

The Pegasus

April 2011

Proudly Sponsored by Bowen Scarff Ford <http://pcmc.cc>

pegasuspcmc@gmail.com



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Meetings: 1st Friday of every month,
7:30PM.

Location: Bowen Scarff Ford Used Car
Showroom. 1157 Central Avenue
North, Kent, WA 98032

Coming Events

April

- 1st-3rd** **Portland Swap meet**
[Click here for more information](#)
- 1st** **PCMC Monthly Meeting**
Bowen Scarff Ford used car show
room www.pcmc.cc
- 10th** **26th Annual Fabulous Fords
Forever**
Knotts berry Farm
www.fabulousfordsforever.org
- 17th** **Ford Of Kirkland Annual
Birthay Bash**
11am-3pm Contact Shannon Wolk
after 5pm 206-353-2391
Registration Fee = Food Donation
- 29th** **Pegasus Deadline**
Submit content at
pegasuspcmc@gmail.com
- 30th –1st** **Port Angeles Mustang Show**
9am-4pm Port Angeles
Saturday—Cruise
Sunday—Show and Shine
www.northolympicmustangs.com

Officers, Board Members

Tom Rowley	President
Paul Terjak	Vice President
Sharen Elmer	Secretary
Margaret Petersen	Treasurer & Tours and Events
Chris Johnson	Past President & Technical
Dick Knight	Board Member, 2nd year
Stan Vanderford	Board Member, 1 st year
Bobby Johnson	Alternate Board Member
Bobby Johnson	Alternate Board Member
Tommy Davis	Newsletter/Membership List
Gayl O'Neil	Membership/ Club Store

Chairman of Activities

Mark Palmore	Bowen Scarff Rep/Car Show Leader
Skip Echert	Web Site
Historian	Gary Hallberg
Bruce Petersen	Technical



April Birthday

Rob Stout
April 15th

Board Meeting Location

Kent Library
212 2nd Ave N.
Kent, WA 98032

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March 2011 P.C.M.C. Minutes

President, Tom Rowley is still on vacation and Vice President, Paul Terjak is out ill. Past President, Chris Johnson opened the monthly meeting at 7:38 pm on Friday, March 4, 2011 in the Bowen Scarff Show-room.

Attendees: 26 members and 2 guests.
Minutes of the February 2011 meeting were approved as written.

Treasurers report was given by Chris Johnson as Margaret Peterson was absent. A final payment was made on the banquet and various other items

Pegasus: Tommy Davis was congratulated for a great newsletter. She still needs members to send in some articles and maybe some features for the newsletter.

Website: Skip Echert reported that he put 7 vehicles on the website and still cannot identify some of the vehicles that are on there. They may be old members or the members no longer have the vehicle. So take a look at the website and help him out.

Tours and Events: Some of the upcoming tours are Bub Melby's on Saturday, March 12th. Dick Knight has arranged this and there is a sign up sheet so Dick will have some idea of the attendance. We are to meet at 4 corners by the liquor store at 9:45 am. Other upcoming events are: Stagnation car show on March 13th at the XXX. Roadster show will be in Portland on March 19th & 20th. The spring swap meet is in Puyallup, March 19th & 20th. Port Angeles car show, May 1st, you can register online. Northwest Motor Fest will be held in Boise, Idaho on the weekend after 4th of July. On Labor Day weekend, September 3rd, Dick Knight has arranged a all Ford car show at Riverside Ford in Sumner. See Dick for details and time.

Tech Session: Dyno day at the Mustang Shop on April 16th You can get 3 pulls for \$65.00. Chris Johnson will put it on the website and open it up for other clubs. There is a sign up sheet for that. See Chris Johnson. They must have at least 10 cars. George Patterson, owner of Self Serve Garage introduced himself to the members. He is a new businessman in the area. His shop is located on W. Valley just off James. He has offered a 50% discount for the group and he is having an event on August 15th with some do it yourself timed events. Everyone is welcome to visit his shop.

Old Business: Bowen Scarff Ford has agreed to share in the cost of the brick at the Lemay Museum. Both the club and Bowen Scarff names will be on the brick

Suggestions for the April 13th dinner, Trotters Restaurant in Auburn.

Split the pot was won by Jo Paoletti and member in attendance was won by Marti Castillo and Jeff Brewer.

Meeting was adjourned at 8:18 pm.

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Weird Mustang Facts Part 2

Hype, Myths, Urban Legends, Lost and Found Lore, Rare Finds, And Generally Weird Stuff From the May, 2009 issue of Mustang Monthly By Jerry Heasley

Lost Lore: Ford Of Australia Did Sell Some Early Mustangs!

It's common knowledge that Ford of Australia did not go into Mustang production. However, in a letter from reader Brett Hay of Aldgate South, Australia, we have learned that Ford of Australia to help promote its new XR Falcon imported 48 brand-new hardtops, automatic 65 Mustangs. They converted each car to right-hand drive using local Falcon/Fairlane steering components. The completed cars, fitted with a Ford Australia ID plate on the driver-side inner fenders, were a mix of mostly six-cylinders and a lesser number of 289s.

Ford of Australia also imported 161 new 66 Mustangs and converted these cars in a similar manner. Hay is not sure if these Mustangs were all hardtop/automatics.

We attended the Mustang Owner's Club of Australia national show in 1991. At the time, we didn't know about these special Mustangs, but we'd like to see one of these cars. Perhaps an Aussie contact could send us a picture. How many of these Australian Mustangs still exist? Are any of the 66 Mustangs convertibles or fastbacks? Are any of the 289s the K-Code Hi-Po? Were some cars GTs? What special features did the cars have other than the right-hand-drive conversion? Was there an Aussie Roo Special? (Sorry, I couldn't resist that one.)

Weird Science: ET350

Is there a Shelby on the moon? It's possible. Shop foreman Bob Wyatt, in an interview in The Shelby American, is quoted as saying; we worked on the moon buggy to the east of the production shop. That has never been made common knowledge. Security was tight. □

Wyatt never learned if the buggy they worked on was the one that landed on the moon and is still up there today. Mission Control missed a good opportunity. They could have painted it with blue LeMans stripes and called it the ET350.

Urban Legend: Shelby American Helped Develop the Lunar Landing Module

With security so tight on the buggy, it makes us wonder if the craft that landed Neil Armstrong and Edwin Buzz Aldrin Jr. on the moon in 1969 didn't have some Shelby American roots. This is a story that might be more than urban legend it could be true.

Bernie Kretzschmar, a race shop mechanic at the Shelby American facility on Imperial Highway at Los Angeles Airport, told us this story.

One day, while working in the race shop, we spotted a strange craft in the lot over the fence to the west of us. The Air Force or whoever it was, towed in this kind of thing that had a jet engine, a seat, and four legs. The Air Force fired it off a couple times. It was being tested. The Air Force finally got it off the ground about 10 feet, and it did fly over our fence and over the race area. □

Kretzschmer remembers the craft was quite unstable and they were waiting for it to crash. The pilot got control of the contraption, landed, and it caught fire. He believes it was the mule for NASAs lunar landing module, but the race shop where he worked did not build or test it.



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Lost Lore: The 68 Tunnel Port

It's a fact that Ford agreed to homologate the 302 tunnel port for Trans-Am Racing, which meant it had to build the car for showroom sales. Were any made? Car and Driver magazine did a comparison road test with a 68 Z/28 Camaro and a 68 tunnel port Mustang. This Ford even had a factory sticker price of \$3,719.69. It ran 0-60 mph in 5.4 seconds and the standing quarter-mile in 13.96 at 106.13 mph.

Meanwhile, race teams cried out for standard 302s because the tunnel ports were blowing up. The only reason to offer a tunnel port for the street was to sanction it for the track. Ford was obligated to do so, but when it flopped on the track, Ford just kind of let it slide. The Fédération Internationale de Automobile (FIA) sanctioning body didn't say much, and neither did the public.

One reader told us he dropped by Holman-Moody one day and spied a set of these heads. Days later, he called the shop and asked to buy a set. Holman-Moody played dumb and denied knowing anything about the heads. TP 302s occasionally surface. Bob Perkins told us that several years ago he bought the smog system off a brand-new, in-the-crate 302 tunnel port. Apparently, smog parts interchange with the regular 302.

Whenever we run across a 68 Trans-Am Mustang, it has always had a 302 with regular heads, not tunnel port. As far as we know, not one single production 302 tunnel port Mustang has survived or has been restored with this big-valve engine. The ones that were built were probably mules from the Ford test track. They were taken apart and scrapped later. Likewise, it appears none of these cars got out to the public. Their ignominious racing history has not cultivated a legendary heritage. This is too bad because no matter what was said about the car, it was exotic and fast and should be a part of Mustang history and lore.

The Car and Driver test car came with a tall aluminum, eight-barrel intake manifold with a pair of 540-cfm Holleys. The heads feature huge intake ports because they don't have to be crowded between the pushrods. Pushrods simply run inside tubes inside the ports hence the name tunnel port. Sadly, there is nowhere to view this Mustang history.

The 68 tunnel port 302 was supposed to be a production motor to qualify for the Trans-Am. Was it ever given an engine code? Ford race teams did use these engines, so what happened to them? Did the Car and Driver test car survive?

Urban Legend: I saw a 68 427 Mustang!

Sightings of W-Code Mustangs are quite common. We regularly receive letters (one in particular from Australia) of 68 Mustangs powered by a factory original 427. So far, we've yet to document a car or even receive a picture of a VIN and trim tag with a W code.

In the early years of the hobby, enthusiasts assumed that Ford produced a W-Code 427 Mustang. Ford announced that the hydraulic lifter 427 would be optioned in the 68 Mustang. The 427 did make production in the Cougar, though. Ford dropped the engine from the lineup, but there is still a faint hope that a few made production. Listed above are a couple of late stories about W-Code 68s. You can make up your own variations of them, but we like the first story because it exudes the most confidence, since it tells of not just one, but two 68 W-Codes.

Urban legend: 427 Mystery Solved?!

If Kevin Marti has all the facts from Ford, then no W-Code 427 Mustangs were built. According to his new book, Mustang by the Numbers 1967-1973 [copyright 1999 Kevin Marti, El Mirage, AZ (623) 935-2558], which takes information from Ford's computer archives; the W-Code did not exist—at least where the Mustang is concerned. There is, however, a caveat—the 72 options list does not show the rear deck spoiler as an option, even though it was shown in 1971 and 1973. Marti even backs up the what-if theory: Ford might have built them in such small numbers that they never showed up as a Code, kind of like the 67 Shelys that had an S engine code (390) and were, in fact, packing the 428. So, either they are or they aren't, but so far we still have no graphic proof one way or the other.

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Science Fact: Four-lug 15-inch Wheel

It seems that Ford built at least one 65 Mustang sporting a four-lug wheel and Galaxie hubcaps. From what owners Linda and Harland Lippold of Benton City, Washington, say, the option was an orderable one in 1964. This car also has a trunk-mount antenna.

Myth: It'll Bring A Fortune In California!

Oh, no! Don't take eight grand for your Mustang here! It'll bring thirty thousand in California!

How many times have you heard how much a Mustang will bring in California? One reason people in the Midwest, East, and South can't buy early Mustangs from certain owners is that they have heard wild stories of how much money their cars will bring in the Los Angeles area.

Lets say it's an unrestored 65 convertible with a little rust in the rear quarters and worth about \$8,000. The owner, after hearing the California Gold stories, is afraid to sell. The truth is the Mustang market is national. A car in Illinois sells for about the same price as a car in California.

In fact, since cars on the West Coast are much more likely to be rust-free, they are more likely to bring more money in the Midwest than they do in California. We know dealers in California who regularly sell early Mustangs to clients in the East. Bring a Mustang with even a little rust to California and it'll probably sell for less money. One of our dealer friends in Los Angeles told us, and how are they going to sell it? Stand on the street corner with a sign?

Found Lore: Special-Edition Mustangs

If you see a Mustang that looks modified at a concours show, the owner says it is real, and you are smitten with the urge to call him a dunderhead because you've never seen a Mach 1 with side stripes such as that and a picture of a tornado on the rear quarters, you'd best keep your mouth shut. In all likelihood, it is real.

Ford built oodles of special-edition Mustangs, some of which even the most seasoned experts have never seen, such as a 68 Red Bird (Cardinal) Special, built for the states of Virginia and North Carolina, where the cardinal is the state bird. Bill Weaver told us these cars came with rear quarter badges that were gold with a red cardinal. Apparently, none of these cars have been restored. Weaver has three of the badges and the instruction sheet on how to install them, though.

Probably the most commonly known special edition is the 68 California Special. Colorado dealers had a High Country Special for 1966, 1967, and 1968. The Mustang with the tornado on the rear quarters is the 70 Twister Special from Kansas. We could name more than a dozen special-edition Mustangs. Texas had a Blue Bonnet Special. Did you ever hear of the 68 Gold Nugget Special?

Some of the special editions are one of a kind, such as the 68 in Jeff Kreuger's garage. Most people think he is making up his own Playboy Pink Mustang. At a show, one lady exclaimed, That's not real! Oh, but it is real. His hardtop is Passionate Pink, one of the colors of the Month Mustangs offered through the Denver sales district in the first four months of 1968. Passionate Pink made sense for February and Valentine's Day, and Emerald Green was perfect for March and St. Patrick's Day. Kreuger's car is the only one of its color to surface, although at least 10 were built.

Rare Finds: 69 Ford Mustang Boss 429, 10.5 miles, \$1,000

We've all heard stories about low-mileage, rare Mustangs at ridiculously low prices. They are legends. Usually, they are false. When they are true, there is an interesting history behind them. What makes early Mustangs so interesting is their heritage. Here's a typical bizarre true story.

KK 1279, a 69 Boss 429, didn't quite make it to Organ Ford in Compton, California. The truck driver fired it up and backed it off his convoy truck. Realizing it was a specialty car; he left it idling, and ran inside to ask where he should park it. When he walked back outside, the car was gone. They recovered the car two months later under a Los Angeles freeway. It had 10.5 miles on the odometer and was like new except the engine and transmission were missing. After the insurance company made a settlement, the car stayed on the back of the dealer's lot under a tarp until it was sold in 1972 for \$1,200. In 1974, still with the 10.5 miles, it sold for \$1,000. .

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Today, it is in the hands of its third owner, Denny Altridge, a Portland, Oregon, collector who has owned 15 Boss 429s and 37 Boss 302s. The car's current mileage is under 3,000. The motor and transmission have never been recovered.

Urban Legend: Tales of Mustang Finds

Did you hear the one about the 66 Mustang advertised for sale that turned out to be a Shelby? The stripes were painted over and the buyer discovered a Shelby tag under the hood! Wow, what a deal that was! Don't we all wish we could be so lucky? Ninety-nine times out of a hundred, these stories are not true, but they sure get attention.

In each of these cases, the buyer is simply looking for a certain model-year Mustang, only to find a rare, specialty Mustang. So any of the 65-70 Mustangs can turn into Shelybys, the 69-70 Mustangs into Mach 1s, the convertibles turn into super-rare Cobra Jets, and so on.

Mexico Rare Finds: Big-Block Mustangs

When gasoline prices skyrocketed in the States during the early 70s, the price at the pump stayed about the same in Mexico. In the States, prices dropped on big-engined American musclecars, resulting in many of them going south of the border to Mexico.

Today, it's still quite common to find high-performance Mustangs in Mexico. Prices can be dirt cheap, and cars can also be in extremely poor condition.

One of the most interesting examples of a rare find was the Doghouse Boss-Nine, which Mike Lightborn discovered in Juarez, Mexico, in 1989. It was so named because it became a doghouse after it was parked.

Science Fiction: I would have bought that car!

We all like to look back decades at cheap prices for historic Mustangs and think we would have bought that car and kept it all these years. The truth is the price at the time seemed a bit pricey to everybody.

Science Fact: You Have Reached the End?

Well, there you have it. Of course, as with any of these, we'd like some more. If you have a bit of urban legend you'd like to dispel or perhaps a bit of fact you'd like to dispense, we'd like to hear from you. Please write to Science Fact and Fiction, Dept. MM, 3816 Industry Blvd. Lakeland, FL 33811.

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Special Thanks to:
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7th Annual *Show & Shine*

Saturday June 11, 2011

Tacoma Store: 5950 North 9th Street

FUN FOR ALL AND A HOT ROD HAPPENING!

Door Prizes, Goody Bags, 50's Music, Awards plus...

Dash Plaques & Tee Shirts for the first 150 Registrations!

AWARD CEREMONY WILL BE AT 3:00PM

7th Annual Show & Shine Pre-Registration

Registration Fee in Advance or Day of the Show \$20.00

Mail Pre-Registration to : Baxter Auto Parts, 5950 N. 9th Street, Tacoma WA 98406

Proceeds Will Be Donated To:



Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Vehicle Make: _____ Model: _____ Year: _____

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SPRING-INTO-SUMMER



JUDGED MUSTANG SHOW

SATURDAY, MAY 7, 2011

REMLINGER FARMS – CARNATION, WA



Check-in 8:00 am; Judges Meeting 10:00 am; Judging begins 10:30 am; Trophies 3:00 pm



Pre-registration required. Entry fee: \$20.00; Teenagers: \$10.00

******* ENTRIES MUST BE RECEIVED BY APRIL 30, 2011 *******

Name _____ Club Affiliation _____

Address _____ City _____ State _____ Zip _____

Phone (____) _____ Email _____ MCA # _____

Mustang Info: Year _____ Body Style _____ Color _____ VIN # _____

Check if applicable: Boss _____ Cobra _____ Roush _____ Saleen _____ Shelby _____

Make check payable to *Mustangs Northwest*. Mail to: MNW, P.O. Box 53145, Bellevue, WA 98015

Additional information: Rob Ogden 206-933-7461, Email: 79Indy500@comcast.net

Mustangs Northwest is a regional club of the Mustang Club of America

2011 JUDGED SHOW CLASSES Choose one class:

_____ DIVISION I	Concours Trailered	_____ DIVISION VII	Modified
_____ DIVISION II	Concours Driven	(Modified classes are Street, Mild, Radical or Extreme based on Modified Qualification Point system on morning of show)	
_____ DIVISION III	Unrestored	_____ DIVISION VIII	Specialty
_____ DIVISION IV	Thoroughbred	_____ DIVISION X	Popular Vote
_____ DIVISION V	Occ. Driven (With Undercarriage)	_____ DIVISION XI	Display
_____ DIVISION VI	Occ. Driven (No Undercarriage)		
	Daily Driven		

NOTES: Official class designation will be determined at Greensheet classification (morning of show). Concours cars must be minimum 5 model years old. OD & Daily Driven cars must be minimum 2 years.

VOLUNTEER JUDGES Are you willing to assist in judging? YES ___ NO ___ If Yes, please continue

<u>Your judging status:</u>	<u>Indicate years of interest or expertise (you may indicate more than one):</u>			
Gold Card _____	64-66 _____	74-78 _____	05-11 _____	Saleen _____
Certified _____	67-68 _____	79-93 _____	Modified _____	Roush _____
Auxiliary _____	69-70 _____	94-98 _____	Boss _____	SVT _____
Scribe _____	71-73 _____	99-04 _____	Shelby _____	Other _____

I hereby release MNW and Remlinger Farms from liability of injury to any person or damage to any property sustained, or alleged to have been sustained, as a result of or in connection with the use of Remlinger Farms.

ENTRANT'S SIGNATURE: _____ DATE: _____

Hello,

As you begin planning for your club's summer touring season, please take a moment to consider visiting the historic Thorp Mill. The mill is conveniently located in the town of Thorp in central Washington, within ten miles of Ellensburg. There is easy access from I-90 and scenic Highway 10.

The Thorp Mill is a bit of 1886 industrial history that has been frozen in time. All of its original water turbine driven equipment is still in place, and the 20,000 pound turbine, a horizontal water wheel, is still operational. Part of what makes the Thorp Mill unique is that it includes a rare plan sifter from the 1893 World's Fair in Chicago, the grain elevators, belts and shafting, and roller mills. Cruise our website at <http://www.thorp.org/> for more information and pictures of the mill. Group guided tours of the mill can be arranged by emailing me at reesea@cwu.EDU or by calling 509-964-9640. In addition to arranged group tours from April to November, the mill is open to the public Thursday through Sunday from June until September. The site has ample parking and a picnic area. A docent gives tours during open hours, and interpretive signs are provided for self-guided outdoor tours.

To complement your visit to the mill you can view today's renewable energy up close by visiting Puget Sound Energy's Renewable Energy Center at the Wild Horse Wind and Solar Facility. The center sits at 3,500 foot elevation on a ridge above the Kittitas Valley and Columbia Basin with views of Mt. Rainier, Mt. Adams, Mt. Hood. Interpretive displays at the center lead visitors on a trail of discovery as they learn about the site and renewable energy.

Their 5,000-square-foot facility includes a conference room that will accommodate 48 people, with kitchen and catering facilities. Please call PSE at 509-964-7815 for more information. Thank you for considering the Thorp Mill and the Wild Horse Wind and Solar Facility as destinations during your summer tour season. Please let me know if you would like additional information or if I can assist you in planning your visit.

Have a wonderful day!

Angie Reese
Mill Coordinator
Thorp Mill
www.thorp.org 509-964-9640



Membership Qualifications

1. Attend two functions; one of which must be a Membership meeting.
2. Be a currently licensed driver with Insurance.
3. Own a Ford powered vehicle.
4. Have a desire to enjoy companionship and interests of other Mustang and Ford enthusiasts.
5. Pay Annual Dues: \$25 per year per household.

Contact Gayle O'Neil Membership Chairman



Pacific Cascade Mustang Club

P.O. Box 58582, Renton, WA 98058

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