

FROM THE CORRAL



The Monthly Newsletter of the Northern Mustang Corral

MONTHLY NEWSLETTER MARCH, 2006

1969 Shelby GT-350 Fastback The Best Shelby Ever?

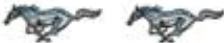


In his write-up on the 1969 Shelby GT-350, Brock Yates, then Senior Editor of Car and Driver, apparently wasn't a fan of the newest (and last) Shelby. His comments were that it looked like "A Thunderbird for Hell's Angels, A tough-looking Mustang Grande" and "A Garter Snake in a Cobra Skin." In many ways he was correct – the 1969 Shelby was a far cry from the unsophisticated brute that was brought out in 1965. Gone was the spare tire in the back seat, the battery in the trunk (for better weight distribution), the lowered body and ultra-stiff suspension. Even the built-in integrated roll bar had been carved out so that people could actually SIT in the back seat! The former standard Detroit Locker rear axle had been relegated to the option list because it was too "noisy." Clearly, Ford was using its influence to civilize the Shelby.

It hadn't always been that way. When the Mustang was introduced, Carroll Shelby was happily producing his ultra-racing machine – the AC Cobra. True, the production numbers were abysmal (only 580 were built from 1962 thru 1965) But Carroll was a happy man building race cars. But Lee Iacocca wanted his new baby, the Mustang, to win some races so he made a phone call the summer of 1964 and asked to "hop up" the Mustang image. The corporate Ford slogan then was "Total Performance" and who better to hype up the brand-new Mustang but Ford's best racing guru – Carroll Shelby.

Shelby was presented with a great deal – he was to be given the new fastback-designed Mustang optioned with the 271 h. p. 289 CID V-8 from the Milpitas (San Jose) Ford Assembly Plant. He was to transform the production car into a fire-breathing Corvette-eating race car. He was given almost total freedom at the beginning to transform the Mustang into a true race car. The spot Shelby saw the Mustang fitting in was the SAAC B/production class and now Ford gave him the platform and the resources to go out and win races.

The final product was a significant improvement from the production Mustang. Lower, more powerful, quicker and nimbler handling, the car went out of the Shelby facility and beat Corvettes at their own game. Surprisingly enough, the general public took an interest in not only the regular production Mustang, but also in Shelby's "built only for the track" GT-350. Supposedly the "350" moniker came from a meeting where Ford suits were endlessly trying to decide on the name of the car. Ford wanted to call it "Mustang Cobra" and were arguing how to incorporate chimeric hybrid of "Equus" and "Serpentinus" for the official logo. Bored, as he was with any meeting, Shelby had chief engineer Phil Remington pace off the distance between the Venice factory and the buildings across the street – it was 350'. Shelby walked back into the meeting and declared that the car was to be called GT-350. Issue closed!



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NORTHERN MUSTANG CORRAL

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During the 1965/66 model years, Ford allowed Shelby to “do his thing” without much interference from Dearborn suits. His performance on the track (Shelby Mustangs won the SCCA B/Production class in 1965, 66 and 67) was everything Ford ever wanted. But Ford wanted to change the Shelby image in 1967 from an out-and-out rough and tumble race car to a luxurious, quick, vehicle for a larger customer base. These customers wanted something unique but a car that had power steering, power brakes, air conditioning (!) and horrors of all horrors – Cruise-O-Matic transmission.

Two designers went out to Los Angeles with a styling buck of the new 1967 model. The buck was in sad shape having been wrecked in a seat belt test but Shelby and the stylists worked on giving the new Shelby a more distinctive, unique look. Perhaps the state of the buck used accounted for the poor fit of the fiberglass body sections of the 1967 cars or possibly it was the parts suppliers were not that able to hold to factory tolerances – either way, fit and finish was not a hallmark of this model. To add more problems to Shelby, he was kicked out of his California airport plant and Ford relocated him at the A. O. Smith plant in Iona, Michigan. On the good side, for 1968 A.O. Smith built proper dies for the fiberglass sections and quality improved significantly. But not only was this far from the warm California Sun, it was within striking distance of the Dearborn suits that Shelby abhorred.

By 1969, Shelby finally got the styling help he desperately needed with Ford's Design Department cranking out hundreds of proposed drawings for Shelby's consideration. The front end of the 1969 Shelby was dramatic and exciting with the hood looking as if it was attacked by a crazed giant using an old-fashioned beer can opener. No less than four Vee-shaped openings were cut into the fiberglass for underhood cooling with a functional NACA scoop feeding ducted air to the air cleaner. Owens-Corning was heavily involved to make sure that the 21 fiberglass pieces for the entire car were quality built and fit properly. The 351 CID engine was tweaked a bit to generate 290 horses.

But while the Shelby had improved itself, the standard Mustangs had eclipsed it in almost every area. The introduction of the Cobra Jet in 1968 and the Boss and Mach I in 1969 relegated the Shelby cars to second-class in Ford's stable. Ford dealers could offer a Mach I for about \$1,000 less than a comparable Shelby GT-350. The editors of the car magazines were not enthusiastic about the Shelby either by looking at Brock Yates' comments. Carroll Shelby himself was losing interest in the Mustang so, after only four years, the Mustang Shelbys were dropped.

I had the opportunity to inspect and appraise an original 1969 GT-350 convertible in November and was impressed with the fit and finish. Fiberglass sections fit well and were hard to distinguish from the steel sections. The high-backed seats were not only good-looking but comfortable to sit in. The one downside of the Shelby was the plastic wood-grained instrument panel. For an extra grand, you'd expect to get the real thing. When I got in the car for a test ride, the seat belts were confusing to say the least. The engine started with an authoritative roar and even though this car was equipped with the dreaded Cruise-O-Matic transmission the car took off like a rabbit being eyed by the Glenn Close character in “Fatal Attraction.” Handling seemed to be no problem although the power steering was a bit too soft for my tastes. But there was no lack of power as the Shelby zipped through the winding roads that November day. Best Shelby ever? It depends on what you want, I guess. A fire-breathing ill-tempered beast or this sophisticated but quick and responsive pony that could be tweaked to race at Road America or be quite at home bringing the groceries from the Jewel. Take your pick!

PRESIDENT'S REPORT

By President Terry Hebert

Well, it may not look like it by the colder weather we are having, but Spring is just a month away and it'll be soon time to get the Ponycars out and ready for the warm weather that's sure to follow. Watching the Barrett-Jackson auction gets you thinking that Spring will be right around the corner. Talking about Barrett-Jackson – do they put something in the water for the Saturday auction? Four Million for a bus?
Check out the road trips that, as a club, we will be taking this season. There a lot to choose from and a huge variety of MCA shows, drag races, and “Show & Shines” to choose from. I am sure you'll find at least one that will appeal to you.
By the way, how does everyone like the new, improved Bourbonnais Public Library? Our room is something else, isn't it? And we don't need to worry too much about making noise, either. A nice improvement I am sure all will agree!

Don't forget that your yearly dues are due. Send them to Bill Cheffer or bring them to the March meeting.

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SECRETARY'S REPORT

By Secretary Belinda Moore

The February meeting of the Northern Mustang Corral was called to order at 7:08 p. m. by President Terry Hebert with nineteen members present and one guest. Treasurer Bill Cheffer read the Treasurer's Report that was accepted by all of the members. Secretary Belinda Moore read the Secretary's Report.

Doug Welch was our guest. He has a 1999 Mustang. Doug was selling a running Pony rear view mirror for \$140.00. Cliff and Belinda will buy one. Nice mirror.

There is a trophy meeting on February 8 at 7:00 p.m. At Belinda's house.

The Bourbonnais Park District is glad we are an affiliate.

Chi-Town Kruze is to be held on June 03.

The club needs two banners for the World Ford Challenge No. 9. The cost of the 6' x 3' banners would be \$100.00 but the club is not interested.

Tracie did a mock up of the show flyer and the cost will be \$529.00 for 3,000 plus \$80.00 for Tracie's design fee. Belinda made a motion to accept with Marty Fox seconding. All of the members were in favor.

The meeting ended at 7:50 p. m.

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A REMINDER ABOUT DUES FROM BILL CHEFFER

There are still several members who haven't paid the yearly membership dues so anyone who hasn't paid yet, please bring the \$15.00 to the March meeting or if you aren't going to attend, send a check to me at home. My address is: Bill Cheffer, 750 Riverside Court, Kankakee, IL 60901. We wish to wrap this up soon. Thanks.

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AND THIS IS FROM THE HEAD OF FORD MOTOR NORTH AMERICA

At the introduction of the Shelby Cobra at the Detroit Auto Show

“The original Mustang came with a 101 h. p. 6-cylinder engine and the GT-500 comes with a supercharged, 475 h. p. 5,4 liter V-8. This is not a Secretary's Car!”

Comment from the Chicago Tribune's Jim Mateja: “Have to say that Fields' choice of terms to describe the newest Mustang was far from politically correct, and we nearly dropped the notepad when he said it. In years past V-6 powered Mustangs as well as V-6 Chevrolet Cameros and Pontiac Firebirds were referred to as “secretary cars” by those in the industry.

UPCOMING ROAD TRIP EVENTS IN 2006

In past years our club members have attended road trip events, and we all had a great time! For example, a number of club members attended the 40th Mustang Anniversary in 2004 at Nashville, TN, and later that year several members attended the MCA Grand National Show in Springfield, IL. Ask anyone who participated and they'll tell you it was fantastic!

In the spirit of continuing the great times for club members, we would like to coordinate road trip events in 2006. We have

listed some suggestions in chronological order (see below). Hopefully this gives everyone sufficient lead time to plan to attend one of these events. Some events are close and others a distance. One event (June 3) is only one day. At next couple of meetings there will be a sign up sheet for these events. So please look it over and sign up. If you are not able to make the meetings, just contact Terry Hebert or Roger Sanzenbacher. They will enter your name accordingly. There's still plenty of time to sign up for these events so keep them in mind as you plan your vacation or days off in the upcoming months.

<u>Date</u>	<u>Location</u>	<u>Event and those planning on attending</u>
April 1 & 2	Columbus, Ohio	Swap Meet
May 18-21	St. Louis, MO	World Ford Event Drag Racing & Car Show Cliff & Belinda Moore, John & Tammy Garner and Roger Sanzenbacher
May 26-28	Johnson City, TN	MCA National Car Show Cliff & Belinda Moore, John & Tammy Garner, Jeff & Kathy Henderson & family, Steve Etienne, and Terry & Chlovena Hebert.
June 3	Chicago, IL	Chi-Town CruzCruise Lake Shore Drive & enter classic car show afterwards. Terry & Chlovena Hebert and Roger & Louise Sanzenbacher.
June 9-11	Springfield, IL	Route 66 Car Show.
June 10	Show and Shine	Alsip, IL.
June 30-July 2	Danville, VA	SAAC 31 st Annual Convention Vintage racing, car show, swap meet. Jeff Henderson.
July 14-16	Sturbridge, MA	MCA National Car Show. Terry & Chlovena Hebert
August 6	NMC Annual Show	Perry Farm
August 18-19	Detroit, MI	13 th Annual Woodward Cruise Over 40,000 cars cruising! Marty Fox, Roger Sanzenbacher
August 11-13	Erie, PA	MCA National Car Show.
September 1-4	Birmingham, AL	30 th MCA Anniversary Celebration
Sept 15 – Oct 1	Las Vegas, NV	Pony Drive to MCA National Show Includes Shelby factory tour
Sept 29- Oct 1	Las Vegas, NV	MCA National Car Show. Terry & Chlovena Hebert, Roger & Louise Sanzenbacher and Bill & Irma Cheffer.

OVERHAULIN' VS. AMERICAN HOT ROD - FROM THE "WORLD OF FORDS" NEWSGROUP

First an e-mail from a member who calls himself Bobg:

The only problem with with Overhaulin' redoing a persons' car is the owner of the vehicle has to pay taxes on the retail price. I've seen a number of their cars on eBay and magazine and the reason given is taxes. My wife was taking picture (which I didn't know) of my 68 Tornado for Overhaulin' and when I told her that she confessed on what they were doing.

My wife and daughter were very secretively taking pictures of my 1968 Olds. Toronado a few weeks ago. A buddy of mine happened to be driving down the road and saw the cover off and me not at home, so he called me to let me know what was happening. They were video taping for "insurance" purposes. Not a bad cover if it is one, especially since we do video tape everything of value. There has been talk of "road tripping" Overhaulin' this latter part of this season and next season.

Then Jerry Godsey chimed in with:

What was really great about this show was Foose's reaction! The guy comes across as not only a genius, but a great person. I am sure you can find naysayers, but the guy seems genuinely humble and caring. When you hear Boyd Cottingham talk about Foose, you would think he is the anti-Christ! All I can say is that I have watched both American Hot Rod and Overhaulin. I can only hope to work for Chip Foose, and wouldn't last long in Boyd's shop. By the way, I too keep dropping hints to my wife about Overhaulin'. No joy...

And the final comment from Jim G.:

American Hot Rod was too much like a soap opera, and Boyd seemed like a real jerk to work for, plus he was a no-touch-the-project kinda guy where Chip is right there with his crew. AND.....Overhaulin' got renewed and American Hot Rod got dumped!

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AND A SAFE DRIVING TIP FROM BILL CHEFFER

Illinois will begin using photo radar in freeway work zones in July. Second offense tickets are \$1,000 with license suspension. Beginning in July the State of Illinois will use speed cameras in areas designated as "Work Zones" on major freeways. Anyone caught by these devices will be mailed a *\$375.00 ticket for the FIRST offense*, but the *SECOND offense will cost \$1000.00 and comes with a 90-Day suspension*. Drivers will also receive demerit points against their license, which allows insurance companies to raise their rates.

This represents the harshest penalty structure yet for a city or state using PHOTO enforcements. The State will begin with TWO camera vans issuing tickets in work zones with speed limits lowered to 45 MPH. Photographs of both the Driver's face and License plate are taken. Pass this on to everyone you know !!!!

For more information: <http://www.dot.state.il.us/press/r033005.html>

NEWS ITEM FROM THE MIAMI HERALD ON 2/05/2006

Irate driver torches showroom

As reported by Dean Kwarta, NMC Bureau Chief for the Greater San Jose Ca. area

BY ALDO NAHED AND CARLI TEPROFF

Gerald Georgettis apparently thought he got a raw deal on a new car So he plowed the Ford Escape he didn't want through the glass showroom, poured gasoline on it and set the North Dade Metro Ford dealership ablaze,

Miami-Dade police said Sunday. He caused nearly a million dollars in damage, scorching around a dozen cars, including a rare Ford GT Heritage, fire officials said. Georgettis, 56, a supervisor with the city of North Miami Beach, walked away from the dealership Saturday afternoon as if nothing had happened, witnesses said.



Police caught up with him a few blocks away from the dealership at

9000 NW Seventh Ave. He was arrested without incident. Police charged him with first-degree arson, a felony, and with felony criminal mischief. He posted a \$1,500 bond on Sunday. Georgettis could not be reached for comment. The dealership manager declined to comment but those who know Georgettis were shocked at his apparent act of buyer's rage. North Miami Beach Mayor Raymond F. Marin was stunned to hear Georgettis, whose duties include managing the city's Jules Littman Performing Arts Theater, could do such a thing. "He's a nice guy. I didn't know him to be malicious or anything," Marin said. "He's always been nice to me and to people he knows."

It's unclear what Georgettis' status with the city will be due to his arrest. The incident played out on a busy Saturday afternoon at the dealership. According to Miami-Dade Police, Georgettis was fuming over the price he paid, a new one goes for about \$20,000 and it's unknown what price he paid for a new beige Ford Escape SUV. On Saturday he went back to the dealership. It's unclear what he was told, but he was angered with the final agreement. He calmly got into the car and drove it through the windows, sending glass shattering everywhere. He then doused gasoline or a flammable fluid on the Escape and other cars and struck a match. Denise Cruz, another customer, witnessed the jaw-dropping incident. She had brought her car to be serviced and said she was in line when she saw Georgettis careen into the showroom. "At first I thought someone had pushed the accelerator instead of the brakes by accident," she said. "But this dude drove through the showroom on purpose." Cruz, described the scene as "pure panic," with people screaming "he's got a bomb!" She said that once the man was in the showroom, she saw him reach over into the passenger side for something, then heard a loud "boom." "Flames were everywhere," she said. But to her surprise, Georgettis, wearing a bright orange shirt and khaki shorts, was calm and strolled away. The fire spread throughout the dealership and destroyed cars, computers and paperwork. Among the cars damaged was a rare baby blue 2006 Ford GT "Heritage," a limited edition model of only 250 made that sells for \$150,000.

NEWS ITEM FROM THE DENVER POST 2/09/2006

Jet Diverted After Suicide in Lavatory

DENVER (Feb. 9) - *A Miami man apparently hanged himself in an airplane lavatory during a United Airlines flight from Washington to Los Angeles*, and the plane was diverted to Denver after his body was discovered, police said Thursday.

The Denver medical examiner's office identified the man as Gerald Georgettis, 56, and said his body was found on Wednesday. Medical examiner's spokeswoman Michelle Weiss-Samaras said an autopsy was planned.

A man by the same name and age was charged with arson and felony criminal mischief in Miami after a fire caused nearly \$1 million in damage at a Ford dealership on Saturday. Weiss-Samaras and Miami-Dade County police could not confirm it was the same man.

Denver police detective Virginia Lopez said no other passengers on the United flight were ever in danger. "Right now, everything leads us to believe the male involved did commit suicide," she said. United officials did not immediately return a call.

CLUB CALENDAR FOR FEBRUARY

Mar. 1: Monthly meeting of the Northern Mustang Corral at the Bourbonnais Public Library at 7:00 p. m.

Mar. 2: The first use of photoelectric cell to operate street lights (1949). New Milford, Ct. On this day, seven miles of Connecticut roads turned on 190 lights automatically at dusk. Previously, a workman would need to don stilts to operate the lights.

Mar. 5: The Wisconsin state legislature posted a \$10,000 reward for any inventor who could supply "A cheap and practical substitute for use of horse or other animals on highway and farm" (1875). In 1911 Henry Ford was offered the reward for the invention of the Model T but by then, Ford didn't need the \$10,000.

Mar. 9: Bea Piper has a Birthday.

Mar. 10: Job One Mustang was built on this day at the Dearborn Assembly Plant in Dearborn, MI (1964).

Mar. 12: The song "Mrs. Robinson" from the movie "The Graduate" won the Grammy for Best Song of 1968 on this day in

1969. The pair, who had known each other since the sixth grade, also won an award for Best Contemporary Pop Vocal in that year. The duo only made six albums and a "Greatest Hits" before breaking up in the early 1970's. They reunited for a concert in Central Park in 1981 that drew an estimated 500,000 people.

Mar. 15: The Ford Explorer was introduced to the public on this day in 1990. It soon became one of the best-selling vehicles in the U.S. It was mentioned in the Ice Cube song "Down for Whatever" with the lyrics reading "I put the pedal to the floor in my two-tone Ford Explorer." I'll have to play that one – let me look in my record collection: Bobby Rydell, Elvis, Fabian, Elvis, Buddy Holly, Elvis, Elvis, nope, I don't have it!

Mar. 17: In 1762, the first recorded St. Patrick's Day parade was held in New York City, not in Ireland. It was begun by Irish soldiers in the British army who wanted to honor Ireland's patron saint. Wonder if they dyed the Hudson River green?

Mar. 19: The Italian American Civil Rights League announced an agreement with the producers of "The Godfather." Disturbed with the portrayal of Italians in the movies as hoodlums, they threatened to picket the new movie after it was released. In the agreement, the producers agreed not to use the terms "Mafia" or "Cosa Nostra."

[Mar. 19: Roger Sanzenbacher adds to the inferno on his Birthday cake. The Dolton Fire Department will be notified.](#)

Mar. 21: The movie "The Andromeda Strain" was released today in 1971. It was the first use in computer animation in a movie. Be sure to check out the newest release from Disney/Pixar called "Cars." It is scheduled for release on June 9, 2006. By looking at the preview trailers this could be a must-see!

Mar. 22: In an attempt to do a mini- Cannonball Run, 19 year-old J. Wilson Morris was pulled over by the Alabama State Police for exceeding the speed limit. He was trying to cross the state in record time. The two-day stint in the jail scared the kid so much, he finished the race by riding in a bus (1958).

Mar. 22: (1926) Henry Ford declared that the "River Rouge" name would not be used anymore for the massive manufacturing facility in Dearborn, MI. The facility was begun in 1915 to keep up with the demand of the Model T. Ford didn't want, as he called it, "To be at the mercy of his suppliers" and create most of the assembly parts in one plant. When then Ford lieutenant William Knudson protested the actions, Ford said that "He wanted all the Ford business behind one fence so he could see it." Knudson later left Ford to become president of the Chevrolet Division and later becoming President of General Motors in 1937. Mr. Ford's renaming of the facility was ignored by almost everyone not with the company and would continue to be called the "Rouge."

[Mar. 26: Cliff Moore puts another candle on his Birthday cake.](#)

[Mar. 31: Kate Benoit has a Birthday.](#)



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