



BULLITT'in®

Updates and Info for Our Club Members

JANUARY 2021

Vol. 3 No. 1



Next Meeting: Wednesday, **JANUARY 20TH**

Location: **To Be Determined**

Start Time: You're welcome to have dinner beforehand; the meeting starts promptly at 6:30

Was There Ever Any Doubt?

Some of us may have already thought it, though likely because we're more than a bit partial. However, Road & Track went to the trouble of actually doing the math. The R&T Performance Car of the Year for 2020 is the Ford Mustang Shelby GT500! Up against a handful of worthy competitors, all of which have European genetics, the GT500 rose to the top after two days of Lime Rock track time, and real-world drives through the twisty Appalachian countryside. One question remains...how the heck can we get a job like that?!

At The December Meeting

There wasn't one so there isn't an "At" to report. We never meet in December so our membership can focus on friends and family and plan for the holidays which is absolutely the best reason we can think of for not holding a meeting. It's been a real challenge to keep a rosy attitude through much of 2020, and we all know people who faced a few more challenges than others. Keep them in your heart, and reach out to them to bring a smile. We hope you had a wonderful December and look forward to seeing you in 2021!

2021 Sponsorships

In 2020, we introduced a major refresh of the club sponsorship program by breaking it into tiers or "stages" that were intended to offer a bigger bang for a sponsor's bigger bucks. We committed to promote them more aggressively at our shows and events. Since we were not able to do that due to the pandemic, we decided to honor their 2020 sponsorships into 2021. That does two things. It is a gesture of good will and show of appreciation for our sponsors. It also means we need to attract *new* sponsors for 2021. You must have some in mind. Sign 'em up!



California Dreamin' (Submitted By Jason Eager)



The marketing theme for the GT/CS limited edition was "California Made it Happen!", a variation on Mustang's national marketing theme and commercial jingle, "Only Mustang Makes It Happen!"

Lee Grey was the Southern California district sales manager for Ford and he was looking for something unique to spark the sales of Mustangs in Los Angeles. Ford dealers had tried promotions like the "1967 Rainbow Colored Mustangs", as well as by adding accessories and options to dress up cars for public view. The objective was to make the Mustangs sold in California unique and to look "custom" made, thus differentiating them from the standard models available elsewhere. Lee Grey attended the Ford Preview event for the new 1968 Fords at the Los Angeles Coliseum in August 1967, where he saw a Shelby GT-500 prototype coupe nicknamed "Little Red". This

was a supercharged 428, C6 automatic coupe that was dressed up in bright red paint, and a vinyl roof, as a formal, yet high-performance vehicle. It was on display to gauge market response as a possible Shelby lineup Mustang. Lee saw this as an opportunity to use the elements of this prototype to market his "California-Only Mustang". He met with Lee Iacocca in L.A., and the decision was made to bring the car to Dearborn to develop into a limited-edition Mustang. First, it was known as the "GT/SC", as a nationally available Sport Coupe, then, after some discussion, developed as the GT/CS.



As a tribute to the 1968 California Special, Ford added a limited production factory GT/California Special in 2007. The GT/CS is based on a Mustang GT with a 4.6 liter engine. This production run

ran from 2007-2009. The GT/CS returned for 2011-2014.



It came back for 2016-2017 and again in 2020.



Executive Board and Club Contacts

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Vice-President

Treasurer

Secretary

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Comments From The New Guy

Before I slip into a full on ramble, I want to once again thank Don Hughmanick for his leadership as club president. He worked tirelessly to promote the BCMCCI and cultivate relationships with everyone the club encountered. His leadership will be missed, but he will remain an active member, and of course, keep the role of the club's "cruise director".

Being elected club president is a real honor, and I don't in anyway take the responsibility lightly. I've seen firsthand how much work goes on behind the scenes to keep things rolling smoothly in spite of the challenges that can crop up. (2020 being a prime example) Saying I have a tough act to follow is an epic understatement, but my pledge to you is that I will do my best to do the position justice.

In 2021 we have a great opportunity to right the holy mess of the past year and resume our charitable efforts. What we do for our chosen charities is a source of great pride and it was painful not to be able to continue our momentum of the past 4 years or so. It must be a focus for us this year, and with all of you, our returning board, and new officers Steve Fry, Lynda Boysel and Keyla Leon, I am confident we have the talent, and just need the chance to make it an amazing year. Let's flip 2020 the bird, keep it in the rearview and seize 2021 to make it one to remember. I'm in, are you? Oh, and Happy New Year!

Giving The II's Their Due

I have a confession to make. Of all the flavors and style of Mustangs, my least favorite was the Mustang II. By least favorite, I might be holding back a bit; it was more than that. It didn't look like a Mustang to me. It was slow. It had too much Pinto DNA. In fact, all it had going for it was an available V-8, and Farrah Fawcett drove one. (Young guys, go ahead and Google her...)



On top of that, they were nearly impossible to successfully customize without serious surgery...or squeezing in a huge displacement engine.



Now to be fair, and in the M-deuce's defense, it very likely saved the Mustang badge from fading into history as just one more victim of the oil crisis of the 70's. Ford had to make drastic changes in the hot pursuit of

improved fuel economy across the board and the Mustang was an easy target. Ford managed to keep the name intact, but it felt like too much too fast. When it debuted in 1974, it was nearly 20" shorter and 700lbs-ish lighter than the last of the first gen Mustangs was in 1973!



The dark cloud that was the 1974-1978 Mustang actually had some silver in its lining. It kept Ford's pony car alive and in public view. It sold very well, and won favor with a lot of the automotive media. It also found a home in racing. It was tiny, light, and more or less aerodynamic. Guys like Bob Glidden found success by throwing insanely large engines in what was left of Dearborn's little gas-saver's carcass. It hung in there as an econo-box long enough to bridge the gap between 73 and 79 when the Foxes came to the rescue. And let's not forget some of the best street rods ever built have Mustang II rack & pinion steering.



I owe the 2nd gen pony an apology for all the nasty things I've said over the years. It did what it could with what it had. Respect!

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If Santa Left You A Big Bag O' Benjamins...

Most of our members have been to or are at least familiar with the Classic Auto Mall. And most of them have found at least one vehicle there they'd consider making a deal with the devil to own. While it's not a Mustang (they can't all be) a legitimate 1964 289 Shelby Cobra might be one of those. Chassis CSX2133 has the look, but it isn't by any means 100% original. Several owners have changed, swapped, restored or removed some of the original components, but there's absolutely no denying its pedigree.



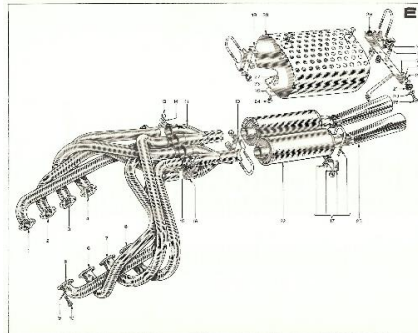
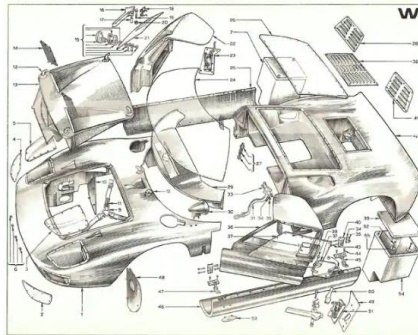
The CAM is very good at providing scads of photos including chassis shots, and it's evident the car has been driven and could stand a full rotisserie restoration by someone who knows what they're doing.



If that's you, the asking price is \$925K. Values range wildly, so you have to decide if it's a deal or not.

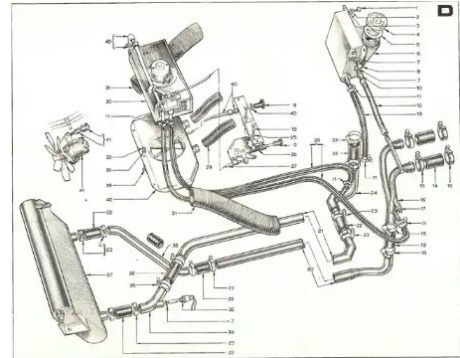
Ford Archives Strike GT40 Gold

The following paraphrased from the "Fast News" newsletter from Ford Performance. To read the original info and more, click [here](#). Retired Ford engineer, Don Eichstaedt donated some of the most incredible and possibly priceless GT40 development documents to Ford recently. The beauty of the paperwork is its blessedly analog feel, from a time when pencils were calculating more data than computers were.



Some of the coolest content was in the testing results from April/May 1964 at Le Mans. In the summary of results, instability at speed was solved by adding a spoiler that in addition to adding downforce, was described as having the effect of "adding feathers to an arrow". You won't find comments like that in 2021 wind tunnel data reports!

Other tidbits included discovery that premature clutch wear was due to a restrictive hydraulic system that was slow to return the pedal and was basically eating clutches alive. Overheating brakes were addressed by increasing airflow to the brakes and reviewing the hydraulic system. Improved connectors resolved a low mileage failure issue with the alternator. Engine overheating proved to be a simple matter of adding small slots to the front sheet metal.



The images here are from a parts list drawn by John Wyre. "Many people forget that while the racing versions of the GT40 were winning the headlines and races at Le Mans, a passenger version of the GT was also being produced. After Ford Motor Company closed the Advanced Vehicles Division after the 1967 racing year, John Wyre, who had been working on the program, opened J.W Automotive Engineering Limited to produce the street version of the GT40." As cool as the cars were, the behind the scenes work that begat them is just as incredible.