, my original mailing label having been removed. Printed on the back was the phrase, "For the newsletter?" Well, how about that? Let's see what's inside. I hope it really is something for the newsletter.

I opened the envelope as I walked back to the house. There was no note inside, just Section A of a weekly newspaper called *The Drummer* published by Wright County Journal-Press, Inc. in Buffalo, MN (population 15,724 and the county seat of Wright County, FYI). It was dated April 6, 2014.

I unfolded the paper and there on the front page was a picture of an honest to goodness 1969 Raven Black Boss "9." It wasn't parked in driveway in Minnesota; it was a profile shot of the car sitting in front of a building in Texas. I know that because there was a logo on the building that said Gas Monkey—Dallas, Texas. OK, I'm hooked. I haphazardly dropped the rest of the mail on the kitchen table so I could read all about a Minnesota Boss 9 that somehow found its way to Texas.



In a short version of the story, the car was used on the "Mustang Mania" episode of *Fast N' Loud* aired by Disney Channel on 3/24/2014. *Fast N' Loud* is about car enthusiasts who own and operate Gas Monkey Garage (GMG) in Dallas. The Boss was purchased for the show for about \$125,000 from French Lake Auto Parts located outside Annandale, MN. Google Maps showed me that Annandale is located several small lakes northwest of Buffalo (where the newspaper was published) and Buffalo itself a fair number of small lakes northwest of Minneapolis, about half way to Annandale. But all of those places are a L O N G way from Dallas. So what's the deal?

Apparently, *Fast N' Loud* heard about the car from a customer of theirs in Monticello, MN, Monticello being quite a few small lakes northeast of Annandale and about the same number of lakes north of Buffalo. Ok, so this guy in Monticello was also a customer of French Lakes Auto Parts and therein lies the connection with GMG. Putting all the pieces together you can envision the Texas guys heading north to the land of 10,000 lakes to buy a car to make a TV show, not just any TV show mind you but a *Fast N' Loud* episode and not just any car but a Boss 9, for you Mustang muscle car fans out there.

Well, with some Googling and other sleuthing, a backstory of sorts developed. It seems that French Lakes Auto Parts was founded as a family business by Floyd Nolan nearly 60 years ago. Selling scrap metal was what it was all about back then but automobiles are a great source of scrap metal so it followed that used auto parts became an ever-growing segment dating back to

the 1960s and '70s. And then complete cars became another important segment. Today French Lake conducts much of its business over the Internet, selling parts and as many as 8,000 complete cars each year. You can find them at:

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

Getting back to the Boss 9, Skip Nolan, Floyd's son, now runs the business. He bought the Boss 15 years ago for about \$125,000 and tinkered with it off and on up to the time that Fast N' Loud came knocking. When the deal was struck to sell the car to Fast N' Loud, Skip (with a friendly push from Floyd) decided to let the car go for the \$125k he paid for it, banking on advertising value of the TV show to make up any unrealized profit. Apparently, it was a good decision because French Lake Auto Parts now sells Fast N' Loud apparel and other merchandise from the TV series along with similar items from Gas Monkey Garage.

The GMG guys did some work on the car when they were finished with it and then took it to the 2014 Barrett Jackson auction in Scottsdale, AZ. With an asking price of \$176,000 but no reserve, it crossed the block on 1/17/2014 and hammered at \$160,000. The BJ website carried the following catalog entry:

Barrett-Jackson Lot #1077
1969 FORD MUSTANG BOSS 429 FASTBACK

Detailed Information:

Lot Number: 1077
 Auction: SCOTTSDALE 2014
 Status: SOLD
 Sale Type: NO RESERVE
 Price: \$176,000.00
 Year: 1969
 Make: FORD
 Model: MUSTANG BOSS 429
 Style: FASTBACK
 VIN: 9F02Z195416
 Exterior Color: BLACK
 Interior Color: BLACK
 Cylinders: 8
 Engine Size: 429
 Transmission: 4-SPEED MANUAL



Unrestored BOSS 429 with factory color code Raven Black, black interior, matching numbers original car. 4-speed close ratio transmission, Traction-Lok differential, visibility group, raised white letter tires, console, power front disc brakes, power steering, interior décor group, AM radio, deluxe belts and warning lights, color keyed racing mirrors, competition suspension, functional front air spoiler and trunk mounted battery. Documents include framed Deluxe Marti Report, Window Sticker, original owner's manual, warranty book and BOSS 429 supplement to owner's manual. Smog pump setup removed years ago has been restored and is in the trunk.

So that's the backstory on lot number 1077.

I guess it's just another Mustang story but given that it's attached to one of the 859 Boss 429s (including 2 Cougars) assembled in 1969, I found it interesting, nonetheless.

— C R M C —

Line-Lock from the Factory!
Are You Kidding?

by Don Stewart

Many of us know what line lock is but there may be those who

don't. So a quick trip to Wikipedia produces a definition and a brief description of how line lock is used:

A **line lock** is a device that allows the front brakes to lock independently of the rear brakes via a switch. The switch controls a solenoid which in turn controls a valve placed on the front brake line. Simpler systems consist of a manually operated valve which directly opens and closes the brake line, usually with a lever or tap inside the cabin of the vehicle.

Normally, the valve is open and allows fluid to pass through to the front brakes. However, when the brakes are applied and the solenoid is activated (or the manual valve is closed), fluid pressure is trapped keeping the front brakes applied until the switch is released (or the manual valve is opened). Once the valve is closed to trap pressure at the front brakes, removing pressure from the brake peddle releases the rear brakes.

Line locks are often used for burnouts by fully locking the front wheels and then engaging the gas pedal and releasing the clutch pedal, this makes the rear tires spin but keeps the car stationary.

Line-Lock is a drag racing tool that goes back decades. It was one of the first things that serious drag racers installed on their cars. Well, if a 2015 Mustang GT is in your drag racing future, you can forget about making the modification. Why? Because Ford has done it for you. According to Dave Pericak, Mustang Chief Engineer, electronic Line-Lock will be part of the new GT brake system.

Below you can read how *The Mustang News* reported this story. Read carefully, especially the last sentence in boldface print [*boldface added — Ed.*]. The boldface sentence highlights a decision every racer of a car under warranty has to make. Don't be coddled into a mindset of, "Because Ford included Line-Lock, they will fix my car if it breaks when I race it." It doesn't work that way. As always, if you race it and you break it, you fix it. Most racers already know that but Line-Lock from the factory has never before been available so some folks might assume the factory backs their racing (mis)adventures. **Not true!** :

Ford engineers are leveraging state-of-the-art controls software technology to give some of the most avid Mustang customers an industry-first feature – electronic line-lock.

"Competition has been an integral part of the Ford Mustang lifestyle since its earliest days 50 years ago," said Steve Ling, Ford car marketing manager. "We know our customers, and we wanted to provide a unique feature for those wishing to take full advantage of the increased capability offered by this new Mustang GT at the drag strip."

Mustang has run everything from rally to stock car racing, but with drag racing a particularly popular venue for grassroots competitors, electronic line-lock on every 2015 Ford Mustang GT should be a real benefit for customers who like to compete one-quarter mile at a time.

"We're using advanced controls technology for the all-new Mustang to provide some of our most dedicated fans with an industry-first feature they can use when they go to the track," said Dave Pericak, Mustang chief engineer. "With electronic line-lock, customers who drive their Mustangs to work all week and then compete on the weekends will appreciate not having to modify their brake systems to be able to do effective tire prep at

the drag strip.”

The flexibility of track apps, launch control and selectable drive modes makes it easy for Mustang drivers to get the right capabilities for any situation.

As one of the most exciting and accessible forms of motorsport, drag racing – in particular, bracket racing – has always been a great fit for the powerful, rear-wheel-drive Mustang. Drag strips are often open during warm weather weekends for amateur competitors to bring out their factory stock or modified cars to run against the clock.

Consistency pays off in bracket racing, where competitors try to get as close as possible to their predicted quarter-mile times without going faster. Electronic line-lock and launch control – also standard on Mustang GT with manual transmission – can help drivers achieve more consistent performance from run to run.

With the electronic line-lock feature enabled, when a driver releases the brake pedal, the hydraulic control unit for the stability control system will keep the front brakes locked while releasing the rear brakes. When Mustang is sitting in the burnout box



of a drag strip, the driver can apply the accelerator to spin up the rear wheels to warm the tires for maximum grip. This can all be done without having to balance one foot on the brake and the other on the gas, or install a mechanical line-lock.

With the tires properly warmed up, drivers can pull up to the staging line, engage launch control, and get a perfect catapult as soon as the lights go green.

“Whether a customer wants to take weekend road trips, go road racing or compete in grassroots drag racing, we aim to maximize the driving experience for everyone,” said Pericak. “Mustang offers selectable drive modes for those who prefer to compete on road courses or in autocross events, so when we realized we could provide a really cool feature like electronic line-lock that no one else offers, the decision was easy – ‘Let’s do it!’”

Electronic line-lock for 2015 Mustang GT is intended for use only on racetracks. Racing your vehicle will void your warranty.

Source: Ford Motor Company

————— C R M C —————

What’s Your Favorite Mustang Color

Contributed by Mike Williams

Source: Ford Motor Company & Marti Auto Works

Question: After attending the Mustang 50th celebration I was wondering what color Mustang has been the most popular over the years.

Answer: I’m not alone in my question of which Mustang color has been most popular. Lucky for us, Ford Motor Company recently released details regarding all the various colors they’ve offered over the years. According to historical production data provided by **Marti Auto Works**, Red has been the most popular color. It makes up almost 21 percent of all Mustangs sold since the introduction of the Mustang back in April of 1964. That said, Ford reports that green and blue were the most popular colors in the 1960s, whereas black and red are the most popular colors sold today. In fact, twenty-two percent of all Mustangs sold in the past ten years have been red. Ford says that while white is the most popular colored car sold in the United States today, only 10 percent of Mustangs are sold in that color.

So back to the 1960s. In 1968, Ford offered six different versions of blue, resulting in 30 percent of all cars sold that year sporting a blue exterior. Green and yellow seem to be the least popular colors these days, and are often found on special-edition Mustangs.

Speaking of special-editions, quite a few special-edition colors have been offered over the years. We’re talking about colors like Playboy Pink; color shifting Mystichrome on the 2004 SVT Cobra, similar to the color shift Mystic Cobra of 1996; and Gotta Have It Green. Some special-edition Mustangs are known for their specific exterior colors, such as the Bullitt Mustang’s signature Highland Green. In another example, the special-edition 2013 Boss 302 Mustang was offered with a School Bus Yellow exterior.

“Our Mustang owners are passionate about their cars, and the exterior paint color they choose invokes an emotional response to the vehicle,” said Melanie Banker, Ford Mustang marketing manager. “Mustang owners buy a vehicle in School Bus Yellow or Grabber Blue because it reflects what they want their Mustang to say to the world about them.”

No doubt, Mustang owners are passionate about the color of their ride. Several clubs and registries exist for Mustang owners of specific vehicle colors. For instance, there’s the Yellow Mustang Registry which is dedicated to the owners and enthusiasts of yellow Mustangs. Founded in 2001, the registry has more than 8,932 members and 8,984 registered vehicles worldwide. It has hosted more than 60 events since its founding. The yellow Mustangs in the registry range from early Springtime Yellow, offered in 1965-66, to Zinc Yellow, introduced in 2000.

Then there’s the All Red Mustangs. Their website, **AllRedMustangs.Com**, is devoted to “Ford Mustangs 1964—present, as long as it’s red.” In all, the club has more than 1,300 members across 14 countries. Steve Schattem, president and owner of AllRedMustangs.com, said, “Your car is an extension of you and embraces your personality. I think red has become more popular over the years since the Mustang became America’s muscle car.” He added, “Color registries are a great way to bring people with a commonality together. It’s another way to share a common bond.”

————— C R M C —————

History of the Ford Mustang Convertible

Contributed by Mike Williams

Source: eInfo

The Mustang convertible, manufactured by the Ford Motor Company from 1964 through 1973 and then from 1983 onward is an American icon of 1960’s pop culture. More than 100,000 convertibles were produced in its first year, boosting the image that

the Mustang was a hip car that best represented the youth culture. Sagging sales, downsizing the platform, and safety concerns forced the convertible into hiatus for nine years; but since its reemergence, it has regained its sporty roots.

The Beginning

The convertible and coupe were the first Mustangs sold in March 1964, with the 2+2 fastback arriving shortly after. The convertible was built along the same lines as the coupe, was based on the Ford Falcon platform, and shared many Falcon and Ford Fairlane mechanical components. The major difference between the convertible and coupe was the fact that the convertible was strengthened to handle the flex of the body without the hard-top construction.

First Mustang

The first convertible was built on the first day of production on March 9, 1964. A Fort Lauderdale, Florida, couple ordered it at the Powell Ford dealership. It was delivered on April 16, one day before the Mustang officially went on sale. The convertible was painted Wimbledon White and was equipped with a 260-ci V-8 engine and automatic transmission. It had a power convertible top and a full-length console. It is now a museum piece that people can see on tours. *[The first production convertible actually sold to the public was purchased on April 15, 1964, two days before the official announcement date. Gail Brown (now Gail Wise) bought it from a Ford Dealer in Chicago, IL. She and her husband, Tom, still own the car today.—Ed.]*

Shelby Mustangs

Carroll Shelby added the 1968 through 1970 convertibles to his fastback fleet for the Shelby GT350 and GT500 high-performance conversions. His cars were available in eight colors in 1968, 12 colors in 1969, and 10 colors in 1970. The 1970 cars were actually unsold 1969 models that were re-VIN'd as '70s under FBI supervision. There were three different engine options: the 289, 351, and 428 cubic-inch V-8s.

[Some will say there were 1967 convertibles too but only one ever existed. It was a Candy Apple Red '67 with the 428 engine used personally by Shelby and as the mule for 1968 cars to follow. — Ed.]

1960s and 1970s Production

A whopping 101,982 1964½ and 1965 convertibles were sold between its debut in March 1964 the end of the production year in late 1965. Production fell steadily over the next six years. In 1966, convertible sales were 72,119, and then 44,808 in 1967. By 1971, just 6,121 were sold, with the number increasing only slightly to 6,401 in 1972.

The convertible rebounded a bit in 1973 with 11,853 units sold.



Personalized 1967 Convertible

At least, part of the '73 improvement was based on customer awareness that after '73, convertibles would no longer be available for a couple of reasons. First, the Federal Government was considering safety regulations designed to protect passengers in the event of a rollover, meaning expensive structural changes would be required. Second, convertible sales had been declining for years, suggesting that redesign was not a financially sound business decision. As a result, manufacturers announced that 1973 would be the final year of convertible production. Many customers who had been on the fence about buying a convertible, pulled the trigger in 1973 so they could have one of the last ones.

Dismal 1970s

With 1973 model being the swan song for the first generation Mustang, the second generation Mustang was launched in 1974 as a downsized model called the Mustang II. It was based on a modified Pinto Platform code named "Arizona." The Arizona Platform never include a convertible, even though the anticipated Federal rollover legislation failed to materialize.

Convertible's Return

The third generation Fox platform Mustang replaced the Mustang II beginning in 1979 and by 1983 the convertible returned to compete against Chrysler's successful Lebaron K-Car convertible that entered the market in 1982. The topless Mustang now sported a spunky 3.8-liter V-6 engine as the GLX trim model.

The GT was added to the line also with 1,001 produced. The engine in the GT was a carbureted V-8 generating 175 horsepower.

Today

Convertibles continued through the fourth generation SN-95 Mustangs from 1994 to 1998 and today, the S-197 fifth generation Mustang has a convertible that is just as popular as many of its progenitors. A one-off special model, the soft-top Redline Red Metallic Mustang GT concept car, was built by Ford in 2005 with red and charcoal leather seats, a billet-aluminum shifter for the automatic transmission, sports-style instrument cluster and 20-inch wheels. It sold for \$175,000 at the Barrett-Jackson Palm Beach auto auction in 2009.

— 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 the MSR link to register. It's at the top of page 7:

<http://www.motorsportreg.com/events/crmc-performance-driving-school-14th-annual-carolina-motorsports-park-283359#.U2LG42dOWUI>

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 —————

**2014 Summer Solstice Wine Cruise
aka "Spring Wine Cruise"**

by Steve Hartung

[When Steve Hartung originally sent me information about the 2014 Spring Wine Cruise, I replied with a smart alec email asking if the event was named correctly, given that summer begins at 6:51 AM on June 21st. I suggested that to be correctly called a Spring Wine Cruise, it would need to be held between midnight and 6:51. Steve and Dawn gave this some thought and decided to call my bluff by renaming the event, now calling it the 2014 Summer Solstice Wine Cruise. Well played, guys.—Ed.]

The CRMC spring-wine-cruise committee has selected Saturday June 21st as the date for the **2014 CRMC Spring Wine Cruise** (aka **2014 Summer Solstice Wine Cruise**). We will be visiting **Elkin Creek Vineyard** in Elkin Creek, NC. Their website 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. Also you can refer to the event flyer on **page 10** of this newsletter.

You do not have to participate in 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 but please note that due to limited space at the winery, the cruise will be limited to the first 40 people to register.

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

shart67stang@yahoo.com

————— C R M C —————

**Woody Woodruff
Accessories PPR**

by Don Stewart

Of course, you know Woody Woodruff is the PPR for CRMC

accessories. He's selling CRMC Polo Shirts, T-shirts, Baseball Hats, and more. Get your accessories at all monthly meetings and at special events.

His inventory now includes the latest CRMC Shirts and Hats:

Men's Golf shirts	\$35.00
Women's V-neck shirts	\$35.00
New Short Sleeve Red T-Shirts CRMC logo front & back	\$15.00
New Long Sleeve Red T-Shirts CRMC logo front & back	\$17.00
Black Baseball Hats with CRMC logo	\$10.00

Call or e-mail Woody to make sure he brings your size to the next meeting or show. Also contact him if you have any special requests. You can reach him at:

704.577.6789

or

thewoodman1@msn.com

————— C R M C —————

Happy Birthday

from Robin Endsley

HAPPY BIRTHDAY to everyone with a June 2014 birthday.

When this issue of *Pony Express* went to press, 27 people appeared in the birthday database for the month of June. Come to the meeting on June 3rd to enjoy a birthday dessert from CRMC:

Nick Lomma	6/2	Janet Wojcik Wood	6/3
Howard Andell	6/4	Brad Kara	6/4
Patti Williams	6/4	Andrew Hunter	6/5
Kathy Sauls	6/6	Andy Cotton	6/7
Kimberlee Cumberland	6/8	Gene Lightfoot	6/13
Lynda James	6/14	Carmel Gillogly	6/15
Makenzi Fesler	6/17	Rich Dagenhart	6/18
Bob Young	6/18	Rick Hayes	6/19
Tim Roche	6/19	Colin Hood	6/21
Michael Williams	6/22	Robin Crowwhite	6/24
Ted Campbell	6/26	Jane Cox	6/26
Lexi Dumont	6/26	Shawn Miles	6/26
Donnie Pope	6/26	Matthew Grev	6/28
Edward Shyne	6/??		

————— C R M C —————

Membership Update

by Paul Watson

At this writing, CRMC membership is 173 households in good standing. When all family members are counted, we have a total of 383 members.

Please welcome new members this month:

Andy & Ruth Cotton
James Cotton

————— 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. Since then, the Hendrick Northlake location was sent to Tom Hennig who in turn sent it to me via email; it's been added to the table, upping the total to 16. Also included in Tom's email were comments indicating that since ethanol is not desirable for cars used in track events, the stations outside Carolina Motorsports Park provide ethanol free gasoline. Also boaters want ethanol free gas so stations around the lakes frequently have it. I don't have details for the stations near CMP nor for those around the lakes so they are not in the table.

If you see a station with ethanol-free gasoline, send the information to me and I'll add it's location to the table. Email me at:

newsletter@ponytales.org

The reason we're interested in this subject is because ethanol is

Stations Selling Ethanol-Free Gasoline

Brand	Location	Octane	Price
Mystik	Eastway Dr at Kilborne Dr Charlotte, NC	87	\$3.349
		89	—
		93	—
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
Shell	Hendrick Luxury Auto Mall at Northlake 10720 Northlake Auto Plaza Blvd. Charlotte, NC	93	Approx \$3.959

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 because, 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

Mustang 50th Promo on "Amazing Race"

Anyone who watches "The Amazing Race" Sunday evenings on CBS knows that Ford is a primary sponsor. Episode 9 in season 24 was shown on 4/27/2014 with Ford taking full advantage of date-proximity to acknowledge the Mustang 50th anniversary. One of the tasks contestants had to complete was a determination of the year of five classic Mustangs, one car for each of the five teams still in the race. The challenge, overseen by president Rene Suter of the Mustang Club of Switzerland took place at the Swiss Museum of Transport in Luzern. The cars were a 1965 Convertible, a 1966 Shelby GT350, a 1967 Coupe, a 1969 Mach I, and a 1971 Boss 351. All appeared to be very nice restorations.

After completing the Mustang challenge and other challenges comprising that leg of the race, the team in first place at the end of the day was the father and son duo of Dave and Connor O'Leary. For their first place finish, they both won a new 2015 Mustang. If you missed the episode and would like to watch it, you can see it online at:

http://www.cbs.com/shows/amazing_race/video/ti67kLJe9wvhErXCKaLoG0_LfYrKTCVS/the-amazing-race-accidental-alliance/



New Dates for the Performance Driving School

Be sure to check out Tom Hennig's article on **page 6**. 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. He also includes guidance on how to register for the school. So read his article closely.

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

1964 Indy—Random Thoughts and Flashbacks

The 98th running of the Indy 500 is on TV four feet to my left as I write this. It's a hi-def widescreen picture with a better view than I ever had in person at the Brickyard. But with the Mustang 50th birthday celebration still fresh in my mind, I'm thinking back to the 48th running in 1964. Some of the thoughts are positive but many are like gut wrenching flashbacks:

1. The brand new 1964½ Mustang, barely 6-weeks out of the box, is the pace car for the race. It's the first thought that comes to mind as I think back. We all know it's the first of three such honors, the other two being 1979 and 1994.
2. Sid Collins broadcasts the race on radio. It's not on TV but it's on closed circuit in some locations.
3. The 1964 race is called the "48th International 500-Mile Sweepstakes" in a testament to the continuing transition from front engine roadsters to rear engine racecars following the "British Invasion" started by Jack Brabham in 1961.
4. Jim Clark is on the pole in 1964 in one of those rear engine cars, a Colin Chapman Lotus 34 powered by Ford.
5. The cars with Ford engines are running on gasoline.
6. Dave MacDonald, a rookie driver from Southern California, is in the #83 Mickey Thompson designed, and Ford powered, rear engine Sears-Allstate Special. The car is said to be a very dangerous, ill-handling piece often called a "pancake" car.
7. MacDonald, a drag racer turned road racer, became one of Carroll Shelby's AC Cobra drivers who, along with Bob Johnson, was instrumental in driving CSX 2026 to the A-Production SCCA National Championship in 1963. Shelby advises MacDonald to not drive the dangerous Thompson car but, nevertheless, MacDonald qualifies it in the 14th starting position.
8. Coming out of turn 4 on the second lap of the race, #83 spins and goes airborne from aero instability, apparently resulting from an evasive maneuver to avoid hitting Walt Hansgen. Spilled gasoline ignites when it hits the exhaust headers.
9. Eddie Sachs, the so called Clown Prince of Racing from Allentown, PA hits MacDonald broadside and dies instantly from blunt force trauma. His car is also Ford powered, adding more gasoline to the fire



10. MacDonald is severely burned by the fire. He makes it to the hospital but dies shortly thereafter.
11. The race is red-flagged for one hour and 42 minutes, the first ever red flag at Indy for an accident.
12. Eventually, A.J. Foyt wins the race, the 2nd of his 4 wins, but the thrill of victory is severely dampened by the early race accident.

From a historical standpoint in Mustang lore, the pacing of the 1964 race was the first of many outstanding achievements by our favorite pony car. But my recollection of the race is more about the horrendous crash that took the lives of two racers.

MSRP Breakdown for the 2015 S550 Mustang

The base MSRP for various iterations of the S550 Mustang have been released by Ford. Thanks to Mark Young for providing the *Car and Driver* information and the Internet link:

<http://blog.caranddriver.com/full-2015-ford-mustang-ecoboost-and-gt-pricing-revealed/>

V6 Base Pricing

Mustang V6 Fastback (050A): \$24,425
Mustang V6 Fastback (051A): \$25,420

EcoBoost Base Pricing

Mustang EcoBoost Fastback (100A): \$25,995
Mustang EcoBoost Fastback (200A): \$29,995
Mustang EcoBoost Fastback (201A): \$31,790

GT Base Pricing

Mustang GT Fastback (300A): \$32,925
Mustang GT Premium Fastback (400A): \$36,100
Mustang GT Premium Fastback (401A): \$38,720
Mustang GT 50 Year Limited Edition (500A): \$46,995

Convertible pricing isn't available yet and likely won't arrive until later this summer.

Follow the link to find pricing for options.

Do you think Ford is proud of the 50 Year Limited Edition at \$47k? Wow! I had fleeting thoughts of trying to get one but not at \$47k. Besides \$47k will probably just be the starting place for dealer markup given the low production number of 1964 units.

No More POTM Articles in the Library

Nothing new here. The Pony of the Month (POTM) library is still empty and I'm still waiting for all of your Mustang stories to show up in my email box along with some photos. It would be a lot more fun editing this newsletter if more club members would take time to participate in its content.

There are some much appreciated regular contributors to the newsletter but they are few and far between. I think there should be more general interest in providing content for all to enjoy.

Enough said. Send your photos and articles to:

newsletter@ponytales.org

When I resurrected *Pony Express* in February 2013, I told Mark I would do it for something like 6 months. So here we are 17 months down the road and I'm still doing it. But I get discouraged because there's so little apparent interest in providing content. It makes me wonder if the effort is worth it.

You see, I think a club like CRMC deserves a meaningful newsletter delivered on time each month. But maybe, just maybe, I'm wrong. Would the majority of members care if the newsletter just stopped? Hmmm!



2014 Summer Solstice Wine Cruise

Join other Carolina Regional Mustang Club members to kick off the beginning of summer with a day cruise to Elkin Creek Vineyard & Winery.

Date: Saturday June 21st, 2014

Time: Meet @ 0930 @ Bob Evans (Exit 18 off of I-77 9253 Statesville Rd. Charlotte 28269) to cruise up I-77 to Exit 83.

Lunch: Elkin Creek brick oven pizza and salad buffet (provided by CRMC)

Wine tasting: Available for \$5.00 or \$6.00

***** We will be stopping at a second winery on the way back down I-77! Make a day of it and cruise along.**

***** Due to space at the winery, the cruise will be limited to the first 40 people.**

Reservations: Steve Hartung @ 704 641-1305

shart67stang@yahoo.com