

The Pegasus

March 2011



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March Birthdays

Kirk Charboneau
March 4

Gary Dagan
March 15

Dave Parks
March 26

Karen Knight
March 29

PCMC Monthly Meeting

When: Friday March 4, 7:00pm – 8:30pm
Where: Bowen Scarff Used Car Showroom, Kent
Description: Visitors are Welcome
bcplp@aol.com for more information. Most of us eat pizza and great food at Amante's after the meeting. It's just up the road on Central Ave.

PCMC Dinner date

Where: Bud Melby's
When: Saturday March 12, 9:30am – 11:30am
Where: Bud Melby's House in Ravensdale (map)
Description: We need RSVP's for a head count. We will visit the legendary Bud Melby's Museum of Mechanical Art & Exotic Vehicles. We will meet at 9:45am on the west side of Safeway at 26916 Maple Valley Hwy. Please RSVP to bcpmlp@aol.com After our visit, we will cruise to the Black Diamond Bakery for lunch.

Stagnation at XXX

When: Sun, March 13, 9:30am – 10:00am
Where: XXX in Issaquah
Description: (253) 841 2037

Portland Roadster Show

When: Saturday, March 19, 9:30am – Sun, March 20, 10:30am
Where: Portland
Description: 503 232 4567
Car Pool anyone?

Spring Swap Meet

When: Saturday March 19, 10am – Sun, March 20, 11am
Where: Puyallup Fair Grounds

Portland Swap Meet

When: Thu, March 31, 9am – Sun, April 3, 10am
Where: Portland
Description: 503 678 2100

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February 2011 P.C.M.C. Minutes

President Tom Rowley is on vacation. Past President Chris Johnson opened the monthly meeting at 7:37 pm on Friday, February 4th, 2011 in the Bowen Scarff Showroom. Attendees: 39 members and 4 guests.

Secretary's Report:

Minutes of the January 2011 meeting were approved as written.

Treasurers Report:

Margaret Peterson reported that the estimated final amount due for the banquet will be about \$1,500.00.

Newsletter:

There was some confusion about not being able to open the Pegasus newsletter and Tommy Davis reported she had been very busy and it was a new program and it would be fixed. Some suggestions were made to maybe send the Pegasus every other month, so it would not be so time consuming for her.

Tours and Events:

Margaret Peterson announced that in place of the February 13th dinner, everyone who is interested could go to the XXX in Issaquah. There will be a Swedish Car Show going on too. The time will be announced later. In place of the March 13th dinner, Dick Knight has made arrangements for a tour at Bud Melby's garage from 10am to 2pm on March 12th.

Banquet:

Paul Terjak and Linda Halberg have finalized the program for the banquet on February 5th at the Foster Green golf course. Paul went over all the neat things planned. The time is

6pm, no host bar and dinner at 7pm. There will be a table for collectibles, photo albums and a putting contest. Award presentations for last years officers and board members.

New Business:

Dick Knight reported that the North Cascades Car Club is the sponsor for the Mustang car show in Port Angeles, to be held on May 1st. Also, the Early Bird Swap meet will be held at the Puyallup Fairgrounds on February 19th and 20th. Dick reported on the Barrett Jackson auction held in Phoenix that word was the prices were back to 2005 levels. Chris Johnson reported that him and Dave Glidwell went to the LeMay Club. Chris said they have a very nice facility and the club meets the first Saturday of every month, Cars & Coffee. Anyone is welcome to join or the club can join. Bill Wentz reported he has a friend that does various and beautiful types of laser work. Anyone interested in this please contact Bill.

Old Business:

The voting in of 1 board member and 2 alternates took place. The new board member is Stan Vanderford and the alternates are, Bobby Johnson and Mike Beedle. Mark Palmore reported that Bowen Scarff has agreed to share the cost of the larger brick at the LeMay museum. It will show the club name and Bowen Scarff's name.

Gayl O'Neil has the Club store open with lots of T-shirts, decals, patches, and pins.

Gary Halberg won the split the pot and the member in attendance was won by Greg Bailey.

Meeting was adjourned at 8:31pm.

Secretary,
Sharen Emler

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Under Hood: 2011 Mustang 3.7 V6

By Sam Haymart

Published: February 28, 2011



Spending some time under the hood of the new 2011 Mustang V6, you really pick up on much of the latest technologies and manufacturing techniques. For the first time in a long time, the hardware under the Mustang's hood is on par with what you'll find from Germany or Japan. So lets have a look around.

The new dual overhead cam DOHC 3.7 liter V6 engine is actually pretty compact and simple in shape. Its dual variable cam timing feature allows the computer to advance or retard timing to meet virtually any driving condition at any RPM. Prior to this technology, engineers had to choose a fixed setting for cam timing that was always a compromise in some way.

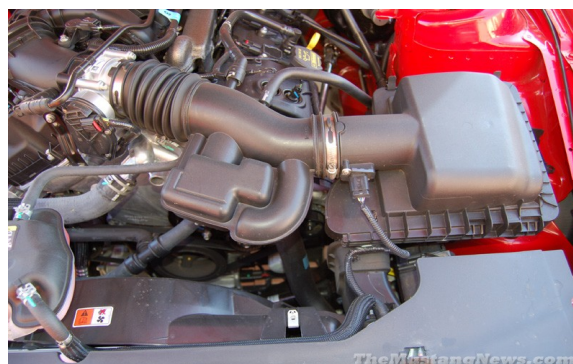
The all aluminum engine has a composite plastic intake manifold as well as valve covers. These materials save weight but also allow for better heat dissipation. This is particularly true with the intake tract as the plastic does not hold heat like metal, thus allowing for cooler intake temperatures in most driving situations.

The intake tract is now pretty standard hardware which includes an electrically actuated drive-by-wire throttle body. This allows the computer to have more control over the throttle position and gives an extra layer to software tuning for the

purposes of efficiency and emissions. The mass-air-flow sensor is remotely located at the air filter box.

The air filter box is not that much unlike the one found in the 5.0 V8 models though this one does not have the graphics "Cold Air Intake" molded into its lid. There is a duct from behind the grille that routes fresh air into it however.

The duct between the throttle body and air filter box has a huge ungainly set of shapes molded into it. These internal passages are designed to subdue harmonics and sound waves, effectively tuning the intake tract noise. They might work but tend to look a little funny. What is not here is the acoustic tube that the 5.0 V8 engine has which routes intake sound into the engine compartment.



The heads are wide to accommodate both intake and exhaust cam, with the plugs sitting down deep in the center wells. The depth at which the plugs reside is masked by the tall plug coils six of them which you see the tops of poking out of the valve covers. The oil dipstick also routes up through the head and valve cover. Each head has two connections at the front of the valve cover for the electrically actuated cam phasers which do the hard work of cam timing adjustments on the fly.

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Weird Mustang Facts Part 1

(I will run part 2 in next months issue)



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

Stories tend to become so bent out of shape as the years pass that separating fact from fiction is tougher than enforcing a dress code at Waffle House. Urban legends are unverified stories that might have started out as humble as cafeteria macaroni and cheese, but years of embellishing can turn them into marinated filet mignon at a four-star restaurant.

With a hot car such as the Mustang, you can bet after 35 years we are faced with many mysteries --some solvable, some easy to explain, some downright lies, and others that can only be classified as weird. These mysteries make up what we call Mustang science, fact, and fiction.

These accounts stem from the enthusiasm for the car. We'd like to go to this outer edge and look at the fun underpinnings of the hobby. Investigating the history is part of what makes owning and collecting vintage Mustangs such an enjoyable pastime.

Science Fact: The Original Mustang Was Styled After...

If you'll look at the side view, the original Mustang is nothing more than a scaled-down Continental Mark II, □ says Charles Phaneuf, who in 1962 was exterior stylist for the Ford Advanced Studio, which came up with the winning design for the original Mustang. □ Nobody has really picked up on this, but that's basically what the proportions are. □ The actual modeling of the car took 11 days. Some unsung heroes are Walter Amrozi (retired to Florida); George Shoemaker, instrumental in the original small mouth on the front end; and Max Kruger (retired), the studio engineer.

Lee Iacocca, according to Phaneuf, never saw the model until it was done in clay. He approved it and became the financial father of the Mustang. Iacocca, in fact, liked the design so much that he went to the board and got money to tool a second assembly plant in San Jose, California, which proved a second great financial victory.

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Fictional Science: Market Research Okayed Production

Ford made up the market research to justify the dollars to produce the first Mustang, just in case it failed. Market research was enlisted after approval, so its findings were baloney, finely sliced, and ready to eat.

Ford came up with such platitudes as □the 18-34 age group would account for about half the increase in new car sales during the □60s□ and □the number of families earning more than \$10,000 per year was expected to expand 156% from 1960 to 1975.□

Myth: Naming The Mustang Was A Long, Arduous Procedure

Ford's story is one of intense research to name the car. A long list of possible names was researched, which set off fights. Henry Ford II wanted to call the car Thunderbird II, while Joe Oros fought for the name Cougar and made up Cougar emblems. The name Torino was another favorite.

However, from initial first meetings to produce a small, sporty car, the chosen name was Mustang, says Donald Frey, senior product planning manager. That little group of car people included Lee Iacocca, Donald Frey, Hal Spurlich, Donald Peterson, and some stylists. We picked it out of our heads sitting around, says Frey, referring to the people in those first small groups. Right from the very start, we intended to call the car Mustang.□

Lost Lore: 64½ Pace Cars? Where Are They?

Would you believe the Indy Pace Car Registry of Mustangs currently doesn't have a single 64½ registered? Fritz Dowe, one of the members, knows of a hardtop that sold last year for \$3,000. Although it was a rust bucket, it had full documentation, which is what made it valuable.

Do any of you readers have an authentic restored 64½ Pace Car? There were 190 hardtops and 35 convertibles, according to Volume 1 of the Mustang Production Guide. Also, there were 3 289 Hi-Po convertible cars built to actually pace the race (2 for backup). To date, none of these cars have surfaced. If they did, there's no telling what their value would be. Imagine a 64½ Hi-Po convertible, built months before the Hi-Po was available in the Mustang, which paced the race with special graphics and beefed-up mechanicals for high speed. We have lost an exciting part of Mustang history if one of these cars cannot be located.

Science Fact: The granddaddy Of Them All

Donald Peterson, who became president of Ford and retired a couple years ago, told us that he owns the granddaddy of them all, a 64½ six-cylinder hardtop. That's the car with the 13-inch wheels and the 170-1V six-cylinder engine. It has no power options or air conditioning.

Peterson counted his Mustang experience as the highlight of his career, acting as a liaison between management, engineering, and marketing to produce the sporty new Ford. Until his retirement, he kept in his desk a metal nameplate inscribed with Torino and checkered flags as a memento of the program.

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Science Fact: Ford Sells Mustang Number One!

Many veteran Mustangers know this, but we feel it is still a fun and interesting fact, especially for newcomers. Mustang Number One (VIN 5F08F100001), a convertible, was accidentally sold when it was brand-new. Ford intended to truck the car across Canada on a tour of dealerships. However, a salesman in St. Johns, Newfoundland, accidentally sold it to airline pilot Captain Stanley Tucker. He drove it about 10,000 miles and then traded it back to Ford. In fact, he traded up for the 1,000,001 Mustang built—a '66 model assembled at Dearborn, Michigan, on March 2, 1966. Today, 5F08F100001 is on display in the Henry Ford Museum in Dearborn.

Hype: Ford Tells Us Wild Stuff And Keeps A Straight Face

The Mustang was one of the hottest new cars in history. Buyers swarmed dealerships to buy new cars. However, many of the stories that Ford passed out in 1964 to the press surrounding the Mustangs introduction are quite difficult to believe. Have you heard the one about the man in Arlington, Texas, who slept in a 64½ Mustang until his check cleared the next morning, fearing someone else would get the car? Who was the guy? Where is he now? Does anyone have any leads?

Then there's the story about the truck driver in San Francisco. Apparently thrown into a trance by the sight of the Mustang, he could not take his eyes away, and drove his truck straight through the showroom window. Surely, there is an old police report on that one—or is there?

We'd like to hear from the people in the above stories, especially the truck driver who drove through the showroom window. Was it hype or did it really happen?

Science Fact: The Way It Really Was!

Jim Wicks, famous for his support of the Mid-America Shelby show, tells us the way it really was in the heyday of the great American pony car. In 1966, he worked at a service station down the street from Archway Ford in the Baltimore area. This dealership sponsored famous racers, such as Phil Bonner in his Daddy Warbucks Mustang and Mark Donohue in a competition GT350. Looking over the inventory of high-performance Mustangs at Archway Ford is where Wicks caught the fever for Shelybs. He remembers looking at GT350s on the lot at night, when nary a one had a tachometer, horn button, gas cap, or Cobra emblem. A sign explained that these cars came with these missing features, but were pulled as a deterrent to theft and would be reinstalled on purchase.

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 hardtop, 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 Owners 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.)

Community Bulletin Board

PCMC Tech is planning a day at The Mustang Shop Dyno April 16th, starting at 8 am. Three pulls on the dyno for \$65.00.

We need at least 10 cars to participate. Tuning on a time available basis.

If it runs until lunch we will BBQ and hamburgers. Sign up with me, Chris Johnson via email (c9zz63c@aol.com) or at the next meeting. Do we have any conflicts?

Chris

Early warning: 3/12 10am Tour of Bud Melby's Museum of Mechanical Art and lots of cool cars.

We will meet at 9:45am the Safeway at 4 corners at 26919 Maple Valley Hwy before proceeding to Bud's compound.

You need to RSVP ,to me, so we know how many to expect, and we will wait for you at Safeway. We are not giving out the address for privacy purposes.

After the visit, we will have lunch at the Black Diamond Bakery in Black Diamond. Margaret

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 Tom Rowley Membership Chairman, mustangthomas@msn.com



Pacific Cascade Mustang Club

P.O. Box 58582, Renton, WA 98058

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