



Shelby Life

Shelby American
Automotive Club – Motor
City Region

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President's Corner:



Jeff Burgy speaking at the SAAC 29 banquet about the Bordinat Cobra and Cougar II prototype cars

For those of us who are members of the SAAC National club, and went to the dinner at the national convention, we had a fantastic time and were privy to some of the best talks it has been my pleasure ever at the convention.

Our own Jeff Burgy presented the story of the missing Bordinat Cobra – along with a bit of insight on Jeff himself, which I didn't know, and I've known Jeff for well over 20 years – read Jeff's story elsewhere in this issue. Rick Kopec was even better than usual with humorous stories about his early days as a reporter, Chris Theodore entertained us with stories about bringing up a couple flowers, Petunia and Daisy – and then the man, ole Shel himself, came up and not only was he his normal, entertaining – no a better term is entrancing self, but he had

something new this year. He had come "back home" to Ford Motor Company. His affiliation with Ford obviously goes back to meeting with the B.O.D. at Ford before getting that first 260 engine shipped to his shop in California to create the first Cobra, and you could tell from his voice, and his sincerity, he was very glad to be back in partnership with the blue oval folks. I am betting that the group of SAAC-MCR member/Ford employee and retiree enthusiasts is very happy that Carroll Shelby came back to Ford. I am part of that group, and I am so proud I could nearly pop that the most effective group in history has now been reunited.

As great as the speakers of the evening were, and they were simply fantastic, and as good as it was to be around a whole room of died-in-the-wool Shelby enthusiasts, the highlight of my

SAAC 29, 2004 National Shelby Club Convention By Tom Greene

evening was an even more moving, albeit personal, event. I talked for several minutes with Bernie Kretschmer. Bernie is the man who was responsible for building every single R model ever turned out by Shelby American. I got his autograph on that famous photo (OK, it's famous to all true Shelby fanatics) of the seven R models in the shop at once and tried to figure out which guy working on the cars was Bernie (hey, it was over 40 years ago, and we all change in 40 years). This prompted Bernie to explain that this was the only time that he didn't work on the cars, because to set up the photo, the photographer added in the guys from the GT40 side of the garage and had everyone wearing white shop coats. Bernie was wearing his typical jeans that day, and true to his "go get it done" approach, instead of getting into the picture, he climbed a ladder and moved an air hose out of the field of the picture, and then held the ladder for the photographer to stand on so everyone else could be immortalized. I have the names of several of the people who were in the photo written on the back of the photo. Bernie also drives an R-model (no. 61B) he recently built for himself – and who better to build an R-model clone than the man who built every one of them for Shelby American???? What a genuinely nice

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2004 GingerMan Open Track Event *by Darius Rudis (drudis@dariusrudis.com)*

The SAAC-Motor City Region held the "Hot Laps at GingerMan" as part of their annual Opentrack events in beautiful South Haven, Michigan. The event was held Monday July 26, 2004 following a busy and large SVT event Saturday and Sunday. Excellent weather, and enough vehicles in attendance to make the break even point for the event.

Registration went "ok", as I was still waking up having crawled out of my tent for the 3rd morning in a row... Many pitched in to get the tech inspections and handled it very well, and didn't really seem to have any issues. After the drivers meeting, out went the Red Group, while I gave a Classroom Session for the novices. Throughout that morning, the Red Group drivers assisted in riding/instructing a large number of novices to the track. Thank you!

There were no real incidents reported at the track, and Rob made sure we got MORE than enough track time. We had 7(?) track sessions, and the end of the day, there were only a handful of cars out on the track. Everyone was either out of gas / tires / brakes / or just energy to keep running. We all enjoyed the sounds of cars roaring by, and maybe a few tires squeeling, even seeing someone recovering from a 4-off, and the memories that keep us coming back to this excellent adventure. Thanks to all those who helped, and especially to all the drivers that used their heads, and proceeded to exit the track in a safe manner.

[Here is where I poke fun] Some of us (Gene) decided that helping with tech, and students, and driving wasn't enough. So he decided to look/work on his engine after every session, until realizing that he finally broke #7 & #8 pistons.



The white "Novice" Group lined up at the GingerMan staging area, ready to enter the track

Ouch! Others (Bill) took pity on us who's Mustangs weren't there, and were foolish enough to let ME driver their car. Other novices decided to register under the wrong run group, and got run-over by the faster guys. Later, I reasigned them to the proper group. A few token Porsche cars were there, only to show that if you spend lots of money, you can keep up with the Cobras. :)

"Excellent weather and enough vehicles in attendance to make the break even point for the event."



Renew your membership now and enjoy the club fellowship and benefits.

Membership Report *by Rich Tweedle*

SAAC-MCR Membership Status

Newest members as of September 30, 2004

Jeff & Ani Niffin, Michael Ardrey, John & Rhonda Wright, Bill Sulek, Paul & Karen Bridgewater, Tom & Sally Houck, Julian Woon, Tom & Vicki Celani and Greg Bowlby

We currently have 135 members.

'04 GingerMan Open Track Event *(Continued from page 2)*



Jeff Niffin in his 2003 Mustang Mach1 Racer on the GingerMan straightaway entering Turn #1



Christopher Duffy's 1992 5.0L Mustang LX entering the GingerMan Race Track



Jeff Lapante's 1986 Mustang Convertible about to enter Turn #1 at GingerMan



The yellow "Advanced" Group ready to enter the GingerMan Race Track

President's Corner *(Continued from page 1)*

man. One of his quotes was that Carroll tried to make all the guys who worked at Shelby American rich men, but they all passed on the opportunity. You see, it seems that there were three Daytona coupes sitting out behind the shop, and he could have bought them for \$6,000. Now it isn't clear whether that was \$6k for all three, or was \$6k for each one – but in Bernie's words, they were just used race cars and who would want to pay that much for them? Can you imagine, there was an even better

deal than the B plan GT350s on the resale lot for under \$3k each way back in 67.

All told, the national convention is a near-religious experience for the true Shelby enthusiast, and I wouldn't have missed it for the world – the additional experiences were simply added bonuses.

I know this message won't get to all those to whom I want to express this thought, but Thank you for all those of you

who made the cars possible, Thank you to all those of you who made the Shelby club come to life, and Thank you to each of you who additionally kept the club going over the years, for it would have been easy to have not expended the effort to do so. And thank you to each of you who made the most recent national convention come to life, and Thank you Carroll Shelby for creation of the cars with which I have had a nearly life-long love affair.

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GT 350'S PRICE \$2967⁰⁰ MSRP \$3100

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SPECIAL FORDCO EMPLOYEES SHOWING OF
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FEBRUARY 24, 25, 26

FRIDAY - 12:00 - 8:00 PM
SATURDAY - 9:00 AM - 5:00 PM
SUNDAY - 12:00 - 6:00 PM

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See The Mustang Conversion Products
FREE

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Lobby, Central Office Building
DEARBORN

SAAC-29 – the Year of the Cobra Prototypes *by Jeff Burgy*

SAAC 29 took place over the Fourth of July weekend at Michigan Speedway in Jackson, Michigan. SAAC members from around the globe were treated to two terrific open track days, and one terribly wet car show day. Back at the headquarters hotel, the Marriott Eagle Crest in Ypsilanti, Michigan, there were other treasures to see. Sitting just outside the front door of the hotel was the 2005 Cobra Concept vehicle that had been introduced at the 2004 Detroit Auto Show. In the lobby were two Ford Styling prototypes constructed on AC Cobra chassis that were built in the early 1960's. These cars hadn't been seen in forty years, and by all accounts, had never been displayed together before.

The two 60's Ford Styling prototypes, known as the "Cougar II" and the "Bordinat Cobra" were quite a hit with convention attendees. Most, including Carroll Shelby himself, thought that these two beautiful one-offs had been sent to the crusher years ago. I was persistent enough to track these cars down late last year. I had admired these cars since I was a teen-

ager in high school, and I began a fairly concerted effort to find these missing concept cars after retiring from Ford in January, 2003. After many long distance phone calls and dead leads, I found them right here in my own "backyard", in a warehouse in downtown Detroit. The Detroit Historical Museum had the cars zipped up in plastic storage garages inside a warehouse, along with a couple hundred other antique cars.

Shortly after finding the cars, I realized that the next SAAC Convention would be pretty close (Jackson being only about thirty miles from Detroit), and that this might present a once-in-a-lifetime opportunity to display the cars to a group of enthusiasts who would really appreciate them for what they are. After discussing my idea with the Registrar at the Museum, I found that they were reasonably willing to have the cars displayed, but had absolutely no budget to prepare the cars or get them to the show. The wheels in my head started spinning, and in a short time, I had a long list of potential vendors who might help with providing



SAAC 29 Attendees checking out the Cougar II and Bordinat Cobra



The Cougar II and Bordinat Cobra in the lobby at the Ypsilanti Marriott



Cougar II coupe



Bordinat Cobra roadster



SAAC-29 *(Continued from page 4)*

parts or resources to help in the preparation and transportation of these priceless prototypes. I thought to myself, "I can MAKE this HAPPEN!" I can get these two cars cleaned up and put on display for everyone to see and enjoy!

Upon studying the cars a little more thoroughly, I found that a few more things were needed besides a bucket of water and a few polishing cloths. The Cougar II was in relatively good shape – the Museum had loaned it to Ford in 1998 to put in a display of old concept cars that went to the Petersen Museum in LA. Talks with Ford Styling guys revealed that the Cougar II had been brought into Styling for a "freshening up". That explained to me why the Cougar II appeared to me to have "hand-painted" emblems on the front and rear of it. They were too nicely done to be an amateur job, but certainly didn't look as "finished" as other details on the car. After seeing the Cougar II in "the light of day" (outside the storage warehouse), I have also concluded that the Ford Styling guys probably even repainted most of the Cougar II. There are certain areas I can see the paint was

blended, and the paint condition was obviously too good to be forty years old.

The Bordinat Cobra had suffered more damage over the years than the Cougar II. The Bordinat Cobra was lent out sometime in the early eighties to a company that had hopes to develop a Cobra kit car using this unique body shape and a Mustang II platform. It was easy to believe the paint on this car was forty years old – it was dull, crazed, and mottled. The car had been damaged in the front and rear, and someone had done a lot of damage to the hood. The hood release mechanism was broken, the front edge of it all chipped up, where someone had tried to pry it open, and four louvers from the hood were missing, where someone had broken them out to get at the broken hood release mechanism. The steering wheel, hood badge, rear view mirror, and radio knobs had all been stolen.

I called upon a number of Ford friends to help me clean and detail the cars in preparation for SAAC 29. Dave Wagner, Charles Repp, and Bob Lewis each came with me to the warehouse



Cougar II and Bordinat Cobra



Bordinat Cobra and Cougar II



Cougar II in daylight – heading back into storage



Bordinat Cobra back home in the storage warehouse

SAAC-29 *(Cont'd from page 5)*

to work on the cars. Tony Branda of Tony Branda's Shelby Parts donated a proper wood grain steering wheel to restore for the car, and replacement Cobra badges. Gene Bocca-bella of Pensacola, FL, came through with a rear view mirror and an assortment of knobs and trim pieces to replace pieces that had been pilfered from the car. From old Ford photographs I had received from Gene Bordinat in the late sixties, I was able to replicate the look of the car's original hood badge and steering wheel. I measured the remaining intact hood louvers, and decided I could probably duplicate them out of 1/8" aluminum stock. Using one of the louvers that had been broken-out, I was able to come up with a fairly close match on the paint. After a half dozen trips to the Museum to work on the cars, a few parts, and lots of elbow grease, they were starting to look fairly presentable.

Figuring out how to insure these priceless cars and get them to the Convention was another hurdle I had to overcome. After

thinking about the situation for awhile, I realized that SAAC had some major corporate sponsors who should be able to satisfy these requirements. I called SAAC Director Ken Eber and discussed my ideas with him. He agreed that the cars were historically significant, and that many SAAC members would probably like to see them on display. Ken was able to negotiate the insurance coverage (insisted upon by the Museum) with SAAC sponsor Parish-Heacock Insurance. Ken was also successful in arranging professional transport of the vehicles to and from the Museum warehouse via Intercity Lines, another SAAC corporate sponsor.

Getting the cars to the hotel and back turned out to be an adventure by itself. Measurements taken at the hotel revealed that the cars were too wide to make it through the front lobby doors. The staff at the Ypsilanti Marriott was very helpful, and volunteered to remove the doors from the hotel Ballroom so that the cars could be pushed from the

loading dock out back to the lobby up front. The hotel staff moved all of the furniture in the hallways and helped us push the cars into place. In the lobby area, they had set aside a perfect spot next to the lobby bar to display the two cars. I brought my car-show display props from home (consisting of a half-dozen FIA Cobra rims, checkered flags, and stanchions) to rope the cars off from the general public. Thanks to the hard work, time, and resources of all of these people, I was able to fulfill a dream and put two of my favorite Ford Styling cars on display for everyone to enjoy.

With the help of Ford PR people, we were able to get the 2005 Cobra Styling Concept Car to SAAC 29 also. This is the car known as "Project Daisy", a 605 horsepower Cobra roadster concept for the new millennium. Since I was already coordinating the delivery and display of the two "old" Cobra Concept Cars at the Marriott, I volunteered to handle the new Cobra Concept, also. The new Cobra concept car has been met with mixed

reaction, some love it, some hate it. I was one of the few at SAAC29 to raise my hand when Chris Theodore (Ford VP and guest speaker at the Convention) asked the question "...who DOESN'T like the styling of the 2005 Cobra Concept Roadster?". I think the car is too chunky looking, and does not look svelte or muscular like an original Cobra. Apparently a number of people agreed with me, as there have been a number of Cobra forums on the Internet blasting the looks and offering re-styling tips for the roadster, and, just recently, Ford introduced a coupe version at Monterey that bears no resemblance to the roadster model. I much prefer the look of the new Shelby GR-1 coupe prototype, it looks trimmer and more aggressive than the roadster version. Specs indicate that it shares the same 605 HP V-10 engine as the 2005 Ford Cobra roadster concept car, so performance ought to be spectacular.

Friday evening at the hotel was the site of the regular SAAC "Art & Literature Show", where me-



Jeff Burgy with the Bordinat Cobra (Bill Wells photo)



2005 Ford Cobra roadster prototype

SAAC-29 *(Cont'd from page 6)*

bers could order a refreshment and wander around looking for treasured collectables. Greg Kolasa was unable to attend this year, so there was no Model Car Show contest like he usually puts on. Saturday evening was the dinner banquet, featuring Chris Theodore from Ford, and, of course, Carroll Shelby. Mr. Shelby seemed to be feeling good, and getting around quite well at the Convention. I think he was invigorated by the displays of new products he had worked with Ford on, including the new Ford GT and the new Cobra Concept roadster.

The activity at Michigan Speedway was constant and varied. The garages were full of racers prepping their rides for an assault on the speedway. The pits were full of more racers, and many car show participants shining up their machines for Saturday's Concours and Sunday's popular Vote Car Shows. On the paved grounds outside the pits were several manufacturer's displays, including Shelby, Roush Racing, Superfor-

mance, and the usual "hard-core" Shelby parts vendors like Jim Wicks, Tony Branda, and Fran Kress. Beyond that were the smaller vendors, and guys who had cleaned out their garages of unique Shelby or Cobra parts to sell at the Convention. On the opposite side of the track entry road were a spillover of Shelseys, Cobras, neat Mustangs, and a car corral with several truckloads (literally) of classic and reproduction Shelby cars.

Dave Wagner, of Plymouth, MI, brought no less than eight cars to the Convention. Dave is a Shelby dealer, and builds aluminum Shelby Cobra roadsters and fiberglass Shelby CAV GT's in his shop at home. Dave had recently worked on a number of the original Cobras that came to the Convention, including the gorgeous 289's of Barry Smith and Steve Rohiller, and the brutal 427 of Paul Rebmann. This was the first showing for Smith's 289, and for Wagner's own Kirkham 427, done up in stunning red as a



Carroll Shelby speaking at the dinner banquet



"His" & "Hers" CAV GT's built by Dave Wagner (His is a 427!)



Barry Smith's 289 and Paul Rebmann's 427 prepare to lead the Parade Lap



Paul Rebmann's 427 Cobra, George Huisman's ERA GT40

SAAC-29 *(Cont'd from page 7)*

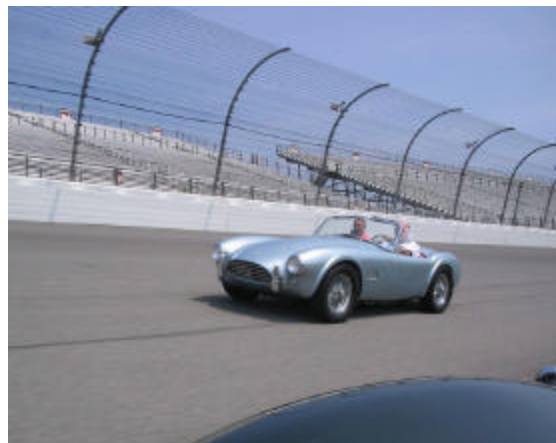
"street" model with no side pipes or roll bar. Smith's silver 289, and Rebmann's green 427 were called into duty to pace the vintage race that was moved up from Sunday to Saturday afternoon due to threatening weather. The two Cobras looked magnificent leading a pack of snarling race cars out onto Michigan Speedway's high banked oval.

The Concours Show on Saturday was tailored to keep the Judges "in the cool". Concours entrants staged their cars outside one of the race garages that was set aside for the judge's use. That way, the Concours Judges, who are very thorough at a National meet, and may take as much as a few hours to judge an outstanding entry in some classes, were able to concentrate on their task in the shade. Competition is so fierce in a SAAC National Concours that the number of entries is usually limited to a handful of extremely well-prepared cars. Many others have given up long ago, and enter their cars in the popular Vote Car Show.

Unfortunately for everyone, Sunday was pretty much a rain-out. When it became apparent that it was going to rain almost all day, many vendors and racers packed it up, and headed home.

A dedicated few hard-core enthusiasts moved their treasures out of their enclosed trailers or garage parking spaces to participate in a thoroughly wet Popular Vote Car Show. My hat is off to original Cobra owners Erin Jessica Lindsay and Tony Nowak, who didn't let the sloppy weather deter them from putting their beautiful Cobras out on display.

That's two years in a row that the National SAAC Convention has suffered a rain-out on Sunday. Actually, it's three years out of four, as SAAC 27 in Charlotte got wet on Sunday, too. The only dry Convention the last four years was SAAC 28 in California. Good news! Next year the National Convention will be in Southern California again, so it will almost certainly be dry. Being that it will also be the thirtieth Anniversary of SAAC, it is bound to be a special event. Since many of Shelby's former employee's still reside in Southern California, there are usually quite a few of them who show up for a West Coast Convention. Reserve your vacation now, and plan to be at California Speedway in Fontana, CA, for the Fourth of July weekend in 2005. I'll see you there!



Cobra Pace Cars on the banked oval



Tom Cotter's travel'n 289 roadster



Kinetics Racing Engines injected small-block Kirkham roadster



Dr. Mike Friedlander's GT350 "R" model, 5R530



Four Miles of Fun at Road America

by Steve White, your regional SAAC Open Track reporter

The Northwoods Region of the Shelby Club is one of the oldest regions of SAAC. This region is comprised primarily of members in Wisconsin & northern Illinois, but also draws from other "nearby" states. This year marked the 29th annual running of their premier open track event at Road America at Elkhart Lake Wisconsin. Road America is a four mile long, 14 turn, road course through the Wisconsin countryside, located about one hour north of Milwaukee.

Their event is a multi-day affair, now stretching across three official days. The event starts unofficially on Thursday evening, with registration & early tech from 4-8PM. Friday was added to the event a few years ago, & is an open track day (they call it "Touring" – no doubt a nod to insurance issues). Saturday has been an autocross day, with timed runs beginning from a standing start in pit lane, through to a flying finish at the start/finish line – with most drivers getting 3-4 timed runs throughout the day. Trophies are given out that night at their awards banquet. Sunday also continued to be an open track day as in years past.

I had not been to RA since 1999, & haven't had my Rent-A-Racer on track since 2001, so I was anxious to get the Shelby back in the running. I ran the autocross the first year I went there, when I knew nothing of how the event was run, or the details of the track layout. It's not my personal cup of tea, so I ruled it out for this year. As a compromise to expenses & vacation time, I chose to run only Friday this time. After a roughly 8 hour tow from the northwest 'burbs of Detroit, I arrived at the track for tech at about 4:10PM. Surprisingly, no one was allowed on track. It seems the GM factory Corvette race team had rented the track for top-secret track testing. Even though we weren't going on the track, they wouldn't let us on the property until after the test ended at 5PM. I even heard the story of an editor

from Hot Rod magazine who was there scouting the layout for a stop of their Power Tour for next year's event (this year's stop got rained out), who the GM personnel tried to confiscate his film! We didn't have access to the paddock until the cars were loaded & the transporters left the track. We were allowed to start registration & tech while they loaded up. While in tech line at the new tech barn located now inside the track directly over the bridge at turn 13, I heard what sounded like 100 horns honking! I turned to see the Corvette transporters traveling down the access road, lined on both sides by the numerous transporters & enclosed trailers, awaiting their turn for the paddock. Evidently, they were giving a salute to the Corvette teams, but I couldn't see if they also were providing them with single finger salutes too – but I imagined so!! The rivalries continue at all levels!

The Northwoods region is one of the last holdouts of the Shelby clubs to allow only Ford powered vehicles at their events. They don't even allow the Series 1 cars that the National Club allows at the annual convention! This is one hard-core group of open trackers, as a stroll through the paddock showed many cars are purpose built for this. The other unique feature of this event is that they allow passengers in all groups in all sessions. Riders must be at least 18 years old, & naturally have approved helmets, approved seat belts, & arms & hands inside the cars at all times. Also, no hand held videos allowed. It was amazing to see how almost every car had a rider every time out.

Road America is a very fast track, with 130's – 140's easy to obtain. I even have video proof of hitting 5,500 rpm in OD 5th gear in the downhill heading into Turn 5, which calculates out to 155 MPH with my diameter Kuhmo track tires. Can't wait 'til next year!!! It really is Four Miles of Fun!!



A beautiful setting for a sweeping S-turn at Road America



Early model Mustang at Northwoods Region SAAC event held at Road America



Cars hitting the apex at one of the Road America track turns



Late model Mustang at the Northwoods Region open track event



September SAAC-MCR Open Track Events at Waterford *by Mike Nyberg*

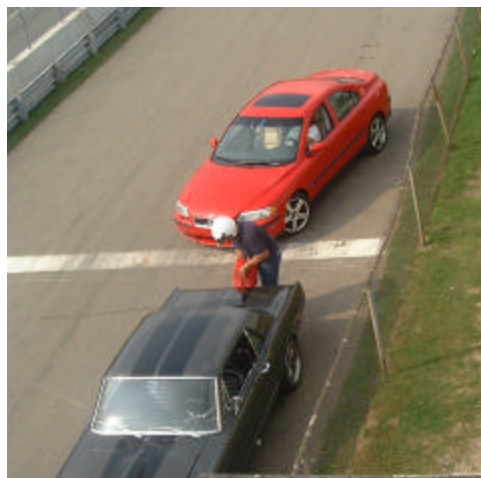
The SAAC-MCR held two open track events at the Waterford Hills Race Course in September. The first event was the Labor Day Classic on September 6th. Many participants traveled to the track in the thick early morning fog. The fog lifted and we had excellent weather for the open track event. 36 cars participated in the event and there were no accidents or injuries.

Will Weber, who has managed the start/finish tower for a couple of years, also brought food for lunch, cooked it and served it to all the drivers. He deserves a big THANK YOU!! He was a busy man and needed help. John Yarema volunteered to help in the start/finish tower. John was so busy helping Will, he forgot to check his gas gage before the third track session. He was second in line at the staging area and his car stalled. He was out of gas. He had to run back to his truck and get a can of gas to fill his gas tank, so he could participate in the track session. He started last, but

was able to pass a couple of cars during the session, so he felt like a winner!

The second September SAAC-MCR sponsored open track event was on Sunday the 26th. 41 drivers who participated enjoyed a save well run event on a day with perfect weather. The event was efficiently managed by Bill Rowe in Darius Rudis' absence. There were several interesting cars at the event. Tom Greene showed up in a Yellow Ford GT, my favorite color. It was exciting to see the sleek Ford GT racing around the tight Waterford Hills Race Course. Pat Macgregor showed up in his 5.0 powered Black Porsche 911. He installed a '91 5.0 V8 in his '88 Porsche, with the help of his wife Carlene.

We couldn't of asked for a better day to end the SAAC-MCR sponsored open track season. I think many participants are planning winter improvement projects for their cars and looking forward to next year's open track season.



John Yarema
pouring gas
into his
stalled car



Will Weber
prepared an
excellent
lunch for all
the open
track partici-
pants. He
also helps
keep the
track ses-
sions on
schedule by
managing the
Start/Finish
Tower.



Bill Rowe conducting the driver's meeting, assisted by **Tom Greene**



Tom Greene and copilot **Brian Greene** taking the Yellow Ford GT around the Waterford Hills Race Course



Ohio Region SAAC Open Track at Mid Ohio 2004 *by Steve White*

On the Friday immediately following the SAAC National Convention at MIS this year, the Ohio Region of SAAC had their annual Open Track event at the storied Mid-Ohio Sports Car Course. The Ohio Region has been holding an event at Mid-Ohio for ten years now. Hosts Bev & Rod Harold once again put on an outstanding event. This year was a lighter than normal turn out, featuring 58 vehicles (of an 80 vehicle limit, which they usually come close to) perhaps due to the very close proximity to the National Convention. The lighter turnout prompted them to take a page out of the Motor City Region's playbook, by opening up the event to non-Ford powered vehicles (~10-12) at the last minute in order to ensure they at least met their breakeven point of 55 participants. One could tell this was an uncomfortable decision for them.

This year there was a large contingent (8) of Motor City Region current & former members participating. Those MCR members & their cars that I spotted attending were:

Rob Borruso	FFR Cobra Daytona Coupe
Tom Connelly	1996 SVT Mystic Cobra
Rob Denewith	1989 Red Mustang GT
Rob Eaton	1990 Blue Mustang LX
Norbert Hitt	1987 Maroon Mustang GT
Larry Jacobs	1987 Red Notchback LX
Gene Kotlinski	1990 Dark Blue Mustang LX
Steve White	1996 SVT Black Cobra



Rob Borruso heads out into Turn 1 for a run in his FFR.

The event is structured with 4 run groups, with each group getting 4 sessions of 20 minutes in duration. Two sessions are run before the lunch break, & two after. Also during the lunch break is low speed touring session, as well as a kid's session. In addition, there is a ladies session after lunch before the regular sessions resume. At the end of the day, the last hour is an "anyone left standing" session for the combined groups for anyone still there & wanting to run some more. All in all, there is something for everyone – which not all other Shelby Club events can say. The only thing missing is a high-speed passengers session – which the Northwood's Region SAAC offers during all of their sessions at Road America.

Everyone from MCR had a very successful day. I personally was able to run faster than I ever have at Mid-Ohio in the Cobra than I ever had in my Shelby. I think the big Cobra brakes made a big difference. Speaking of brakes, I went all the way down to the backing plates on my front brakes during the second session. They were the same pads as when I bought the car the previous fall, & had more than half thickness at time of purchase, but I guess I should have checked them closer after MIS. The heavy brake dust at MIS should have been a hint for me to check - but of course I didn't. Naturally, I wiped out the rotors too. I did bring a spare set of pads, & I did have a brand new set of rotors at home, but I chose not to bring them because "I never let my brakes get down to meta-to-metal". It was extra frustrating because I had a Z06 Corvette in my sights with just one car in between, & I had started 13 spots behind the Z06 - before I had to back off due to the brakes! Fortunately with such a large group of MCR participants, & late model experience, I was able to get help & able to get back on track & learn a little about the details of Cobra brakes along the way. Rob Eaton, a Ford brake & suspension engineer, sold me his used spare set of '99-up Cobra rotors, & explained the differences between them & the earlier versions. Look for an upcoming tech article on the subject from Rob in a future Shelby Life issue.

If you've never had a chance to run an open track event at Mid-Ohio, you should do yourself a favor and catch one of the Ohio SAAC's events at least once. You'll then be hooked, & once won't be enough!



A wide variety of car types await their session.

2004 Mustang Alley *by Mike Nyberg*

The City of Ferndale and Ford Motor Company sponsor a Mustang only event called Mustang Alley. Mustang Alley is located on 9 Mile Road just off Woodward Avenue in Ferndale. The event this year was special, because it celebrated the 40th anniversary of Mustang.

The kick-off for the Mustang Alley started at 7:30am. Friday, August 20th at Ford World Headquarters (WHQ). Approximately 250 Mustangs gathered in front of the WHQ Building, including about 30 Yellow Mustangs parked along flag row. We all gathered in the WHQ Auditorium at 9:00am. to see and hear a Ford Cruisin Legend's/Team Mustang Program presentation that covered "50 Years of Thunderbird", "Mustang Evolution" and the "All-New 2005 Mustang". There were several Team Mustang presenters and their presentations were interrupted by applause, especially after several marketing videos.

We made our way back to the parking lot after the presentation. Ford Motor Company gave the participants a large box containing Thun-

derbird promotional material which included two sets of brushed steel book ends with "T-bird porthole window" and a 1/25th scale model of the T-bird.

The Group of Yellow Mustangs led the Cruise to Ferndale at about 11:30am. We parked on Nine Mile Road, and adjoining parking lots, east of Woodward Avenue, when we arrived in Ferndale. Several SAAC-MCR members braved the weather to participate in the event. It rained in the middle of the day, but we still enjoyed the opportunity to talk with fellow Mustang enthusiasts and display our cars.

Saturday, August 21st, Mustang Alley was on Nine Mile Road, on the west side of Woodward Avenue. Check-in opened at 5:00am. so you needed to be early to get a good parking spot. Ken Milburn and Ed Ludtke must have been early risers, because they had an excellent spot next to one another.

There were several activities to celebrate the 40th Anniversary of Mustang. We had Mustang 40th



Rob Smith's 1971 Boss 351 at WHQ.

"There were several activities to celebrate the 40th Anniversary of Mustang".



Mark Storm getting into his Grabber Orange 1970 Boss to cruise to Ferndale.



Ken Milburn, with Teresa and his Grabber Orange Mustang Boss 302.



Ed Ludtke with his Grabber Blue 1970 Mustang Boss 302.

2004 Mustang Alley

(Continued from page 12)

birthday cake at about 10:30 am. Several Team Mustang representatives described the features of the (3) all new 2005 Mustang on display, as we sat in the vehicles. Prizes were given away in a Mustang Trivia game. Tim Young won a prize for his knowledge of a particular Holley carburetor. We were, also entertained by the "Circus of Soul" band who's members all work at Ford Product Development.

The final activity of the day was

a Mustang parade up Woodward Avenue. 350 participants were given a special antenna flag, with the Mustang horse on one side and the year of your car on the other. We lined up for the parade at 4:00pm. and went up Woodward Avenue to flood the area where WXYZ Channel 7 was covering the Woodward Dream Cruise from 7:00 to 9:00pm.

Ferndale and Ford Motor Company went all out to make Mustang Alley a memorable two day event for Mustang enthusiasts.



John Yarema wonders if it will ever stop raining on his 1965 Mustang during the Friday Mustang Alley event.



Steve White standing in the rain next to his 1966 Mustang Shelby GT350H.



Dick Soules with his 1969 Mustang Shelby GT500.



Tim Young next to his Red 1968 Mustang GT fast-back.



Darius Rudis leaving the Woodward Dream Cruise Kick Off Event at WHQ.



2004 Rolling Sculpture Car Show *by Mike Nyberg*

My wife, Penny, and I were invited to participate in Rolling Sculpture Car Show by our friends, John and Norah Cimaglia, owners of a beautifully restored 25th Anniversary Corvette. We arrived in Ann Arbor together shortly after 2:00 p.m. and parked next to one another at the corner of Main St. and Liberty (the very center of town). It was perfect weather for a car show, people were dressed in light summer clothes and we had to sit in the shade to be comfortable.

Penny and I walked around to view all the cars in the show while our friends stayed with our cars. We were amazed at the variety of the approximately 400 cars in the show. They ranged from an antique Bugatti to an Isetta, from the concept Ford Mustang GT-R to a classic 1958 4 Door Cadillac and from a Kallitta Racing Team 8000 hp drag-

ster to a 'green' 30,000 GVW dump truck that runs on natural gas.

I met a couple of SAAC-MCR members on a second trip around the car show. I spotted a 1968 blue Mustang Shelby GT350 Convertible that belongs to Randy Burns. The car is all original except for the exterior paint. The engine compartment still has many of the original marking and inspection stamps.

Next to Randy was his friend, Ed Hanson, who owns a Red 1966 Mustang Shelby GT350H Clone. The car was converted using many original Shelby parts. Ed had his car at the recent SAAC 29 event and was asked by a Mustang Shelby owner, what Ed's Shelby serial number was. That was a complement to the quality of his conversion.

(Continued on page 15)



1936 Ford optional hood ornament, a real piece of ROLLING SCULPTURE.



Mustang GT-R on display at the 2004 Rolling Sculpture Car Show.



Randy Burns' 1968 Blue Mustang Shelby GT350.



Ed Hanson's Red 1966 GT350H. Notice the neat side exhaust.



2004 Rolling Sculpture

(Continued from page 14)

At the other end of the car show I saw SAAC-MCR member, Erin Jessica Lindsay, with her original Shelby 289 Cobra (CSX2045). She found the car, through a friend, in California. The car was originally built in 1963, but was in pieces when she looked at it. She had it shipped to the Detroit area, after she purchased it. She had it restored to original condition. For many people at the show, it was the first time they had seen such a fine example of an original Shelby Cobra or an original in any condition.

Next to Erin's car was a 427 Shelby Cobra owned by SAAC-MCR member, Randy Betki. It is an ERA replica with an original 427 side oiler engine. It was built in 1993 by Erin Lindsay, to original specifications. It is so well done most people think it is an

original. Both Cobras attracted a lot of attention at the show.

Bruce Schlemmer's, Everett Morrison 427 Cobra replica was parked across Main Street from us. He had the car built with a 351 ci Ford engine and a C6 Trans. He recently installed a bigger trans cooler and made a custom surge tank for better engine cooling. This required removal, polishing and re-installation of all the aluminum engine compartment panels.

The crowd of viewers got much larger around dinner-time. We stayed until the show ended at 10:00 p.m. It was such an enjoyable experience we hated to leave, but we are looking forward to returning next year.



Bruce Schlemmer's, Everett Morrison 427 Cobra replica. (file photo)



Erin Jessica Lindsay talking to interested spectators about her restored original Shelby Cobra (CSX 2045) built in 1963.



Randy Betki's 1966 Shelby Cobra replica with a real 427 side oiler engine.



John and Nora Cimaglia standing next to their beautifully restored 1978 Corvette. Penny and Mike Nyberg's Yellow 1970 Boss 302 is in the background.



2004 Eyes On Design *by Mike Nyberg*

The Eyes On Design (EOD) car show was held at the Edsel & Eleanor Ford House. There probably isn't a more elegant site for a car show anywhere in the world – certainly none finer in southeast Michigan. It has become one of the half dozen most prestigious car shows in the United States. The Detroit Institute of Ophthalmology organizes the annual event to raise money to support their programs related to education, research and aid to the visually impaired.

This year's exciting theme was race car design. The cars illustrated the history of changes made in the racing world, which not only increased vehicle speed, but also made significant differences in vehicle design. There were over (200) vehicles displayed on the manicured lawn surrounded by the English forest of the Edsel Ford estate.

There were (17) categories of race vehicles ranging from Indianapolis 500 to Go Carts, Dragsters & Fuel Altered to Soap Box Derby and Trans Am/IMSA to Motorcycles to name a few. The vehicles covered a long history of racing design, from the 1926 Yellow Ford T racer to concepts for the future.

The SAAC-MCR was well represented in the Trans Am/IMSA category. Mike Friedlander had his 1965 Shelby Mustang GT350 on display. It was originally shipped to Chili and spent some of its history racing there, before returning to the United States.

Phil Jacobs and his family displayed their 1968 Mustang SCCA Trans Am car. Ford supplied this car to the Shelby American team for use in the 1968 SAAC Trans Am Series. Race preparations were never completed for the '68 season



1935 Soap Box Derby Car Earl Sullivan – Builder

Owned by The All American Derby, Akron OH.



1928 Indian Factory Hillclimber
Owned by the Motorcycle Hall of Fame Museum, Pickerington OH.



1926 Ford T Racecar
Owned by Gerald Van Ooteghem, Grosse Pointe MI.



2003 Top Fuel Dragster Baumgartner Rear Engine
Owned by Jack Ostrander, Waterford MI.



1970 Dodge Challenger Coupe
Owned by Ken Epsman, Saratoga CA.



1987 Magna Concept Show Vehicle Torero SUV
Owned by Magna International Inc., Aurora Ontario Canada



'04 Eyes On Design

(Continued from page 16)

and it was not used that year. Since then, Phil has restored it to 1968 Trans Am specifications.

There were many excellent examples of racecar design and opportunities to talk to the vehicle owners and builders. I had the opportunity to talk to, Ron Fournier, the fabricator of the 1969 Blue Sunoco Camaro, that was driven by Mark Donohue to win the 1969 Manufacturer's Trans Am Series Championship. It was one of the cars Roger Penske prepared for the series. The other car was destroyed in an earthquake in Mexico City.

We spotted a unique red sports cars, on the way out. It was 1934 Ford Speedster designed by Eugene T. Gregorie, Ford Motor Company's first director of the Design Department. The

car was build for Edsel Ford. This was Gregorie's attempt to meet Edsel's vague requirements for a "long, low and rakish" Ford sports car. The car was never produced, however, some of the design themes were used in the 1940 Lincoln Continental.

It was a perfect day for a car show. My wife and I ended the day with a tour of the Edsel and Eleanor Ford House. It was interesting to see how Edsel Ford, who had a significant impact on car design in his short life, lived and entertained. We are looking forward to next years EOD.



1965 Shelby Mustang GT 350 "R"
Owned by Michael Friedlander, Ann Arbor MI.



1968 Ford SAAC Trans-Am Mustang Coupe
Owned by Phil Jacobs, Troy MI.



1934 Ford Speedster
Owner by Bill Warner, Jacksonville FL.



1969 Chevrolet Camaro Coupe
Owned by Ken Epsman, Saratoga CA.



Two Kiwanis Club Car Shows *by Rich Tweedle*

Over the last month, I attended a couple of interesting events. On August 7th, I went to the Onsted Kiwanis Nationals Car Show, which was held in the infield of Michigan International Speedway. 1,426 vehicles of all types were registered. The range was from the early 'teens through today's crop of cars and trucks. Carroll Shelby's and Ford performance cars were well represented. Many 30's and 40's rods, some actually with Ford motors installed like they should have, many 50's, mostly mild to radically customized and early 60's with 405/406 and 427 motors, '69-'73 Mustangs, mostly Mach I's and usually stock but well cared for, a sprinkling of Shelybs and quite a few Cobra replicas. A Bob Ford Fairlane Thunderbolt, prepared as it raced, was there. This event is held on the first Sunday of August every year and this was the third year it was in the infield. Try to make it next year, it's quite a variety of vehicles.

On the 25th, The Kiwanis Club of St. Clair Shores held the annual Harper Cruise. Sandy and I took our SVO down there and parked in the Peoples State Bank lot, along with fellow member Dick Soules and his '69 burgundy Shelby GT500 fastback. We've never attended the Woodward Dream Cruise as it always conflicts with the NASCAR weekend at MIS. One nice thing about the Harper Cruise is, if you have the stamina, you can walk the whole route, both sides of the street and see just about everything. Again, the vehicles run the gamut. From early antiques to modern day muscle, strictly stock to full blown custom and from stock 4 or 6 cylinders to supercharged, turbo'd and totally chromed engines. After the sun had set and Sandy and I felt like moving again after the walk, we got in the SVO and joined the slow procession west on Harper and then went home.

I also attended the "Thunder Over Michigan" air show of WWII aircraft at the Yankee Air Force Museum at Willow Run Airport on the 8th of August. Another great time.



1970 Mustang Shelby GT500



1964 Fairlane Thunderbolt



1969 Mustang Mach 1



1969 Mustang Boss 429



SWAP 'N SELL

WANTED

- Winfield Carbs – updraft or downdraft; Size A or AA. Model SR
Also: Goodyear Rally GT D60x13 tires or equiv
Mrs. Betki's husband: (734) 692-3390

FOR SALE

- Bassini X pipe with Cats, Ford Racing shorty headers for a 4.6, 4 valve and hood for 99 Cobra
Mike Radonovich (248) 549-0573 or mike.radonovich@bmco.com
- 68 teardrop Mustang hood; 68 GT wheels; 65 3-speed trans; 65 BW T10 trans ass'y with CI case; '8 inch axle shafts; assorted drum brakes; (1) C4 auto trans; (1) small block Ford Cruise-o-matic; (1) FE block Ford Cruise-o-matic; (1) GT40 kit car body (cheap)
John Yarema (586) 596-2105 or dietrends@juno.com
- 1989 Bounder by Fleetwood
40 foot basement model. John Deere chassis; Ford 460 engine and C6 trans
Washer, dryer, two AC systems, furnace, 6.5KW Onan generator; all the "creature comforts" Extremely nice condition. Only 29,xxx miles
NADA Guides price \$20,500 to \$24,500 – **OUR PRICE only \$19,000**
Tom Greene (248) 449-7374 evenings or T_greene@comcast.net
- Open trailer
17 feet on the decking plus 4 foot front-mounted storage box and over-the-box tire rack. Designed for the very low race car and includes removable left-side fender so you can get out of the car after it's on the trailer. Comp TA R1 tires
It has towed my Shelby all over the country – it can now serve your needs
\$750 obo
Tom Greene (248) 449-7374 evenings or T_greene@comcast.net
- Tow Vehicle - 1981 E350 Centurion conversion cube van
460 – 4V with recent rebuild – heads have stellite inserts so no exhaust valves "burrowing" into the seats. Crane cam with Rhoads lifters for best low-end torque. Trans freshened during engine rebuild. New brakes, new U-joints, new radiator. It's got all the mechanical stuff rebuilt and a fresh coat of roof sealer on top. CD player. The front area sports captains chairs for the driver and passenger. There are two couches just behind in the segregated the passenger area. The separated-by-a-wall back 10 feet is support vehicle area This vehicle can tow your trailer and can pass everything but gas stations. You've us arrive in it at all the vintage and SAAC Nat'l events for the past 10 years. It's time, and I'm moving on up to a new tow vehicle
\$2200 obo
Tom Greene (248) 449-7374 evenings or T_greene@comcast.net
- 428 Cobra Jet service carb NEW \$400. - 500 cfm 2 barrel carbs and 480, 600 and 780 cfm universal performance four barrel carbs for sale, all rebuilt \$80 to \$160 or rebuild your carb. Mike Riemenschneider 734 459-1348 or mriemens@aol.com



I DROVE THROUGH DIRT TO EAT CHILLI

FALL COLOUR TOUR.....SATURDAY, OCT. 16, 2004



Dear Shelby Club Members,

As the Autumnal Equinox approaches, it is time to plan the annual Fall Colour Tour and Chili Party.

This year, at no extra charge, will be the preview of the Big Norway Lake Autodrome. (John's garage)

SATURDAY, OCT. 16, 2004 4:00 PM (EDT)

Lake, Michigan (Clare County)

Send us a card: John Guyer and Trish Judson
621 Connie Dr
Lake, MI 48632

Give us a call: (989) 588-0424

Send e-mail: jguyer@ameritech.net

For an overnight adventure:

Holiday Inn Express (989) 386-1111.

2nd choice Days Inn (989) 802-0144.

BIG NORWAY LAKE AUTODROME

Preview 10/16/2004



**The
SAAC-MCR
Annual Picnic at
Waterford Hills Race Course
Is**

Sunday, Oct. 10th

Meet us outside Turn 6

(Follow road towards end until you find us)

Lunch and shade will be provided

Roped-off area for our cars

Bring your own snacks, drinks and chairs

IMPORTANT!

**At Entrance Gate, Tell them you are with the SHELBY CLUB
Entry is free**

**Track touring sessions cost a donation to SCAMP,
a local (tax deductible) children's charity.**

Track tours are during the breaks.

**Regular pit/paddock access passes may be purchased for
\$5.00 each on Sunday.**

Doctor Betki Helps Save Another Patient

I think an erratic magnetic pick-up was the real root cause for the CSX7000 series Cobra FIA's difficult distribution, not the retarded spark module. The FIA exhibited the same symptoms as REAL427 (the Betki's ERA 427 Cobra): erratic performance due to the mag coil having intermittent electrical conductivity. Get just enough heat into it, the wires expand, the circuit goes open, the ignition system goes on vacation. Allow it to cool off or bump it just right, the wires touch, the system starts and works fine. The type of situation that leads one to pull massive amounts of hair from their scalp, not to mention anyone else's that may be standing near by.

When I arrived on the scene the engine would crank, but not start. The retarded spark module was out of the system. I checked the mag pick up, open circuit. My guess is that while you were operating on the retarded spark module, the mag coil tightened back up allowing it to function when you were finished with the by-pass surgery. Unfortunately during post-op recovery and rehabilitation the mag coil wires opened up enough causing the patient to go back into ignition arrest. An emergency transplant had to be performed. Due to the location of the mag pick-up mounting screws, the distributor had to be pulled, a very delicate operation so as not to drop the oil pump drive shaft into the pan. This was successfully done by the FIA's owner. The distributor was then placed on the operating table. Due to time constraints, we had to work quickly (Kathy had dropped me off and was returning in a couple of hours). A donor distributor was located. While not from the same family (Ford vs MSD), its' internals were usable after first performing some minor alterations. The donor magnetic pick-up had mounting holes that were too small. They were carefully enlarged to accept the MSD mounting bolts. Also required, were some wiring modifications since the MSD mag pick-up had to be surgically removed since the proper electrical terminal removal tool was not available. A new connector with terminals was care-

(Continued on page 22)

SAAC-MCR Abridged Financial Report *by Craig Shefferly*

Item Description	Jun.	Jul.	Aug.
Beginning Balance			
Checkbook	4,900.23	5,567.49	7,894.47
Cash on Hand	45.00	45.00	45.00
Paypal			
Total Beginning Balance	4,945.23	5,612.49	7,939.47
Income			
Annual Memberships	85.00		70.00
GingerMan			2,945.00
Show 'n Go 29	7,720.00	800.00	
Paypal		3,600.00	
Total Income	7,805.00	4,400.00	3,015.00
Expenses			
Hot Line Phone	29.36	24.21	24.52
Office Supplies	100.00		
Program Expenses	201.70	233.20	
Member Reimbursements	500.00	131.72	
GingerMan Track Deposit			
Show 'n Go 29	5,426.68	101.45	
Newsletter		202.44	
EMS Ambulance Service		500.00	
K&K Insurance	880.00	880.00	
Total Expenses	7,137.74	2,073.02	24.52
Income Over/(Under) Expenses	667.26	2,326.98	2,990.48
Ending Balance	5,612.49	7,939.47	10,929.95

Dr. Betki's Diagnosis *(Continued from page 21)*

fully grafted to the donor pick-up. The distributor was then reintroduced to the engine. Care was taken to make sure that the proper alignment of all other parameters were kept. The owner then applied electrical power to the system, hit the starter button, and the engine roared to life! The timing was readjusted and the patient taken out for a light workout. All systems parameters looked good. The operation was a complete success. The patient was cleared to participate in all activities including strenuous exercise. The owner was given the standard warranty: 90 seconds or 90 feet which ever comes first.....



SAAC-MCR Abridged Meeting Minutes

JULY MEETING MINUTES

The Meeting was called to order at 8:02 pm by Tom Greene.

We had 28 people tonight with a few being new faces such as John Yarema and Wife Sandy with Genevieve & Clare.

Competition Report...Darius Rudis has July 26 at Gingerman all set and major note that insurance has gone up so we should adjust our track fees to stay ahead.

Editors Report....Mike Nyberg is always looking for volunteers to write information articles or articles of interest. Passed out proposed articles.

Show & Event ...Gary Roys Show&GO was a success with over 200 cars.

Membership Report....Rich Tweedle We now have 115 members

Web Site Report....Dean Ricci N/A ...Was noticed that the Club Web Site SAAC-MCR.COM is alive and well and looking goooood!!!!

Advertising Report...Joan Karas all advertising is done for now

Discussion Topics... SAAC NATIONAL was talked about at MIS.

Bud Koss found out the hard way that the newer door switches can stick
Causing your interior lights to stay on and drain your battery and all kinds of electrical glitches. The fix is spray WD 40 on the switch to unstick it.

AUGUST MEETING MINUTES

The meeting started at 8:10 pm and Darius Rudis conducted the meeting in Tom Greene's absence. There were 20 attendees including children.

Recognition of new faces...Mike Ardrey owns a Mercury Marauder and found our club on the web site. Robin St Pier, a young family guest

Competition Report...Darius Rudis reported that at Gingerman on July 26. We had 46 to 48 drivers and made \$4400. Drivers that wanted to, got up to seven runs.

We were reminded that there would be open track events at Waterford on September 6 and 26.

Tech Exchange...John Guyer asked how good the plastic blocks for garage floors were. The consensus was that they were not good where there was a lot of snow and mud dropping from cars and where there might be oil leaks. Laying on them and using creepers was not satisfactory. Epoxy paint was recommended instead.

Darius described a problem he had with an engine misfire in his Mustang due to a computer wire connection.

New Vehicle Report...A new Ford GT was delivered to Paul Shirley, not a member, for \$570,000.

National News and Insider Info....John Guyer announced that the next SAAC annual meeting would be held in Montana, California. Austin Craig as retired and moved to Florida.

President's Report...Tom Greene came at the end of the meeting. He announced that Walt Hanes has challenged Erin Lindsay to a race in Colorado for a dinner. Hopefully she is in training.

We need ideas for the Christmas (Holiday) party. We want to finalize the date and place by October so people can make plans to attend.

Discussion Topics...Phil Jacobs described a drive of new Ford vehicles on the Thursday of the Woodward Cruse. It will be on the Grand Prix track on Belle Isle. He also described an inadvertent off road driving event of a Cobra at Waterford, ending up in the parking lot.

By going to Ford.com and clicking on "Trilogy" we can see the race of the Mustang and GT that was shown at the Detroit Auto Show.

SEPTEMBER MEETING MINUTES

The Meeting was called to order at 8:00 pm by Randy Betki.

We had 16 people tonight with no new faces.

Competition Report...Darius Rudis said Gingerman, for the first time, made bit of money.

Financial Report...Craig Shefferly says we have \$9,000.00

Editors Report...Mike Nyberg passed out his outline of the newsletter going to print in a few weeks with club members doing articles.

National News...Jeff Burgy talked about the SAAC National at MIS and his hard work getting the '63 Cougar show car and Bordinat Cobra from the Detroit museum for the banquet. Both were built on early Cobra chassis'.

Membership Report...Rich Tweedle indicated we now have 130 members.

Discussion Topics Talked about the new Ford Escape Hybrid, with the electric motor with batteries, to improve the gas mileage in city driving, Phil Jacobs test drove the Escape and said it's like a V-6 power-wiseinteresting ..its the future.



Shelby American Automotive Club – Motor City Region

Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby America and/or Ford Motor Co.

Monthly Meeting, First Thursday of ea. Month
7:00 pm at Mama Mia's Restaurant
27770 Plymouth Rd., Livonia, MI
West of Inkster Rd.

Newsletter editor; Mike Nyberg
Phone: 248-969-1157
Fax: 248-969-1157
Email: tangobythelake@yahoo.com

We're on the Web!
www.saac-mcr.com

Mailing Address Line 1
Mailing Address Line 2
Mailing Address Line 3

Events Calendar

2004

Oct. 10 SAAC-MCR Annual Picnic,
Waterford Hills Race Course, Waterford, MI.

Oct. 16 SAAC-MCR Fall Color Tour,
Lake, (Clare County) MI.

Oct. 24 Model Car Toy Fair,
Clintondale School, MI

Mar. 19 Strictly 43rd Model Show,
Chicago, Il

May 13-15 Carlisle Kit Car Show,
Fairgrounds, Carlisle, PA

June 3-5 All Ford and BOSS Nationals,
Fairgrounds, Carlisle, PA

June 5-6 SAAC-MCR Show & Go 30,
Ford WHQ, Waterford Hills

July 1-3 SAAC 30 National Convention,
Fontana, CA

2005

Feb. 13 Model Car Toy Fair,
Clintondale School, MI

Feb. 12-20 Detroit Boat Show,
Cobo Hall, Detroit, MI

Mar. 4-6 Detroit AutoRama,
Cobo Hall, Detroit, MI

Club Abbreviation Key:

CARS Classic Auto Restorers Society (a FERA club)
CTCI Classic Thunderbird Club International (national)
FME Ford Motorsports Enthusiasts (a FERA club)
GLCC Great Lakes Cobra Club (local)
TARTC The American Road Thunderbird Club (local)



Who is driving this Ford GT at the Waterford Hills SAAC-MCR track event? (See article on page 10)