



FROM THE CORRAL



The Monthly Newsletter of the Northern Mustang Corral MONTHLY NEWSLETTER MAY, 2006 “Total Performance” the 1965 Ford win at the Brickyard



As the late WGN disk jockey “Uncle” Bob Collins used to say - “I work by the Golden Rule - Those who've got the Gold make the Rules.” In the mid-1960's Henry Ford dictated the rule that HIS company was going to be dedicated to “Total Performance” and everyone around him worked tirelessly to that end.

After being rebuffed from purchasing the Ferrari manufacturing company in 1963 Henry Ford II decided to one-up Ferrari in all aspects of racing. First of all he announced that Ford would no longer support the Automobile Manufacturing Association's agreement not to involve in racing. In 1957 the AMA had all of the automobile manufactures agree not to support racing. While Ford strictly complied with the agreement, Chevrolet supplied parts and engineering “under the table” and GM cars won at NASCAR beating the Ford entries. For example, Zora Arkus-Duntov advised race teams while his title at GM was called “boat adviser.” Fed up with GM eating away their market share, Ford appointed a team to win the most prestigious race in the United States – the famed Indianapolis 500.

For the engine work, he assigned veteran engineer A. J. “Gus” Scussel of the Advanced Engine Engineering Group. For an engineer, this was not only the best job at FoMoCo but it was the one with the most pressure. The had to create an engine from scratch to compete against one of the most venerable power plants ever to race – the “Offy.” For thirty years the four-cylinder Offenhauser engine built by Meyer-Drake had dominated the Indy 500 race but now Ford had to have a “Better Idea” and take the crown away. The V-8 used the new thinwall block as a base and Ford Engineering built a SOHC valve arrangement around it.

The body would be a proven but radical, for Indianapolis, rear-engine design from Lotus of England. Designed by Colin Chapman, his Model 29 was light, small compared to the roadsters of the age and nimble in the turns. Chapman's motto was “Add lightness” and this was done to win a stupendous reputation in Formula I and II racing in Europe. But this was Indianapolis and all of the turns were to the left. The Lotus-Ford experiment had a lot to prove at Indianapolis.



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NORTHERN MUSTANG CORRAL

2006 Officers

President	Terry Hebert	815/932-5285
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When it was announced that Lotus-Ford would field a rear-engined “lightweight” car in the 1963 race, most veteran drivers were not impressed. A. J. Foyt commented that the Lotus-Ford looked like: “A bunch of tubes held together by chicken wire” A. J. would later eat those words – begging for a rear-engined ride in 1965. . Jacques Passino, a Ford employee, commented as the doors were opened and the rear-engined racers were rolled down the ramp: “Those little cars rolled out and you could hear this sudden hush – and then a swelling murmur running through the crowd. God! It was wonderful! I grabbed Iacocca by the arm and said in his ear 'Son of a Gun, Lee, hear that? They're saying our name' Just the sight of a new Ford racer got people talking.”

In the 1963 race Jimmy Clark qualified in the second row of the 33 car field and he commented that he felt surrounded: “by nothing but dust, smoke and these giant cars around me. It was unreal.” By the 64th lap, the Lotus-Fords were in First and Second place, astounding the crowd and the other drivers. Both racers were delayed by the inexperience of the Lotus crews to handle pit stops and nearing the end of the race, Clark was following an oil-leaking Parnelli Jones waiting for the roadster to be black-flagged off the race course. But it never happened and Clark wisely stayed well behind Jones taking a second place.

For 1964, the entire Indianapolis race crowd was getting behind the rear-engine bandwagon. No less than seven of the ten fastest cars were the new design. Because the Ford engine was still at a horsepower disadvantage to the Offenhauser, Colin Chapman convinced Ford to add double overhead cams into the aluminum engines. Ford also hired NASCAR's best pit crew – the Wood Brothers to cure the pit delays. For the first time in twenty-five years the front row had a non-Offy engined car in it. Clark led the field until one more puzzle piece failed on race day – this time it was the tires. The Lotus team decided on Dunlop D12 Formula One tires and they began to throw treads dooming the Ford effort for another year.

For the 1965 race all of the pieces were in place. The body was the improved (meaning lighter and stronger) Lotus 38, the Ford V-8 engine had an “enhanced” version of the DOHC Fairlane engine, the Wood brothers were able to cut pit time from an average Indianapolis 500 time of forty seconds to nineteen seconds and the tires had been replaced by Firestones. Jimmy Clark gladly missed the Monaco Grand Prix to qualify and test his car. Clark's car took the lead for the drop of the green flag and only relinquished it during his first pit stop. The Lotus-Ford led the race the rest of the way finishing with a average speed of 150.686 leading 190 out of the 200 laps. In second place was 1963 winner Parnelli Jones who lost by two laps. In fact eight of the ten top finishers drove either Lotus or Lola bodied rear-engine racers.

Ford won five out of the next six races at Indianapolis finishing with Al Unser (Sr.)'s win in 1971. Jimmy Clark finished second (again) in 1966 and 31st in 1967. In 1968 he was ready to try a new turbine Lotus at Indianapolis but a crash in April at a Formula II race in Germany took his life.

PRESIDENT'S REPORT
By President Terry Hebert

It's time for Show and Shine again. Each year it seems more and more ideas and groups come up with a reason for a cruise nite or car show. Check out the dates and times in our newsletter for some good events. One event coming up is a display of vintage and muscle cars at the Senior Fair located at the Quality Inn on Route 50 in Bradley. The time is 8:00 a. m. To 3:00 p.m. On Tuesday, May 9th.

Check out the list of road trips the club has planned and try to take part in one or more. From past experience, these are fun trips.

We still have a few members who still are outstanding on their dues. Please remit them to Bill Cheffer 750 Riverside Ct., Kankakee, IL 60901 or bring them to the May1 meeting.

Come join us for our Poker Run on Saturday, May 6th at 5:00 p.m. We will meet at Wilmington South Oak Ford and journey on to interesting sites. South Oak Ford is located on Route 102 on the southwest side of Wilmington.

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SECRETARY'S REPORT
By Secretary Belinda Moore

The Northern Mustang Corral April meeting was called to order at 7:07 p. m. by President Terry Herbert. There were 26 members present.

Bill Cheffer read the Treasurer's Report.

Belinda reported on the Car Show that she was disappointed in the printing.

Roger reported that trophies and dash plaques have been ordered and should cost \$1,200.00.

There are two rooms left at the Hampton Inn for the World Ford Challenge.

Terry reported tat he and Roger will do the "Chi-Town Cruz" on June 3.

Several shows/events that are coming up are:

- May 6 – Club Poker Run – meet at Wilmington Ford at 5:00 p. m.
- May 9 – Quality Inn – Kankakee is having a Senior Day from 8:00 a. m. to 3:00 p. m. and your car is welcome.
- June 9 - Route 66 cruise.
- June 10 – Morris Cruise.
- August 5 – Kankakee County Fair car show.

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SOME FROD TRIVIA FROM THE INTERNET

Ford was the first car manufacturer to use an eight-track in an automobile

Just how Bill Lear managed to convince the auto executives to cram those players under the dashboards of Ford Mustangs and Fairlanes is a little unclear. Certainly Lear brought his reputation as the successful leader of a business, and had many personal contacts in industry. In a roundabout kind of way, he already had ties to Ford. In the 1930s Lear and Paul Galvin had together built Motorola into a leading manufacturer of car radios, and Motorola was now affiliated with Ford. The earliest Ford 8-track players were designed for a minimum of controls and extreme simplicity of operation--the point was the keep the driver's eyes on the road, not on the dashboard.

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 our 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>
May 18-21	St. Louis, MO	World Ford Event Drag Racing & Car Show: Dan Hall, Lisa Pointkowski, Jim & Tammy Benoit, Cliff & Belinda Moore, John & Tammy Garner and Roger Sanzenbacher
May 26-28	Johnson City, TN	MCA National Car Show Bill & Elaine Krieger, Cliff & Belinda Moore, John & Tammy Garner, Jeff & Kathy Henderson & family, Steve Etienne, and Terry & Chlovena Hebert.
June 3	Chicago, IL	Chi-Town Cruz Cruise Lake Shore Drive & enter classic car show afterwards. Terry & Chlovena Hebert and Roger & Louise Sanzenbacher.
June 9-11	Springfield, IL	Route 66 Car Show. Ray Raguse
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: Bill & Elaine Krieger, Jim Benoit.
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: Roger Sanzenbacher.
Sept 29- Oct 1	Las Vegas, NV	MCA National Car Show. Terry & Chlovena Hebert, Bill & Elaine Krieger, Roger & Louise Sanzenbacher and Bill & Irma Cheffer.

THIRD ANNUAL WESTFIELD FORD EVENT

All Fords welcome - May 6 from 11:00 a. m. - 2:00 p. m.

This is the perfect time to dust off those prized cars/trucks, polish the rims and chrome. If no chrome then detail all that plastic! That's for us late models.

So come on out, everyone let's see some smiling faces and have a great time. Last year 's event was a wonderful time for all.

SW corner of Joliet Rd and LaGrange Rd. From the North, 355-South to Stevenson I-55 I-55 North to Chicago about 10 minutes to LEFT exit Joliet Road. Merges into Joliet Rd, continue about 3 stop lights. Westfield is on your right, just pass Local 150 offices.

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FRIENDLY FORD PROMOTIONAL EVENT SATURDAY, MAY 27

At Friendly Ford on Saturday, May 27 from 11:00 a. m. to 2:00 p. m. Friendly Ford is in Roselle, IL at 333 East Irving Park Road. There will be customer judging at this event.

Directions: Take Lake St. - Route 20 (west) to Roselle Rd. North on Roselle Rd to Rt 19. East on Irving Park to Dealer.

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ONE ROOM STILL AVAILABLE FOR THE JOHNSON CITY, TN NMC CAR SHOW
At Host Hotel - Contact John Garner – here are the details on the room

Club rates are \$109.00 per night. The room is non-smoking with a king size bed. This reservation is for three nights: May 26, 27, and 28.

Call John at: 708-687-1220.

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HOSS TRADIN'

For Sale: 1965 Mustang coupe V-8, automatic, Air Conditioning – owned by a founding member of the NMC. Price around \$5,000. Can be seen in Peotone. Call Tony Picciaola who is a sales representative at South Oak Ford. It is his personal car. Call him at 815-210-6869.

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HERTZ UNVEILS MUSTANG GT-H RENTALS

Thanks to Ken Hines



Hertz and Ford today unveil 330HP Mustang GT-H, available only as a rental for \$100 a day. Only 500 for the entire national Hertz fleet. All of them will be painted black with gold stripes and all automatics.

To eliminate a repeat of the 1966 “Rent A Racer” craze, all are said to be carefully inspected for abuse upon return. All of the unique Hertz Mustangs will be sold at select Ford dealers after 16000 to 18000 miles.

I think it'd be a great article in the newsletter. Say, Bill Cheffer how is the club treasury fixed these days? I could rent one for tow- three weeks max and report back to the club. Sacrifice, sacrifice – that is just what the nuns drilled into me!

LOCAL CAR SHOWS AND CRUISES

Thanks to Terry Hebert

<i>Date</i>	<i>Location, times and contacts</i>
May 13	New Life Church Cannonball Trail, Yorkville, IL 8 – 3 p.m.
May 20	Wow Winery & Cafe Cruise Night, 201 Vertin Blvd., Shorewood, IL 6 – 9 p.m.
May 21	Sandwich “Spring Fling” Car Show, Downtown Sandwich, IL 8 – 3 p.m. 630/892-2966.
May 27	Calvary Church annual Classic Car Show, Rte. 59, Naperville, IL 8 – 3 p.m.
May 27	Dari Hut Cruise Night (Red, White & Blue Night) 121 S. Main St., Oswego, IL 5 – 8 p.m.
June 1	Lions Paw Car Show & Fair, Melas Park, Mt. Prospect, IL 8 – 3 p.m.
June 1	Sandwich “Freedom Days” Car Show, Downtown Sandwich, IL 5 – 8 p.m. 630/892-2966.
June 7	Mason Square Cruise for St. Jude's Rte. 34 & Douglas Rd., Oswego, IL 6 – 9 p.m.
June 8	Wow Winery & Cafe Cruise Night, 201 Vertin Blvd., Shorewood, IL 6 – 9 p.m.
June 9	Millington Auto/Last Chance Saloon Car Show Millington, IL 8 – 3 p.m. 815/695-1447.
June 15	Marseilles Cruise Night, Downtown Marseilles, IL 5 – 9 p.m.
June 22	Dari Hut Cruise Night (Ladies Night) 121 S. Main St., Oswego, IL 5 – 8 p.m.
June 29	Wow Winery & Cafe Cruise Night, 201 Vertin Blvd., Shorewood, IL 6 – 9 p.m.
July 3	Wow Winery & Cafe Cruise Night, 201 Vertin Blvd., Shorewood, IL 6 – 9 p.m.
July 16	Mason Square Cruise for St. Jude's Rte. 34 & Douglas Rd., Oswego, IL 6 – 9 p.m.
July 17	Yogi Bear/Jellystone Campground Car Show Walker Rd. & Rte. 71 Millbrook, IL 8 – 3 p.m.
July 17	Dari Hut Cruise Night 121 S. Main St., Oswego, IL 5 – 8 p.m.
July 18	Sixth Annual Prairie Fest Car Show Oswego High School Rte. 71, Oswego, IL 8 – 3 p.m.
July 24	Wow Winery & Cafe Cruise Night, 201 Vertin Blvd., Shorewood, IL 6 – 9 p.m.

HOSS TRADING

Or How the Editor messed up Don's phone no. in last month's newsletter! Sorry, Don.

FOR SALE: Several 1:18 Mustang die cast models (\$15.00) and a large selection of Match Box and Hot Wheels Mustang cars. Some are still packaged and some are not. Johnny Lightening here too. \$0.75 - \$1.00. For more information, call Don Piper at 708/614-8859.

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.

A FORD TAILLIGHT TEST FROM ROGER SANZENBACHER

Here's an “Easy” one from Roger: Just match the Ford car (on the left) with the taillight on the right. Simple – isn't it? To give you “Young People” a break I'll give you the first one – the “A” Ford is the number “5” taillight. Answers on the last page.



CLUB CALENDAR FOR MAY

May 1: Ken and Pat Hines celebrate their Anniversary.

May 1: On this day in 1986, Bill Elliott would set a world record speed of 212.229 in his Ford Thunderbird at the Talladega, Alabama speedway.

May 1: Also on this day in 1972, Buddy Baker would finish a 500 mile race for the first time under three hours elapsed time. This was also set at the Talladega Superspeedway.

May 3: Monthly Northern Mustang Corral meeting at 7:00 p.m. at the Bourbonnais Public Library.

May 3: (1966) The game "Twister" was featured on the Tonight Show by Johnny Carson.

May 6: Keith Richards begins to write the song "(I Can't Get No) Satisfaction" in a hotel room on this date (1965). Keith later claimed that he wrote the introductory riff in his sleep. He had been recording riffs on a tape recorder and fell asleep. When he woke up, he almost erased the tape but elected to listen to it again. He said it was "Two

minutes of “Satisfaction” and forty seconds of me snoring.” The song would later on become the Rolling Stones first Number One hit in June of that year staying on top of the charts for four weeks.

May 9: John Garner sets off the Smoke Alarm with another candle on his Birthday cake.

May 10: To keep up with the history of the Turtles (see last month's newsletter for more), on this day in 1969 Tricia Nixon invited her favorite group, the Turtles, to play at a White House party she was hosting. As the group entered the White House, a Secret Service guard broke the group's metronome thinking it was a bomb. Lead singer Mark Volman, who was drunk, kept falling off the stage and was trying to pick-up Lucy Baines Johnson at the party. Despite all of this, the Turtles were invited to perform at the “coming out” party of the daughter of U. S. Steel. At the social gala the group sang their entire songbook to almost no response – the socialites were more interested in talking to themselves. As the group commented after the gig: “Is this what we've worked together all our lives to have hits and a career for? To knock ourselves out so these little twerps can carry on about who is going out with who and where did she get that cute little dress?” The group was not asked back.



May 14: Mickey Thompson breaks standing mile and standing kilometer records (1960). Thompson's most impressive attempts at speed records were at Bonneville but he also fielded cars at Indianapolis in the mid-1960's. In 1964, only Dave MacDonald was able to qualify a Thompson car that was considered to have serious handling problems. Being involved in one of the most horrific crashes ever at the Brickyard, MacDonald lost control of his ride crashing into the car of Eddie Sachs killing both drivers. After that, Thompson stayed away from Indianapolis concentrating on Bonneville. He met his wife, Trudy, at a drag race and in 1988, and both were gunned down outside their home in San Juan Capistrano, California. although a reward totaling \$1,000,000 has been offered for the arrest and conviction of the killer, the case still remains open.

May 26: Dave and Mary Hoffman celebrate their Anniversary.

May 28: Don Piper celebrates a Birthday.

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Answers to the Ford “Matching” Quiz

A-5	1931 Model A	B-4	1947 Ford four door sedan
C-3	1957 Ford custom 300	D-2	1958 Ford Fairlane 500
E-6	1961 Ford Galaxie 500 convertible	F-8	1968 Ford Torino GT
G-1	1973 Ford Grand Torino Sport	H-7	2005 Ford GT

MUSTANG OWNERS ARE EVERYWHERE IN THE WORLD

One day while reading e-mails on the Yahoo site “Classic Mustangs,” I noticed that one of the Mustang owners was from Lebanon. I asked him for some information that he'd like to share with our club and this is what he wrote back:

Dear Bill,

It's my pleasure to have you publish my Mustang in your club's newsletter and I will tell you the whole story of the car and how I got to it.

In 1966, this beauty was sold through the local Ford Dealer in Lebanon to a Lady sitting in an area in the Lebanese mountains named “Kfarhabab” (the area). This lady had a villa surrounded by a big land and had her business between here (Lebanon) and Europe; therefore she wasn't driving it always, it was the “WeekEnd Car” when she was in the country!

In 1975, the war started in Lebanon, the lady traveled and kept away from Lebanon till the war end in 1990; meanwhile nobody was driving the car since it was in the garage of her villa for all this period. She wasn't even trying to restore it; instead, she kept it in the garage as a souvenir.

On a sunny day, one man was driving his car taking his family on a ride in the mountain, suddenly he saw the front of the car appearing from the garage where it was for 21 years (it was in the year 1996). He decided to stop and ask the owner if she would sell it. An old lady welcomed him and told him that she will agree to sell her car to a person who loved it and can restore it. He bought it on the second day!

The odometer was indicating 6500KM (around 4200 miles) in that time (KM not miles since it was delivered from the local dealer in Lebanon); he did a paint job and recovered the dashboard.

The second owner, named "Jamil Sarkiss", preserved the car in a climate control garage for the last 10 years; he was only driving it on some weekends. His family recently was always asking him to sell it and buy a small car for transportation in town (better in fuel consumption). I heard about the car from the friend of Jamil's daughter.

I always loved these cars, especially the V8 ones and was wondering if one day if I would own an original one or not. A friend of my named Farouk encouraged me to own one especially that he owns 2 1966 Mustangs, - one of them is a convertible. I preferred the red color in the past but I think I am convinced now and satisfied with its dark blue color.

The odometer is indicating currently 20700KM (around 13,000 miles); the original heater, the original radio and lighter are all functioning.

I need of course some parts that I am searching the Internet for. I found several websites selling these parts but I am not sure about the quality of these products especially that they are recently manufactured and not by Ford. On this specific subject I am counting on the "Classic Mustang" group members to guide me to the right direction!

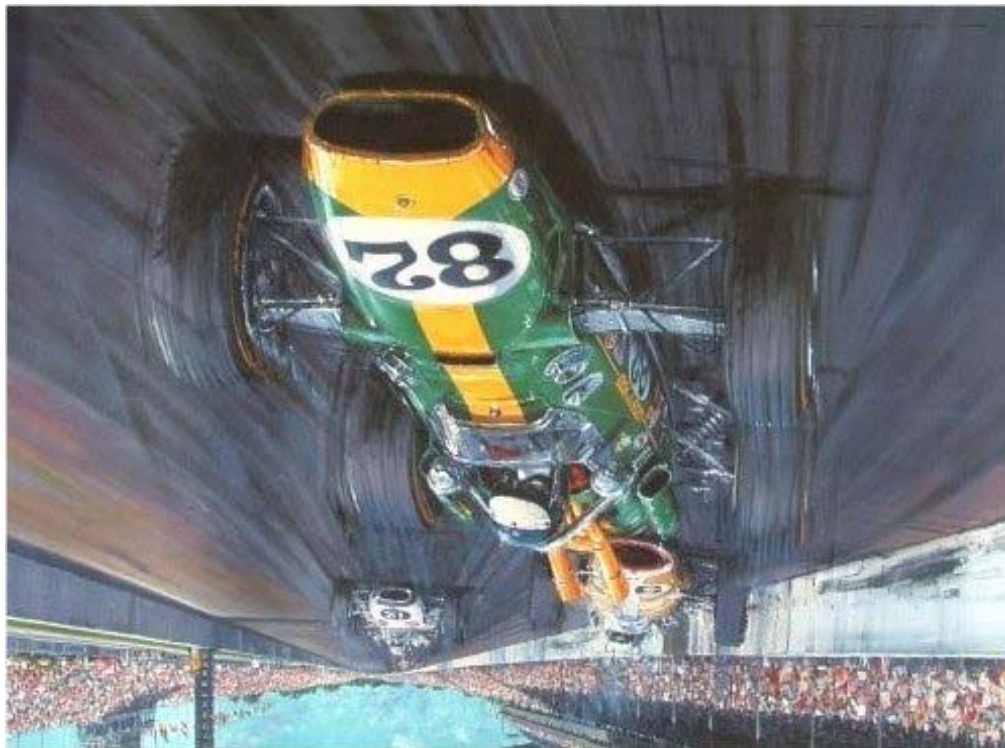
The VIN number of my Mustang is:6T07C177190

The original plate on the driver's door (patent plate) includes the following information on 2 different lines:
First Line: 6T07C177190 Second Line: 65A K 22 22H 950967

Well, this is my story, I hope you enjoyed it.

Regards,
Elie
1966 Ford Mustang

It's nice to know Mustangs and Mustang owners are all over the world – even in far-away Lebanon! Thanks to Elie for sharing his Mustang story with us. Bill Krieger, Editor.



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