



HOOFBEATS!



The Monthly Newsletter of the Georgia Regional Mustang Club - Atlanta

Volume 32, Issue 2

February, 2010

www.garmc.net

*****Attention Note*****

*****Membership dues are due by March 21, 2010*****

HOOFBEATS is a monthly publication of the Georgia Regional Mustang Club. Any questions concerning this publication may be directed to the editor's address shown below.

Membership Applications should be mailed to:
Georgia Regional Mustang Club
P.O. Box 1803
Kennesaw, GA 30156

GRMC Officers for 2010:

President

Terry Trusdale
terrence_trusdell@us.ibm.com

Vice President

Mark Cordery
colt1965@hotmail.com

MCA Liaison

Anne Martin
anmar10@aol.com

Treasurer

Greg Stack
gvstack@bellsouth.net

Media/Web

Newsletter
Billy Taylor
habu03@earthlink.net

Larry Prescott

LPRESCOTT@HNTB.com

Website

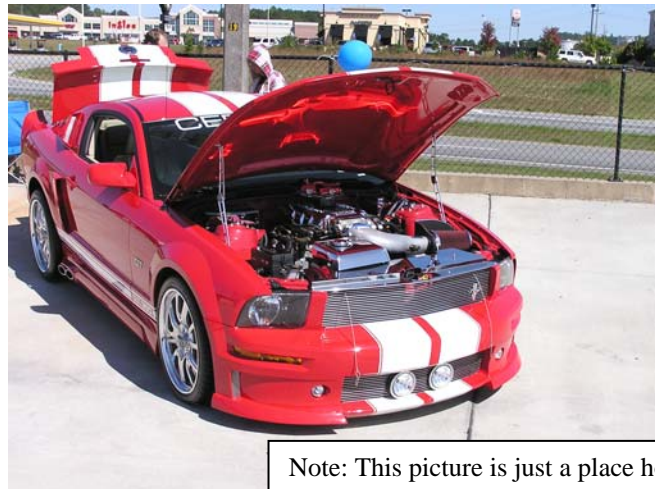
Liz Reeder
lizreeder@gmail.com

John Knox

jmknox@comcast.net

Club Website

www.garmc.net



Note: This picture is just a place holder.

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Ramblings – The Great Guinea Hunt

In the early '70's, I had rented a room in Mableton, GA from a coworker, to avoid a long drive to work from my previous living quarters. Some of those years I traveled extensively, including months-long trips to Texas, New Jersey, Ohio, and California, as well as numerous shorter trips across the U.S. Sometime in '74, I returned from a trip and learned I had a new roommate, Ron. At the time, Ron was assistant director of the state of Georgia archives, and attended law school at night. He was also an avid motorcyclist, owning a Yamaha two-stroke 500 cc twin. Now, when you looked at Ron, you saw what looked like one step removed from a hippie (but for me that was almost like looking in a mirror). With permission, I began riding Ron's motorcycle some, and eventually bought my own, a 900 cc 4-cylinder Kawasaki Z-1B (about the second fastest production motorcycle in 1975). Ron acquired an old Ducati 350 single and began road racing. I decided I wanted something faster and bought a kit bike - it was a Rickman frame with plastic trim, and you could get them to accept several different brands of engines. Before taking delivery, however, the house owner decided to sell his house and go overseas to work, and kicked us out. Ron solved the problem by buying a somewhat dilapidated old house in Atlanta (Adamsville, actually), that we eventually fixed up somewhat. And that is where Ron and I assembled the kit bike. *[As an aside, Adamsville was a great place to ride motorcycles on Saturday mornings - all those black churches that served up mouth-watering barbecue along most any route you took.]*

The house we lived in had two bedrooms, a bath, a living room, and a combo kitchen/dining area. The kitchen/dining area was separated from the living room by a hanging curtain (actually an old bed sheet). The dining area doubled as the garage for assembling the kit bike. I will never forget that on the day we finished up assembly, Ron invited over a couple of his coworkers and their spouses for beer. They were all sitting quietly in the living room talking, when I decided to go for my first test ride. The front door to the house was open since it had a screen door on it. So I fired up the bike in the kitchen and went riding through the living room and out the front door. Ron said later, the guests were flabbergasted and speechless, but I don't understand why, do you?

We had a break-in one night, but we had nothing of value to steal, so the cops did just that - nothing. Except that Ron decided he wanted a burglar alarm. He decided on getting some guinea fowl. Seems that one of his coworkers had some relatives in North Georgia who had some, and told Ron, he could have all he could capture and bring home. Ron then contacted a few friends and organized the Great Guinea Hunt.

The great guinea hunt involved "Skeeter", Bob, Jim, Richard the Woodcutter, and me. Excluding me, Bob was the most sane of the bunch. He was a hospital administrator working at Piedmont, as I recall, and had moved to Georgia from Michigan, along with Ron. Both had attended Mardi Gras in New Orleans one year, and decided they liked the warm weather down south as opposed to the Michigan winters. Jim was sort of the manager and lead mechanic for a motorcycle dealer in Lawrenceville at the time. He was a pretty smart guy who had completed a couple of years at Georgia Tech in mechanical engineering. Skeeter was the true scuzz ball, if any ever existed. He managed an adult book store at the time, and liked to race Yamaha motorcycles, even though he wasn't good enough to even place in the top ten in a race. Richard the Woodcutter was Bob's younger brother, and actually worked for Coca-Cola as a mechanical engineer. Unfortunately, he began drinking heavily and maybe doing drugs, and got his moniker when one winter day, he chopped up all the furniture in his apartment and burned it in the fireplace to provide some heat and entertainment, and charred the apartment walls bad enough to get evicted. And me, well you don't need to know any more about me since I have no luggage.

Now I don't remember what every hunter was using to try to catch a guinea, except that one person had a net to throw over them (kind of like what you see in the old gladiator movies) and another had a bolas (you know, the cords tied together with weighted balls on the ends and thrown by South American gauchos to capture animals by entangling their legs). Still another had a rope made into a lasso, and one had a shotgun - he just planned to maim one or two to capture them. It didn't take the residents long to gather on the front porch to witness the great guinea hunt *[picture the movie Deliverance]* and laugh their behinds off. If only they had cheap video cameras in those days. Well, ole Ron and company did manage to catch some guineas, and Ron brought them home. However, his pen walls weren't high enough, and they all escaped shortly thereafter. Last time I talked to Ron, he had shaved his face clean, and was a corporate lawyer for Tenneco, or some outfit like that. Nowadays, he might even own a Mustang, like me.

~ Billy Taylor

Who is Georgia Regional Mustang Club?

According to the 2009 year-end roster, there were 124 members in the GRMC, of which 54 are couples and the rest singles. These members own 81 total Mustangs plus one Cobra kit car. This total includes Shelby (and GT500), Cobra, Hertz edition or clone, SVO, Mach 1, Bullitt, California Special, 7-Up Specialty, plus the aforementioned kit car. The cars are broken down as follows:

16, 1966 and earlier (including kit car)
8, 1968 - 1973
16 1983 - 1993
5, 1994 - 1996
16, 1999 - 2004
19, 2005 - 2009
2, 2010

Six members are listed with no associated Mustang. And 4 lifetime members do not have a year/model specified.

~ Billy Taylor

Our 2010 Treasurer

Greg Stack is our 2010 treasurer. He actually provided this intro to me last month, but I failed to include it in the January newsletter – Ed.

Hello everyone, I just wanted to take a minute to introduce myself. I'm Greg Stack and I'm the new Treasurer of the GRMC. I've been a member of the club for just over a year and have met some great folks. I live in Douglasville and am a pilot for JetBlue Airways based in New York City. My first passion is flying, and I consider myself lucky to be able to get paid to do what I love. I have been a car guy for as long as I can remember. I am on my second Mustang now. My first was an 85 LX Notchback. My current Mustang is a 93 LX 5.0 Convertible that I have owned since 1995. It is mostly stock with some suspension modifications. I am looking forward to a great 2010! For those of you I haven't met I hope to do so in the coming months. Happy New Year!!!

~ Greg Stack

Monthly Events

The Carburetor Clinic that was planned for February has been postponed due to unforeseen family circumstances. Stay tuned for future news on this topic.

Saturday, March 13th, starting at 9 am: Georgia Regional Mustang Club Dyno Day 2010. Mo's Speed Shop, 204 White Park Drive, Dallas, GA 30132

Attention GRMC members, let's get those Mustangs out and see what they are made of. I have set up a dyno day event for our club at Mo's Speed Shop. Jeff Harris has just opened up this brand new company. Cost: \$55 per car for 3 pulls on the dyno and lunch provided by Mo's. We have done this in the past with Jeff and it's a lot of fun. After your dyno runs you, will receive a computer printout ("bragging rights") of your car's power and torque numbers. This can be displayed in your car in shows and cruises, etc.

If you are interested, contact me before March 1st. We can only take 20 cars so space is limited.

~ Randy Pethel, 404-323-9511, randy@healeyrodny.com

Mustang Birthday Bash

Update: Team Ford and Mazzy's (Marietta) have both signed on as sponsors for this April 17 event. April 17 is the date of the original Mustang introduction in 1964. This will be a popular vote show and be limited to 75 cars, with registration from 9 – 11 am, voting from 11 – 3, and trophies at 4 pm. Team Ford will be doing the ride and drive, a Friday Dynojet day, donating prizes, and are trying to get an MCA edition 2011 for the show. Mazzy's is giving up their whole facility, providing a childrens area in the lower lot, complete with inflatable jumping gym, and prizes. There will be carnival games (bean bag toss, dunking for prizes, pin the gas cap on the Mustang, spark plug change) for prizes, party favors, a cake, a horse (pony?) race, and a silent auction. Sounds like a lot, but how many times do you give a party for your favorite car? If everyone ponies up soliciting spiff, everyone should leave with their trunks full. We'll need the whole club out there pulling this wagon.

We already have an ad in Mustang Times and the flyer will be available soon. Proceeds will once again go to Atlanta Children's Hospice. With the funds provided by Mazzy's and Team Ford, we should be able to give a lot to the kids. Stay tuned for further news.

~ Lee Mathias

Little Talladega

Annual track event – Talladega Gran Prix Raceway (<http://www.tgprace.com/>), 5 June. See flyer at the end of this newsletter for details. Participants and volunteers are always needed and welcome.

~ John Rehder, John.rehder@comcast.net

GRMC Member Magazine Cars

Some, but not all club members, look at and read car magazines. Those who do probably recognize such names as Muscle Mustangs and Fast Fords magazine, 5.0 Mustang and Super Fords magazine, Modified Mustangs magazine, and Mustang Monthly magazine. These four magazines primarily include articles on Mustangs, including technical articles, show cars, daily drivers, and just about every thing else. Of course, there is also the MCA magazine, Mustang Times. But what does it take to get your car in one of these magazines?

At least three GRMC members have had their cars in at least one of these magazines in the not too distant past. How did they do it? Well, here is some information gleaned from those individuals.

Randy Pethel's '89 Fox Saleen SSC appeared in the March 2007 issue of Modified Mustangs magazine.

http://www.mustangandfords.com/featuredvehicles/mdmp_0703_1989_saleen_ssc/index.html

Randy claims it was "pure luck" that his car was chosen for the magazine when he was showing it at an MCA show at Barber Motorsports Park in Birmingham in September 2006. *[If you have seen Randy's car, you would probably question the "pure luck" statement - Ed.]* A magazine photographer took a few pics of Randy's car and was overwhelmed enough to return and inform Randy that he was interested in doing a feature article. Randy agreed and met the next morning for a photo shoot.

Randy met later and reviewed the photos, then after returning home, filled out a questionnaire and wrote a bio of the car. And as an aside, Randy was later contacted by Vortech, and his car has since appeared in the Vortech superchargers catalog.

George Gast's '87 Fox Saleen appeared in the March 2008 issue of 5.0 Mustang magazine.

http://www.mustang50magazine.com/featuredvehicles/m5lp_0803_1987_saleen_mustang/index.html

George displayed his car at a Saleen Club of America National show held in April 2007 at Team Ford in Marietta. A photographer and feature writer took several photos of cars at the show and asked George about taking additional pics after the show; he also asked about the history of the car. The additional pics were shot behind the dealership. And like Randy, George filled out a questionnaire and wrote a bio on the car.

What did Randy and George have in common? Well, both had their cars at "national" events, which means there is more likelihood of a national magazine having a representative or some free-lance journalist present. Second, both cars are unique in

that they have performance mods, and look sharp. George thinks that an interesting story on the car enhances the possibility of the car getting in a magazine.

Yours truly, Billy Taylor, was also lucky to get his car, an '01 Bullitt, featured in the July 2008 issue of 5.0 Mustang magazine. http://www.mustang50magazine.com/featuredvehicles/m5lp_0807_custom_2001_bullitt_mustang/index.html

This happened different from both Randy and George. When the 2008 Bullitt was being unveiled, the magazine editor's column was about the new Bullitt. A curt email was fired off to the editor stating that a Bullitt wasn't so special, but a "Bullsnake" was, and included a couple of photos. The moniker Bullsnake was applied to my car because of the Cobra (hence, "snake") engine. The editor and I swapped several emails about the modifications on the car, and eventually the offer was made to shoot it for a possible feature. Just like Randy and George, I filled out a questionnaire and wrote a bio on the car. I was later told my car was considered because of its stealth: higher performance on the inside but close to stock-looking on the outside.

So there you have it. There is more than one way to get your car featured, although that may not have been the initial intent. But if your car is completely stock, no matter how clean, it probably won't be featured, since magazine readers see those day in and day out. Be sure to do something to make your car stand out if you want to pursue this further. You'll also find that the editorial column of most magazines will include information/suggestions every so often about getting your car in that mag.

Because there may be more than three GRMC members who have done so, I am asking all members to please notify me if you have had a car in a magazine, or know of another GRMC member who has so I can pass the details to the present members on what led to their car being selected for print.

Please email me at habu03@earthlink.net with the story, and I will consolidate and provide the details to all GRMC members.

~ Billy Taylor

Monthly Treasurer's Report

The treasurer's records are currently being transferred from the 2009 treasurer to the 2010 treasurer, and are not available as of publication deadline. There is approximately \$2000 in the club treasury, however. Details will be provided when available.

Bonding

After much soul searching and financial wrangling, a good friend of mine just bought a '68 GT 350. They have already started to bond and he will also carry on the tradition of Shelby ownership. He will love and cherish it, be entrusted with housing it, never letting it stay dirty or suffer poor maintenance. He promises to run it hard, drive it regularly, destroy the ego of all Chevy owners, make believers of the uninitiated and add to the legend of Shelby. They were created by the passion of one man, fiercely raced and defended by generations of dedicated enthusiasts, and held in awe by all. Bred to race, barely street legal, they are revered for their competition spirit. Shelby ownership has always been about more than steel and paint. No two are alike, each is an individual, to be loved, exhibited and preserved.

I bought my first Shelby in 1970. I had been parking lot racing Mustangs for five years and Shelybs were the ultimate autocross machines. When 5S071 came to live with me, it already had a street racing reputation and I felt it was my responsibility to preserve and continue the competition heritage. I raced it weekends and entered every car show in the Tidewater area. I never missed a Shelby meet on the East Coast. I studied the cars and the history, becoming a local authority on Shelby and his cars. In 1973, I bought a 68 GT 350 convertible as a daily driver. I also raced it until I blew the motor and sold it to Mustang Sally. 6S1774 came from Pennsylvania to become the ultimate BP racer in 1974. When I got divorced, we split the sale of common property. Getting rid of my first wife and keeping the two Shelybs was the best thing that could have happened. After the SCCA driver's schools, 1774 became well known at Road Atlanta's vintage races. When I remarried, I traded 071 for a 68 KR convertible so I could take the kids to cruise night. Closing the Mustang Farm and two kids meant no more racing and 1774 had to go. The KR and another 68 GT 500 convertible became a house and family vehicles. But then 6S1513 came to live here. It was to be lovingly restored to factory fresh, passionately driven and spend a lot of time in its natural environment, open track events as the ultimate father and son bonding project. But, alas, 1513 had to go as my son became more interested in guns than cars. I did not realize how large a part of my soul was missing without a Shelby in my life. When I drove 07SGT0127 home I knew my soul was reborn, but with modern amenities. The understated purposeful look, the handling, the power, the street and track performance had made me complete again. I will never again be without a Shelby until they pry my cold, dead fingers from the steering wheel.

Now my friend will begin to experience this passion that a Shelby creates. Sure, a Saleen or other tuner Mustang will out run one, has power everything and air conditioning, but they are not Shelybs. A replica can have the look of one, but only a real Shelby has the soul and passion of its creator. He will find ownership to be demanding but rewarding, trying but a super ego trip. Girl friends will take second seat, the purpose of the house will be to garage "the car". The interstate will be ignored and road trips planned. He has just become another keeper of the legend. Let's fire them up and go riding.

~Lee Mathias

2011 Mustang 5.0 GT:

<http://www.autoblog.com/2009/12/28/2011-ford-mustang-gt-officially-rolls-with-a-5-0-v8/?icid=main|hp-laptop|dl6|link4|http%3A%2F%2Fwww..autoblog.com%2F2009%2F12%2F28%2F2011-ford-mustang-gt-officially-rolls-with-a-5-0-v8%2F>

Area Events

CRUISE-INS

Every Saturday:

Chamblee, GA Donut Derelicts at Dandy Donuts.
8:30am-11:00am. Info: Mike Dailey 770-458-3262

1st Saturday:

Villa Rica, GA Ingles Shopping Center. Info:
Paul Debick 770-832-9857.

Cartersville, GA Town Square downtown Cartersville.
5pm – 9pm. Usually has live music and most of restaurants are open.

1st Sunday:

Marietta, GA Caffeine & Octane cruise-in at "The Avenue" in East Cobb. 8:30am -11:00am. Info: Frank 770-565-2281.

2nd Saturday:

Bremen, GA Tallapoosa St downtown. Info:
Raymond Priest 770-537-9157

Marietta, GA Wendy's at Dallas Hwy and Barret Pkwy. Info: Randy Cline 404-925-5099

3rd Saturday:

Canton, GA Riverstone Shopping Center.
Info: Ted Thomas 770-479-7637

Villa Rica, GA Main Street downtown. Info: Danny David 770-328-9663 or Matt Careins 770-459-4628.

4th Saturday:

Dallas, Ga Downtown Dallas. Info: Larry 770-445-1481

Cartersville, Ga Hwy 41 and Main Street. Info: Ken Barrett 770-424-7639 or Richard Chatham 770-974-0327

5th Saturday:

Powder Springs on Town Square. 5-10pm. Push Rods car club, Info: Larry Pearson 770-324-3759

SHOW STUFF

2010 MCA National Events

March 28-30: Gulf Coast National Mustang and 31st Annual All Ford Show, Pensacola, FL (New location)

June 4-6: Chisolm Trail Mustang National, Mustang Oklahoma

July 15-18: MCA Grand National & 30th Annual MNW Roundup, Bellevue, WA

August 13-15: 2010 MCA National, Virginia Beach, VA

September 3-5: Mustangs at the Mansion 2010 Mustang National Event, Asheville, NC

See www.mustang.org for info

2010 Regional Events

February 20: MFMC's 23rd Annual Mustang & Ford Roundup, Orlando, FL

March 20: 8th Annual Roundup at The Border, Dillon, SC

March 27: 14th Annual Cherry Blossom Festival Car Show, Macon, GA

April 17: Mazzy's Mustang Birthday Party (GRMC), Marietta, GA

June 12: 30th Annual Cherokee Regional Mustang Show, Gordon Central High School, Calhoun, GA

Personal Classified Ads

FOR SALE:

No other details available, but seller sez: 1965 Mustang GT Fastback (A code) with red pony interior, AC, AT, PB, PS, Console, Rally Pac, and Stereo with CD Changer. The vehicle is very nice (but certainly not perfect). No rust, straight body, runs strong and drives well. I have owned it about 10 years It has been well-maintained, garage kept, and driven very little. I have plenty of interior pictures. Mike Knuckles, 770-337-6804

WE WILL GLADLY PUT IN ANY PERSONAL CLASSIFIED ADS FOR CURRENT MEMBERS AT NO COST. JUST EMAIL BILLY TAYLOR AT habu03@earthlink.net OR PASS THE WRITTEN INFORMATION OVER AT THE NEXT CLUB MEETING OR EVENT.

PLEASE REMEMBER THAT IF THIS IS FOR YOUR BUSINESS, WE CHARGE \$30 FOR ONE YEAR (AND THAT INCLUDES MEMBERSHIP IN GRMC) FOR A BUSINESS CARD SIZE ADVERTISEMENT.

ASK YOUR NAME AVAILABLE HERE ABOUT CLUB SHIRTS – THEY ARE TERRIFIC AND LOOK GOOD ENOUGH TO WEAR ANYWHERE – DON’T FORGET TO ORDER YOURS!

T-SHIRTS:	\$10.00
SWEATSHIRTS:	\$15.00
HOODED SWEATSHIRTS:	\$20:00

Merchandiser Position Available

(To join, please detach and return)

Georgia Regional Mustang Club

Membership Application

Name: _____ Spouse: _____
 Address: _____ MCA #: _____
 City, State ZIP _____
 Telephone: (home, work, and/or cell): (____) _____ Email: _____
 Birthday: _____ Spouse Birthday: _____

Would you have any objection to your name and phone number be provided to other members? Yes/No (circle)

Tell us about your Mustang(s) ! Year: _____
 Model: _____
 Body Style: _____
 Color: _____
 Engine: _____

Daily driver _____ Show car _____ Weekend driver _____ Other (race car, etc.) _____
 Restored _____ Unrestored _____ Stock _____ Modified _____

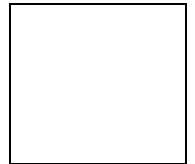
Please mail this application to:
 Georgia Regional Mustang Club
 P.O. Box 1803
 Kennesaw, GA 30156

Annual dues are \$15, \$30 w/ business card ad
 (please send checks only)

Note: It is not a requirement, but GRMC encourages you to become a member of the Mustang Club of America. You can obtain MCA information at www.mustang.org.

OFFICIAL USE ONLY _____ Secretary _____ Treasurer

GEORGIA REGIONAL MUSTANG CLUB
P.O. BOX 1803
KENNESAW, GA 30156



ADDRESS CORRECTION REQUESTED

HOOFBEATS!

TRACK DAY!

Drive Talladega Grand Prix Raceway

Experience the thrill of driving your car on a closed circuit race track with

Georgia Regional Mustang Club

Saturday June 05, 2010

- Great for all driving enthusiasts
- A safe way to develop your driving skills
- Only Cars are allowed to run
- 35 Spots Limited
- Amazing value at only \$150.00 per car
- Half day driver and corner worker available for \$45.00
- Spectators can ride if owner permits
- Reservation required for all attendees, so make your reservation NOW!
- Call John at 404.915.6163 for details
- Open places fill up with enthusiasts quickly, so don't delay.
- A \$5.00 gate entry fee is in place for cars and spectators

Talladega Grand Prix Raceway is a 1.4 mile professional race track located just west of Atlanta. The track was re-designed, extended and totally repaved in early 2007 providing superb conditions for drivers of all levels. This day will enable all drivers to experience the thrill of safely driving at high speed on a closed circuit.

Talladega Grand Prix Raceway Track Event

For directions, track information and other TGPR news, check out www.tgprace.com

All participants that MAY drive MUST attend the drivers meeting.

To be a part of this event as a driver you will need to do the following:

- 1) Read this entire document. If you should have any questions please email John.rehder@comcast.net
- 2) To ask for a registration form please email John Rehder at the above email address. More information will be sent.