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**CRMC is a
 Regional Club of
 Mustang Club
 of America**



www.mustang.org

**CRMC
 Charter Date
 August 24, 1978**



Pony Express



Newsletter of Carolina Regional Mustang Club



July 2014



Stubborn Henry

by Don Stewart

with contributions from Gary Travis



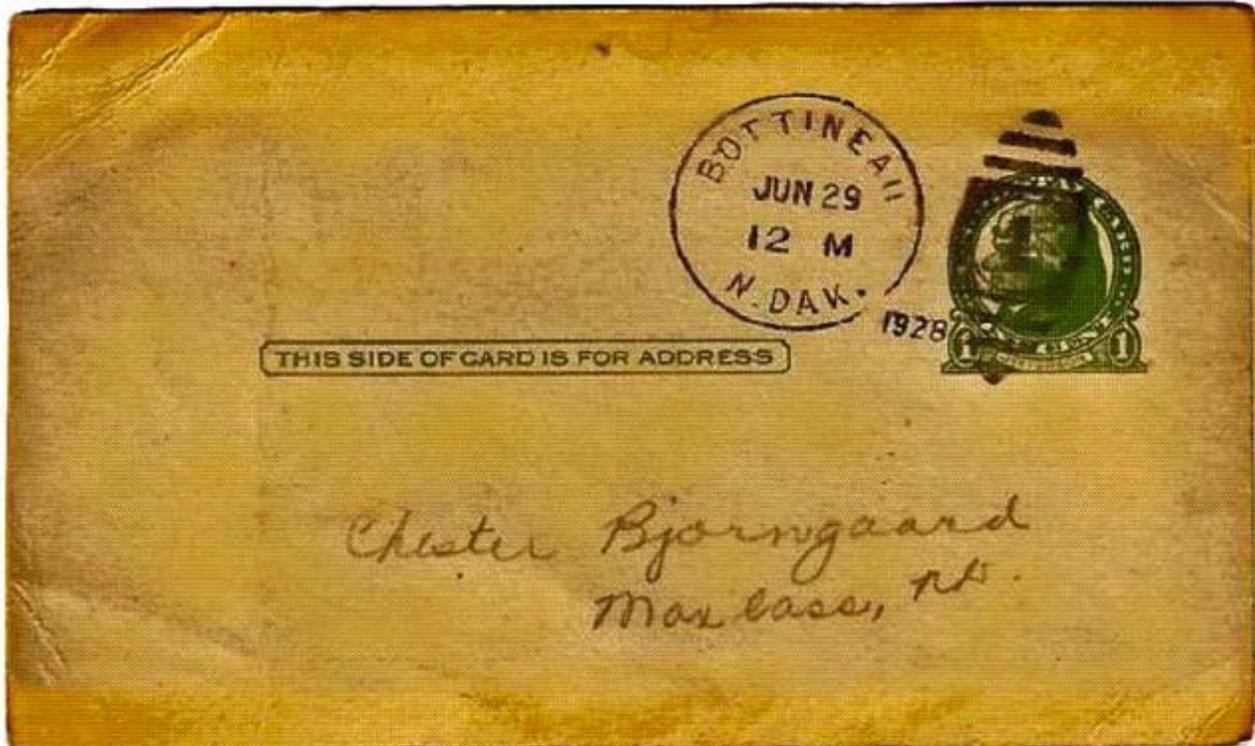
1914 Model T Ford Station Wagon

The founder of our favorite car company was a stubborn man. He was convinced that the Model T was the only automobile that America would ever need. He built the thing for a little more than 18½ years from October 1, 1908 through May 27 1927, producing over 15 million units. It was his son Edsel, company president since 1919, who pushed the company to build-out the “T” and produce the Model A. The “A” became wildly successful in its own right beginning with the 1928 model year and put Ford Motor Co. back in the game with manufacturers that were pulling ahead of Ford on the development curve.

But when Model T production ceased, there was apparent concern among some dealers. The model T had been their bread and butter for so many years that they were doing all they could to assure their “T” customers that they should keep their cars and have them freshened up for an extended life. It makes me wonder if they felt the same way Henry did about the “T” being the only car America needed. Or was it just hard for them to accept that “T” production was over and their future was unknown.

One concerned dealer was C.R. Gleason Company in Bottineau, North Dakota. The dealership sent its customers a letter printed on the back on a penny post card. (*How many of you remember penny post cards?—Ed.*) Several service suggestions were spelled out in the letter along with pricing. The card, both front and back is reproduced at the top of page 2. It’s an interesting artifact of the era. Note the postmark.

Thanks to Gary Travis for providing the picture of the T Station Wagon above and the image of the penny post card. Gary also sent some information that Model T owners needed to know if they lived in hill country. Those instructions plus some of Henry’s philosophy are captured below the postcard.



Dear Sir:—
 We're writing this letter to you today because we want to help you get your money out of your Model T.
 It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.
 The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.
 Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.
 New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.
 The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.
 A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,
 Bottineau, N. Dak. C. R. GLEASON CO.

Driving Advice for Model T Owners

May 31, 1927, the last Ford Model T rolled off the assembly line. It was the first affordable automobile, due in part to the assembly line process developed by Henry Ford. It had a 2.9-liter, 20-horsepower engine and could travel at speeds up to 45 miles per hour. It had a 10-gallon fuel tank and could run on kerosene, petrol, or ethanol, but it couldn't drive uphill if the tank was low, because there was no fuel pump; people got around this design nuisance by driving up hills in reverse. Ford believed that "the man who will use his skill and constructive imagination to see how much he can give for a dollar, instead of how little he can

give for a dollar, is bound to succeed." The Model T cost \$850 in 1909, and as efficiency in production increased, the price dropped. By 1927, you could get a Model T for \$290.

"I will build a car for the great multitude," said Ford. "It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be low in price that no man making a good salary will be unable to own one and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

A Pony, A Snake, and Us

by Don Stewart

Following a great time tasting wine and eating brick oven pizza on Saturday June 21st at the Summer Solstice Wine Cruise, held this year at Elkin Creek Winery outside Elkin, NC, Mary and I headed onto the Interstate for an overnight stay in Abingdon, VA. Sunday morning, our plan was to point the Mustang 20 miles down I-81 to Bristol, TN for a quick peek at Thunder Valley, home of Bristol Motor Speedway and the Bristol Dragway. Little did we know that access to the track was blocked off on Sunday so all we could do was stop in an adjacent parking lot and shoot some pics from outside the track. It was surprising how many people were doing the same thing and sharing the disappointment of the track being closed. We spent about 15 minutes there and met a father and daughter who were sight seeing from New Hampshire. He was a Mustang enthusiast, although with an empty stable at the moment, and she was a Virginia Tech student. So we took our pictures, said goodbye to the new acquaintances, and climbed back into the pony for the real reason we were in Bristol. And that would be to drive "The Snake!"

If you've never heard of "The Snake," it's a 33 mile section of US-421 through the mountains between Bristol and Mountain City, TN. Now it would probably be silly for anyone to drive from Charlotte all the way to Bristol, TN just to take a jaunt through mountain scenery. After all, there are plenty of mountain roads in North Carolina. But "The Snake" is special and being in Elkin the day before, we weren't that far away.

The special attraction we planned to enjoy wasn't the scenery. It was the 489 curves packed into that relatively short stretch. We'd been told that it would be a drive to remember with curve after curve ranging from sweepers to 90s to honest-to-goodness switchbacks, with some interesting elevation changes thrown in for good measure. The PR said it wasn't as intense as Tail of the Dragon with its 318 curves jammed into 11 miles but fun, nonetheless. And there was said to be an added bonus of little or no law enforcement overseeing the 35 mph speed limit, in stark contrast to almost constant oversight on The Dragon.

Well, the PR was right on point. It was great fun and the Mustang performed flawlessly, mostly in 3rd gear with frequent dips to 2nd and 1st. And the law enforcement thing was also true but unless scrubbing tread off your tires and using up your brakes is the object of the drive, 35 mph is just about right. The speedometer only occasionally exceeded 35 and rarely did 4th gear come into play; 5th and 6th gears never saw the light of day, not once.

Traffic? What traffic? The Dragon will drive you crazy some-



times because traffic can be heavy. But The Snake, at least on this day, was mostly our road. We followed one car for about 2 miles before it turned off and one motorcycle followed us for a couple of miles before it turned around and headed back the other way. Overall, I'd guess we saw about 15 oncoming cars, SUVs, and pickups and maybe half as many motorcycles over the entire drive.

Roughly half way along the 33 mile stretch, is the unincorporated village (crossroads really) of Shady Valley with a couple gift shop/souvenir shop/restaurant/gas station combos catering mostly to motorcycles. We stopped for a few minutes at the one called The Country Store, just to check it out. I wanted to buy a T-shirt. They had several racks of them but apparently only 2X, M, and S people buy shirts there because Large was not available. So we saddled up and continued the fun to Mountain City.

Before making the drive, I had envisioned the route as a compromise between The Dragon and The Cherochala Skyway. To some extent it was but without a doubt it was heavily weighted toward The Dragon. Would we do it again? Absolutely! Should you add it to your bucket list? Not a bad idea, if driving the twisties makes your blood tingle. You could even make it part of a trip to the Boone area.

— C R M C —

50th OPEN TRACK

Celebrating the Mustang's 50th Anniversary
with hot laps at Charlotte

by Jim Edwards, Chief Instructor
Mustang 50th Birthday Celebration

[Those of you who belong to MCA probably saw this article in the June 2014 issue of Mustang Times. For others, it provides excellent insight into what track events are all about and, more than anything, the personal side of the event at CMS during the 50th anniversary celebration. Jim's captivating writing style makes you feel like you're right in the midst of it.—Ed.]

Those of us from the Performance Driving School Team (part of the Carolina Regional Mustang Club) are often asked why we conduct these high performance driving schools and open-track events such as at the 50th at Charlotte Motor Speedway. Many suspect it is the adrenaline high from being on a race course, the smell of racing fuel and rubber, the thunderous sounds coming from race cars and highly modified street cars, and maybe just because we're "good old boys" who have the "need for speed." Candidly, while all of those come into play, they are not the only reasons.



We also do this to enable Mustang owners to understand the



capabilities of their cars and their skills as drivers while teaching safe driving techniques and allowing folks to simply have fun. But quite honestly, we enjoy the mile - wide grins we see as new track drivers exit their cars after a session. The same applies when we take passengers on ride-along hot laps around the track.

The CRMC's Performance Driving School Team was handed the monumental task of organizing and managing the on-track experience during the Mustang 50th Birthday Celebration. Under the very business-like guidance of event chair Tom Hennig, we managed to put nearly 350 cars and drivers on the track during a three-day period with only one incident. I was tasked with the chief instructor's job and those o'dark-thirty driver safety briefings each morning. I can tell you that the infield of Charlotte Motor Speedway is very, very dark at 5:15 in the morning and particularly dark when combined with the heavy rains we had on Saturday.

Once we set things in motion, James Ray (our past chief instructor and VIP coordinator for Charlotte), myself, and a couple of others settled in to provide hot laps for many passengers. We didn't keep count but we estimate that we took well over 100 happy riders on laps around Charlotte Motor Speedway. Pretty much to the man and woman, none had ever been in a race or track car on a race track and none even on a super speedway. Our passengers included attendees from such faraway places as Sweden, Norway, Canada, Scotland, England, and Germany, as well as people from nearby Harrisburg and Concord.

The ever-present results of these hot laps in the passenger seat



was a mile-wide smile, profuse appreciation for the opportunity, and perhaps a chance to encourage these folks to pull their prized Mustangs out of the garage and try it themselves. In fact, one 2007 Shelby GT owner asked if his car was capable of doing what my 2007 Shelby GT demonstrated to him. I told him,

"Yes, just find a local performance driving school, get an instructor, then get some seat time. You'll be amazed what you and your car can accomplish."

But the underlying purpose of this article is to tell the story of the Swedish family from Lulea, Sweden. The father of the group was celebrating his 50th birthday, which coincided with that of the Mustang. For his birthday, his wife and teenage daughters took him on the trip to Charlotte. We had long lines signing up for ride-alongs but I made veterans and visitors from other countries a priority. Thus a long came Lars Sjöberg, a tall, blonde, blue-haired, and fair-skinned Swede - would you expect anything different? Thrilled about his ride-along with me, we managed to join the advanced group so I was able to provide him speeds approaching 140mph on the back stretch. Lars' English was spotty but he understood English clearly. While waiting on the grid for our chance to enter the track, I managed to determine that he owned a Mustang and was somehow involved with the Mustang Club of Sweden.

Upon returning from our session, Lars summoned his younger daughter who was proficient in English. They wanted more pictures (I'd made arrangements to get them behind the pit wall to take pictures as Lars and I flew past) so they took some of my car, including one of me posing beside it. Lars' daughter explained that her father is an officer with the Swedish club and he wanted the pictures for their magazine! So it appears that the author's car and ugly mug may appear in their Swedish publication.

I also learned that the Swedish club has over 4,000 members with 1,000 Mustangs. They do cruise in's, car shows, and meets, all the stuff we do with our clubs in the U.S. Given where Sweden is located, and particularly northern Sweden where Lars lives, they only get their Mustangs out for about four months of the year. They are so far north that they have a couple of months of 24-hour sunlight.

The next day, Lars returned with family in tow along with another Swedish family. James Ray, Bill Dillard, Brandon Dillard, and Norm Demers made certain that all of them who wanted a ride got one. The mother didn't want "hot laps" so we got her out in the pace car. She said that was fast enough for her.

The end result was a group of new friends who share a similar interest and passion for the Mustang - and trust me, the folks from Norway, Scotland, Australia, etc. share a similar one. They all exited our cars with huge grins on their faces. Lars said to me in broken English, "I'll remember all of my life."

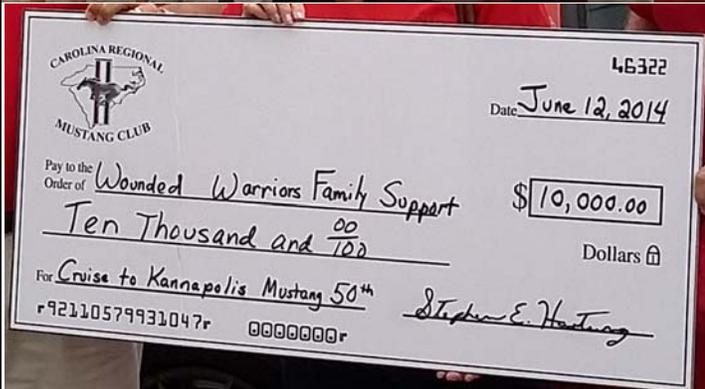
Other than the success of the 50th open track event, this was my personal highlight of the Mustang 50th Birthday Celebration - my passenger celebrating his own 50th along with that of the iconic Mustang. *(Reprinted with permission)*

CRMC

Wounded Warriors Family Support Benefits from Success of 50th Cruise to Kannapolis

by Don Stewart

The Wounded Warriors Family Support Mustang was in Charlotte on Thursday 6/12/2014 from 5 PM to 7 PM. It spent the 2-hour period at Performance Ford on South Boulevard with a background display of 14 CRMC Mustangs and several CRMC members present. Everyone had an opportunity to add their signature to hundreds already on the car. MCA members have prob-



As you'll recall, proceeds from the world-record-attempt **50th Anniversary Concord to Kannapolis Cruise** were earmarked for donation to WWFS and CRMC was delighted to make the presentation during the gathering. Our \$10,000 donation left everyone pretty much speechless.

The Kannapolis cruise was one of the most successful events ever staged by CRMC, "staged by CRMC" being the operative phrase. Every dime in that check came from the cruise and no other source. Mike and Lorie Williams made it happen and the size of the check is a testament to their hard work. MCA was not part of it although they very much wanted it to be a noteworthy adjunct to the 50th Anniversary Celebration. It was definitely that and more!

Mike, Lorie, CRMC and the Mustang Community rock.

CRMC

Priceless Award

by Carol Barker

CRMC will be presenting the "PRICELESS" award quarterly to the member who has stepped up to the plate and not only volunteered their time to club events but also to MCA events, club meetings and other CRMC events.

Members have been asked to nominate a member that they think deserves this award by emailing Carol Barker at:

vp@ponytales.com

Carol will discuss the nominations with the Board for their vote and then the award will be presented to the member that CRMC thinks is "PRICELESS". The inscription reads: "Volunteers are seldom paid; not because they are worthless, but because they are priceless."

The first award was presented to Jim Brooks at the June 2014 meeting. Dave Goff, Carol Barker, Mark Young and Woody Woodruff talked about how Jim had volunteered. Jim then told us how he moved to Charlotte with his Mustang, one of a few cars, from New York and joined the CRMC. He has been a member



since 1984.

Jim sent this email to the club:

Ref: "THE PRICELESS AWARD"

Mr. President, kindly convey to the Board of Directors and to the Officers, my appreciation for being selected as the recipient for the First Award.

I am proud to still be a member through the years, and will continue to assist in the activities for the Club.

Again my Thanks,
Jim Brooks

ably read about the Family Support initiative in *Mustang Times*. Others can read about it at:

woundedwarriorsfamilysupport.org

Let's all look at our members and nominate – especially those that are behind the scenes volunteers. We have excluded Board Members and Officers from being nominated at this time.



— C R M C —

Willow Run Being Demolished

by Don Stewart

Willow Run was constructed by Ford Motor Co. shortly after the beginning of World War II for the mass production of Liberator B-24 bombers. Located between Ypsilanti and Belleville, MI, Ford never used it for automobile assembly.

Originally, the plant made parts for offsite B-24 assembly at Douglas Aircraft and Consolidated Aircraft but in short order, Ford received certification to build the completed bombers in-house; full assembly started in October 1941. The production rate eventually reached one airplane every 63 minutes. A total of 6,972 Liberators were built at that location before production ceased in 1945. Willow Run was the home of “Rosie the Riveter”, the female production crews that were instrumental in building the airplanes.

Willow Run was constructed on land owned by Henry Ford, sold to the government upon completion, and then leased back with an option to buy it after the war when aircraft production would end. The option was never exercised and in 1953 General Motors bought the plant to build Hydramatic transmissions after their transmission plant in Livonia, MI was destroyed by fire.

In the years between WWII and GM’s purchase in 1953, Kaiser-Frazer used the facility to assemble their automobiles and build some of the C-119 Flying Boxcars used by the Air Force during the Korean War.

Under GM ownership, the plant was expanded to house the GM Powertrain division and eventually Fisher Body assembly lines for Corvair and Nova. During the Viet Nam War, they used

part of the facility to produce the M16A1 rifle and M39A1 auto-cannon. They ended all assembly operations at the location in 1992 but Powertrain manufacturing continued, although at ever decreasing rates. Following the (forced) GM bankruptcy in 2009, the plant was shut down at the end of 2010. The complex passed into the hands of the RACER Development Trust in 2011 as part of the bankruptcy proceeding.

In 2013, RACER Development Trust reached an agreement with Walbridge Development to build a “shared” R&D center and test track for connected vehicles; demolition of Willow Run is already underway to make room for the new facilities. According to the U.S. Department of Transportation, connected vehicles will use wireless communication to improve safety, mobility, and the environment by “talking” to one another, “talking” to traffic engineers, and “talking” to traffic control devices such as traffic signals. I didn’t find the word autonomous on the U.S. DOT site but connected vehicles are an important stepping stone toward autonomous control.

Part of the Willow Run site is being held for development by the Yankee Air Museum currently located in Belleville, MI. They want to move their museum of aviation history and its participants to the B-24 bomber factory. Their money raising efforts have nearly reached the projected amount needed to facilitate the move.

And just to close the loop on the Ford involvement in Willow Run, a new book entitled *The Arsenal of Democracy* (Houghton, Mifflin, Harcourt) authored by A.J. Baime suggests that Henry Ford resisted building the plant. It goes on to say that Edsel Ford was the force behind getting the job done, similar to the way he was able to bring the Model A to market over his father’s objections. While we may remember the name Edsel Ford for the failed car that carried his name or a public image that suggested he was somewhat of a European playboy, he apparently was an important force behind the scenes, moving Ford Motor Company forward during his time as company president. Never one to hide, his father Henry was quick to take credit for many of Edsel’s achievements.

— C R M C —

CRMC Summer Picnic

by Don Stewart

Last summer Ray and Marilyn Michue graciously opened their house to CRMC members for a picnic. The club had it catered by Fort Mill BBQ. The food was excellent, the socializing was excellent, the pool was open for anyone who wanted to take a dip, and the neighbors enjoyed an impromptu car show comprised of picnic-goers rides parked in the street.

Well, it’s happening again this year: Same place, same source of food, same car show. Ray says the neighbors are looking forward to it. We club members are looking forward to it too. It was a lot of fun last year.

Ray will pass around a sign-up sheet at the July club meeting to get a head count for Fort Mill BBQ. So plan to attend. Mark your calendars for Saturday, August 16th between the hours of 4:00 PM and 8:00 PM.

See you there.

— C R M C —

Boys & Girls Clubs Annual Steak and Burger Dinner

by Carol Barker

On September 25, 5-8:30pm at Charlotte Motor Speedway, the

Salvation Army Boys & Girls Clubs will hold their annual Steak and Burger Dinner (I have attached the flyer)

CRMC is a sponsor of this event. We will get 24 seats for the dinner and also a Mustang display around the garage. The Boys and Girls Club will provide a trophy for a patron vote for the best Mustang.

We want lots of Mustangs there and since we have 24 seats for dinner, if you want to bring your Mustang let me know. Each Mustang will be limited to 1 driver and 1 passenger. I will need to know the following information. So let me know:

Name of driver Name of passenger (if one) Model of Mustang

This will be on a first come first served basis. I hope we will fill up all the slots. **You will need to be at the speedway by 4pm.** The dinner is a lot of fun and there will be lots of silent auction items for you to bid on (SunTrust Bank puts on the auction).

If you have questions or to register, email me at:

vp@ponytales.org

BE THE ONE TO MAKE A DIFFERENCE.



————— 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 —————

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 July 2014 birthday. When this issue of Pony Express went to press, 35 people appeared in the birthday database for the month of July. Come to the meeting on July 1st to enjoy a birthday dessert from CRMC:

Karen Cropper	7/2	Paul Towle	7/2
Tim Cleary	7/3	Mariah Malund	7/4
Daniel Hinson	7/5	David Godfrey, Jr.	7/6
Lili Mikesh	7/7	Mary Lomma	7/7
Jonathan Switzer	7/8	Diane Ervin	7/9
Phillip Graham	7/9	Dave Barrett	7/10
Charles Brown	7/10	Tammy Cooley	7/10
Lauren Hartung	7/10	Anna Love	7/14
Jean MacRae	7/14	Angela Lightfoot	7/16
Mary Strup	7/17	John Brynarsky	7/18

Vanessa Brown	7/21	Herman Pfisterer	7/22
Bill Jefferson	7/23	Linda Ray	7/23
Mark Young	7/23	Shelley Godfrey	7/24
John Lepke	7/24	Carroll Pucket	7/24
Kyle Bleau	7/25	John Wesley Goff	7/25
Joshua Kollmann	7/27	Catherine Burris	7/28
Stephen Garza	7/29	James Cotton	7/31
Jim Shyne	7/??		

— C R M C —

Membership Update

by Paul Watson

At this writing, CRMC membership is 171 households in good standing. When all family members are counted, we have a total of 379 members.

Please welcome new members this month:

Vernon Bridges
Kenneth Cantrell
Steve and Eilieen Willoughby

— 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.

Not long after receiving the information from Tom, Gary Travis located a Mystik station on Old Concord Rd. in North Charlotte so it's been added to the table. bringing the total to 17, as of the date of publishing.

If you see a station with ethanol-free gasoline, send the information to me and I'll list it along with the others. 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 because, as we all know, gas prices fluctuate all over the map. One other thing to note is the gradual implementation of red slip-

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
Mystik	Old Concord Rd at Newell Baptist Church Rd Charlotte, NC	87	\$3.899
		93	\$4.299
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

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

New Dates for the Performance Driving School

Be sure to check out Tom Hennig's article on page 7. 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.

Mustang S550 Carrots—The Tease Phase before Job 1

Enthusiasts magazines are scrambling to be the first to report the latest Mustang S550 tease from Ford. Here are the most recent ones I've seen:

1. Mustang Chief Engineer, Dave Pericak, gave *Car and Driver* scribe, Daniel Pund, a shotgun seat ride-along in a 2015 Mustang 4-cylinder EcoBoost test mule at the Ford proving grounds in Bruce Township, MI. Pund was impressed with the suspension, brakes, handling, but not so much the sound. Pericak assured him the exhaust note was still under development.
2. *Motor Trend* is convinced that a Ford "inside source" is correct when the person says there will be two Shelby Mustangs on the S550 platform: a GT 350 and a GT 500, but no sooner than 2016. No details were available but word on the street has been a GT 350 for sure in 2016 but no GT 500 because the engine compartment is too small. We should know in a couple of years, I guess.

Mulally Out, Fields In

Only a few months ago it was said Ford CEO Alan Mulally was leaving Ford and going to Microsoft. He denied that report, saying he was not going to Microsoft and planned to stay at Ford, at least through the end of 2014. Things have changed and Mulally is retiring at the end of June to be replaced on July 1 by Ford COO, Mark Fields, a 25-year Ford veteran.

This move has been in the works for at least 18-months but is taking place about 6-months earlier than first thought. Mulally says it's because Fields is ready so the time is right.

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

— C R M C —

Mustang for Sale

1965 Mustang Coupe (Wesley Chapel, NC)

1965 A Code (Factory Power Steering, Power Brakes, A/C)

50K Original Miles

In very good condition. Gets attention where-ever she goes.

289 V8 with

Cruise-o-Matic transmission

95% original

Period correct.

Runs and drives solid

Interior is a 9, Exterior is an 8.5/9

\$15,000

Serious inquiries only. No Joyrides.

Contact John at: (704) 243-7232



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