

June 8, 1966

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
P.O. Box 2110
Dearborn, Michigan 48123

Dear Don:

Keith Teter phoned me this morning to check on status and progress. I have been trying to reach you Monday mornings, but time differential and tie-line delays prevented contact. Keith suggested I write a weekly status report to you, this would be the best solution.

It is easier for you to phone me, actually, at your convenience, year time, 10:30 AM to 7:15 PM, will get me. I'm here all day, usually eat lunch at my desk.

One minor but important detail, due to our physical location, 500 feet from the main runway of L.A. International Airport, noise from 707's taking off with full afterburner every 3½ minutes creates a hearing problem on long distance phone calls. In fact the noise factor around here is indescribable.

* Regarding Work: Arrived here Saturday morning, May 21. Chuck Cantwell, Project Engineer met me later in the morning. He gave me a tour of the plant and set me up with a GT 350 to drive while I'm out here. Needless to say, I'm enjoying it. Later Saturday and Sunday I looked for a place to stay and found one one mile from work.

Monday, May 23, I started work. Hours are from 8:30 AM to 5:15 PM? John Liefeld, Shelby's Administrative Engineer is in charge of the Styling Program. He filled me in on all the details.

Monday, May 23, to Friday May 27 I worked on new badges and lettering for the 1967 GT-350.

Saturday, May 28, through Monday May 30, was the Memorial Day weekend.

Tuesday, May 31, resumed work on lettering and continued through till Friday, June 3. Thursday, June 2 I worked 4½ hours overtime.

I am doing badges for the steering wheel, cast aluminum wheel insert, rear end of car, instrument panel, lettering on rocker arm covers, and air cleaner cover for the dual 4CV setup.

In addition, Shelby wants two new cast aluminum wheels, 15" and 14" for 1967 to be used on GT-350 and to market through all retail outlets for all cars. I'm doing as many wheel proposals in the time available until the fiber glass cars come. This will mean working overtime every night and Saturday and Sunday.

I was able to get Joe Ferrar, modeling instructor from Art Center, to do the clay modeling. He will work nights Tuesday through Friday and days Saturday, Sunday, and Monday. John Liefeld would like the clay ready for plaster by July 8 or 11. He needs the remaining time for tooling.

Changes on the car are in the areas of the hood, grille, rear quarter air extractor, rear quarter side scoop, and trunk lid. They are also considering a new rear end, complete using different 1967 tail lights from some other Ford line. There will be rather complete styling changes in the front and rear if it is feasible from the engineering and timing standpoint.

* The fiber glass cars will be here by June 10, if they are on schedule. Painting and preparation will take 2 to 3 days. A partial metal car will also be here.

It appears that Shelby will have to get the services of a graphic artist if he wants his lettering done in the time allotted, plus the car styling. I'm going to suggest this if time runs out.

My phone number here is 213: 674-1961, Ext. 69.

I will write again next Monday, and every week thereafter.

I'm really enjoying the California weather and chance to see old friends. Strother McMinn phoned last week and we plan to get together.

Very sincerely yours,

Charlie McHose

June 13, 1966

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
P.O. Box 2110
Dearborn, Michigan 48123

Dear Don:

Following is a status report of the week June 6th. to June 11th. Monday through Wednesday I worked on designs for a 14" cast aluminum wheel. Six sketches and five full size layout sketches were completed.

Thursday I moved into the room allotted for styling and clay work on the full size car. Continued lettering work on the 427 air cleaner cover.

Friday I started the lettering for the 289 air cleaner cover. Saturday I worked on lettering. At 3 PM Saturday afternoon, full size cars arrived from Detroit. One metal body arrived minus front end exterior sheet metal. We have two front fenders and hood to put on, to try to make a complete car. We will use the metal fast-back Mustang as reference for the fiberglass.

One fiberglass car was painted blue on Sunday. Today, Monday, it will be put in the room where we will do the styling. This room is separate from all other functions and has security to the effect that it is locked at night and no one not directly connected with the job will be in here during the day.

We have to build a structure under the car to raise it to design height and to support clay. This will take at least one, possibly two days. Joe Ferrar, our clay modeler estimated four weeks work, provided not too many changes are made after a design is completed. This will mean I'll be here until July 8th, or 15th. I phoned Keith Teter today and gave him a report on our progress.

Sincerely yours,

Charlie McHose

June 20, 1966

Following is a status report for the period June 13 through 19. Monday, June 13 one fiber glass body of the 1967 fastback Mustang was moved into our "styling studio". Shelby's racing mechanics proceeded to weld up a square tube space frame to support the hollow shell. This job took four days, not two, as we previously estimated.

I continued work on the wheel designs and lettering for identification badges. I contracted an outside source for the finished lettering so I could devote full time to the car detailing.

Today, Monday, we cut the hood out in order to replace it with a metal hood. We have to build a structure under the metal hood for support. We decided to clay on the metal hood because of the poor surface on the glass.

We will start clay on the rear quarter brake scoops and air extractor Tuesday night.

I received the Di-noc and art work on the speedo and tach today. Thanks for sending it quickly.

We plan to use the front and rear end of the other car for alternate proposals if time permits.

Sincerely yours,

Charles McHose

CMH/ll

MR. KEITH TETER
EXECUTIVE STYLIST
PRODUCT & GRAPHICS DESIGN DEPT. #X-4700
STYLING DIVISION

etc.
June 27, 1966

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
21175 Oakwood Blvd.
Dearborn, Michigan 48123

MR. RAY GEDDES
GT. & SPORTS CAR DIV.
& FORD MOTOR CO.
P.O. BOX 655
DEARBORN
MICHIGAN

Dear Don:

The following is a status report for the period Monday June 20, to Sunday, June 26.

Monday we completed work on mating a metal hood skin to an inner hood structure and installing it on the fiberglass '67 Mustang. Drawings for a metal turning to mock-up a model for a cast aluminum wheel center were completed and sent to a shop for fabrication.

Tuesday work continued on the fiberglass model, preparing for clay. I made bucks for clay with the help of men from Shelby's shop. Tuesday night our clay modeler roughed in the spoiler and one version of the brake air scoop.

Wednesday I continued work on the clay modeling and did one version of the air extractor on the rear quarter.

Thursday a complete pre-production hood came in. We decided to use it for modeling and final moulds so it was installed in place of the hand assembled metal hood. Both will be used to show alternate hood scoop designs: single and double scoops.

Friday work continued on the modeling, a "full width spoiler" was modeled on one half, and it looks good, better than we thought. This may be the way to go to get the greatest change in appearance.

Saturday and Sunday we worked late to get all the clay on, showing 2 spoiler variations, 2 air extractor variations, 2 brake scoops, and the hood scoop. This will permit discussion for tooling, vendors, and production, Monday, and the rest of the week of June 27 on.

Time is critical, which accounts for the overtime and weekend work. If a decision is made on some of the smaller items, such as the air extractor or brake scoop, the final clay could be done by the end of this week.

The finished art work is being done by an outside source. To date the scuff plate badge and round air cleaner "Cobra" badge is completed.

July 5, 1966

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
21175 Oakwood Blvd.
Dearborn, Michigan 48123

Dear Don:

The following is a status report for the period Monday June 27, to Sunday, July 3.

Monday through Thursday work continued on the clay modeling of the spoiler, hood scoop, brake scoop, and rear quarter air extractor. The staff decided the full width spoiler looks best. It does give the most apparent change from the side view and rear view. Therefore we modeled up a full width spoiler. One brake scoop and two air extractors are finished. The hood scoop is almost done, about three more hours work. One brake scoop is to be finished early this week.

The fiberglass car will be ready for Di-Noc and color this week on the areas clayed up. The front end area around the headlights will be modified next.

Shelby's staff decided to look into the possibility of using a rear quarter window again in '67 instead of an air extractor. A window will be installed on the steel prototype on the driver's side for evaluation.

* Keith Teter was here Thursday evening. We discussed the project and all problems concerning timing and labor. Keith will look into the possibility of getting a clay modeler here full time. This has been discussed with Ray Geddes and he agreed if we could get a modeler it would help considerably. I would continue to use our modeler here, from the Los Angeles area. There is enough work to keep them both busy six days a week.

Keith Teter will fill you in on all details.

Sincerely yours,

Charles W. McHose

This week badges for the steering wheel, made in Italy, will be finalized and finished art work started.

At this time a bucket seat is being considered as an option. I would like Shelby's people to see the seat that is going in the "Show Car" Mustang, as I feel it is superior in design and comfort to anything that has been considered to date. They currently have two Restall bucket seats from England; one with a reclining mechanism, to consider for the '67 Mustang. I will contact Keith Teter, and see if a sample of the Show Car seat will be available for evaluation.

Very truly yours,

Charles McHose

cc:R.A. Geddes
K. Teter

July 18, 1966

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
21175 Oakwood Blvd.
Dearborn, Michigan 48123

Dear Don:

Following is a status report for the period July 11 to July 17.

Monday all clay areas on the fiberglass car approved by Spilby were scheduled for tooling and completion dates established. The latest date is August 5th; which gives us three weeks to complete the clay for plaster molds for tooling dies. This means all handed parts; such as brake scoops, must be made left and right in clay.

→ Carl Nasson, our modeler from Detroit arrived Wednesday night and started work Thursday morning. We will have to work seven days a week to try to meet all completion dates.

We are working on the rear end and side scoops first. The spoiler and rear fender extensions are scheduled for completion by July 21. Both L/R brake scoops and L/R air extractors are due for completion July 29.

I'm sending, air mail today, renderings showing the latest proposals. Keith should also have photographs of the clay areas by the end of the week.

We are still working under the disadvantage of having to use an inaccurate bent prototype steel shell for all tooling dies. We are making corrections from blueprints.

Sincerely yours,



Charles McHose

July 19, 1966

Mr. Keith Teter
Executive Stylist
Product & Graphics Design Dept. #X-4700
Styling Division
Ford Motor Company
21175 Oakwood Blvd.
Dearborn, Michigan 48123

Dear Keith:

Enclosed is a schedule for our clay. Plaster will be taken from the rear deck lid and rear quarter panel extension July 22. If all work goes as scheduled (unlikely) the last clay work will be finished August 5.

428
There is still the problem of getting art work done for lettering and badges. Most of the work is finished, but at least two I.D. items remain, the name for the 428 version, and the grille badge. I will design both, but must farm out the finished work. I did this before and got good results.

Would you phone me, at your convenience, and let me know if you received the film and renderings (sent separately). The first renderings show Cougar tail-lights. This is not firm as yet. We also are trying '67 Fairlane lights, which I think may be better as they have the back-up light also, thus we could eliminate the stock Mustang back-up which conflicts with our dual exhaust. We are getting Engineering approval on the Fairlane lights. I will send more renderings showing our other proposals, at the end of this week.

Also enclosed is a photo of the window installation we made in the steel car.

Sincerely yours,

Charles McHose

July 22, 1966

Mr. R.A. Geddes
Ford Motor Company
GT & Sports Car Dept.
P.O. Box 655
Dearborn, Michigan

Dear Ray:

I'm down to \$50.00 on the expense account. I will be here at least until August 6th, so I have to pay another month's rent, \$110.00. If you will send \$300.00, it would cover expenses until August 6th.

We will be taking a plaster for tooling off the spoiler and rear panel Monday, July 25. The Cougar tail lamps fit very well, so we plan to use them. The front end change will incorporate four 5 3/4" lamps, instead of two 7" lamps.

The air extractor, shown on the two renderings I sent Keith last week, was tested physically on a '65 car, and works well, drawing air from the interior.

Carl Nasson, our modeler from Styling, is a great help and is putting in some long hours to meet the schedule. We are working 7 days a week, 12 to 16 hours a day, trying to get all the clay modeling done in three weeks.

Very sincerely,

Charles McHose

July 25, 1966

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
Dearborn, Michigan 48123

Dear Don:

Following is a status report for the week of July 18 to July 25 on the 1967 GT-350. Monday through Sunday we worked on the spoiler, new rear end, and the air extractor. All clay was done on the metal car for tooling.

We are using the Cougar tail lamp lens combined with a new bezel we designed. This unit is mounted on a fiberglass panel covering the full width of the rear. Keith Teter has photos of the clay.

Enclosed is a revised schedule. I am satisfied that we are doing a competent job with the materials and labor available. The reason for the delay is the fact that we are undertaking a more drastic change than originally planned. The new front end will take time to line up, due to the twisted prototype body, and poor surfaces.

The end result will be a more distinctive and "hairy" GT-350. We are working flat out, 12 to 16 hours, 7 days a week. Carl Nasson is doing excellent work.

Very sincerely yours,

Charles McIose

cc: Keith Teter
R.A. Goddes

July 26, 1966

Mr. Keith Teter
Executive Stylist
Product & Graphics Design Dept. #X-4700
Styling Division
Ford Motor Company
21175 Oakwood Blvd.
Dearborn, Michigan 48123

Dear Keith:

Enclosed is my overtime sheet. It looks impossible, but it is for real. Mr. Liefeld has set up a schedule for taking plaster moulds and we have to meet it. Shelby must have 3 show cars, complete by August 15. This means complete fiberglass parts and interior.

Since I had to revise my schedule for clay completion dates, the show car date may have to be set forward to August 20. Therefore, it will be necessary for me to be here at least until August 12 for the clay modeling.

I haven't changed the styling from the last two sketches, so they give a true picture of the GT-350 as of now. We still plan to use a dual headlight system, four 5 3/4" lamps.

Thanks for sending Carl Nasson. He was an excellent choice. His knowledge in all areas of clay, plaster, templates, and building jigs for lining up our "bent auto" is great. His sense of humor is a great help too, even at 3 A.M. in the morning, when we are meeting our plaster casting schedule.

Again I'd like to say that I'm confident we are doing a good job, and we are going to meet the August 12 date.

Very sincerely,

Charles McHose

M E M O R A N D U M

August 1, 1966


TO: Shelby American Security Guards

FROM: Engineering

SUBJECT: Admission to premises with car.

Please permit Carl Nasson driving the GT-350 RFJ 650 and Charles McHose driving the GT-350 SQG 583 to drive onto the premises inside the gate Sunday through Sunday at any hour for the purpose of unloading or loading tools and materials for the 1967 GT-350 Program. This is effective until further notice, from August 1, 1966 extending to September 1, 1966 with the provision it may be extended if required.
Thank you.

J.S. Liefeld
Administrative Engineer

A handwritten signature in blue ink, appearing to read "J. Liefeld", written over a horizontal line.

August 1, 1968

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
21175 Oakwood Blvd.
Dearborn, Michigan 48123

Dear Don:

Following is a status report for the period July 24 to July 31. Sunday, July 24, we worked overtime into Monday morning to finish the spoiler and lower back panel for casting Monday morning by a vendor.

Carl Nasson continued working all day Monday building fences for the vendor in order to take the plaster moulds.

Tuesday through Friday, Carl Nasson continued working with the vendor, cleaning and re-working the female and male plaster moulds. We also built a surface plate (wood) and right angle square to re-work the front end.

Saturday we worked on the hood scoop, hood, and front end. Joe Farrer the air extractors and finished them Sunday. They will be ready to cast Tuesday morning.

It appears, with the vendors Shelby American has contracted, Carl Nasson has to help them cast, build fences, and finish the moulds. This takes time and will lengthen the time allotted for clay modeling.

Monday, August 1st, we are working on the front end and brake scoops.

Carl Nasson and myself did not work on Sunday. We had worked 16 days straight, so it was suggested by Mr. Shelby that we take a day off. We will still try to finish the clay work August 12th as previously scheduled.

Very sincerely yours,

Charles McHose

CMH/11

cc: Keith Teter, R. Geddes

August 15, 1966

Mr. Don DeLaRossa
Chief Stylist
Corporate Projects Studio
Styling Division
Ford Motor Company
21175 Oakwood Blvd.
Dearborn, Michigan 48123

Dear Don:

Following is a status report on the 1967 GT-350 Styling Program.

Tuesday Ray Geddes was here and approved of the styling. As of Monday August 15, all areas on the exterior have been designed and worked out in clay. It is a case of finishing the hood and both sides of the front end.

Keith Teter visited Thursday and saw the clay. I gave him a film that will show the front end and side scoops.

The first prototype fiberglass parts are finished and ready for fitting; they are the lower back panel, rear deck with spoiler, and rear fender extensions. The fiberglass is fair for the first pieces. Some areas will need re-working in the moulds.

The casts for the brake scoops and air extractors are finished. Engineering agreed it would be a good idea for Joe Farrer to make the first fiberglass scoops for purposes of fit and Engineering workout of the inside.

The hood and hood scoop should be ready to cast by Thursday, August 18, after the female and male mould of the hood is finished. It will take five or six days to finish the front end absolutely symmetrical. The front work consists of the right and left headlamp door, center section, and gravel shield. Needless to say, the front end moulds will be the most complex, and will take time to cast and re-work.

* I will return to Dearborn, Monday, August 22. Carl will stay three or four more weeks to finish the moulds and casts with Joe Farrer.

All fiberglass prototype parts will have to be hand fitted to a production car, then the moulds re-worked for the production parts.

To sum up; the styling is 99% finished, it is a case of getting all remaining clay areas ready for the plaster moulds.

Very sincerely yours,

Charles McHose

cc: R.A. Giddes
K. Teter

1967 SHELBY MUSTANG DESIGN AND DEVELOPMENT

ON MAY 21, 1966 I ARRIVED AT THE P.A.X. HANGER SHELBY HAD WITH THE WORKROOM FOR THE FULL SIZE MUSTANG 1966 PROTOTYPE BODY. MY CLAY MODEL INSTRUCTOR JOE FERRER FROM ART CENTER COLLEGE WAS HIRED TO DO THE CLAY MODELING ON THE CAR.

JUNE 11TH THE METAL BODY ARRIVED AND A METAL FRAME WAS BUILT TO FIT THE CAR ON AT THE PROPER DESIGN HEIGHT.

JUNE 20TH WE BUILT THE WOOD STRUCTURE ON THE CAR TO PUT THE CLAY ON.

JUNE 27 CLAY WORK STARTED ON THE REAR TRUNKLID SPOILER AND SIDE AIR SCOPES. THE FRONT END CLAY WORK WAS EXTENDED 2" FORWARD AS SHELBY REQUESTED. WE THEN STARTED WORKING 16 HOUR DAYS 7 DAYS A WEEK TO MEET THE SCHEDULE.

BY JULY 18TH ALL CLAY AREAS WERE APPROVED BY SHELBY.

CARL NASSON FROM FORD ARRIVED TO MAKE THE PLASTER MOLDS FOR ALL THE FIBERGLASS PARTS.

I RETURNED TO DETROIT AUGUST 22. JOE FERRER FINISHED THE FIRST FIBERGLASS PARTS AND THE FIRST COMPLETE CAR WAS FINISHED SHORTLY THEREAFTER.

Charlie McHale