



Shelby Life

Shelby American Automobile
Club – Motor City Region

Volume 35, Issue 1

January, 2010

The President's Corner

Text by Steve White, Photo by Mike Nyberg



Steve White presented a gift to Kristie Cross for being our server at the monthly meetings for over four years.

It's hard to believe that 2009 has already passed by! A lot has happened this past year. We've had some success, as well as some sadness and challenges.

In 2009, the year started off with our annual post-holiday Holiday Party. This year's party was selected by Tom Greene and held at the Walter P. Chrysler Museum. Fifty four members braved an uncharacteristically strong, even by Michigan standards, winter snow storm the day of the party and made it to Auburn Hills - and two did not. The Museum was just the right size, not so big that it would overwhelm and not allow enough time to see it all, but not so small to not hold your interest. The caterers were also picked by Tom, with first hand experience, having been impressive as the caterer for a Mother's Day brunch he had taken Phyllis to. Needless to say, the food was great. More importantly, was the time we spent together socializing celebrating the successes from 2008, and thanking Tom for his 20+ years of service to the club with a special gift.

One of the key tasks we targeted for accomplishment last year was to organize the club trailer, and make it easier to use at events. On a cold Jan. 31st Saturday morning shortly after a recent snowstorm (is there a pattern emerging here?), seven of us met at Kurt Fredrickson's shop to do a "clean sweep" of the trailer contents inside the shop and out of the weather. About four hours later and a visit to Home Depot to pick up a shelving rack, tie down straps and hardware, we had a vastly cleaned out trailer with everything organized in its place and easy to get and re-stow.

Unfortunately, we were only able to enjoy the fruits of our efforts for the Winter Swap meet, and Show & Go 34. Our trailer became a statistic in a rash of trailer thefts last summer.

This was the 2nd trailer we had stolen in the last 10 years. Fortunately we learned from the first one and had insurance on it. However, it only covered replacement of the trailer, as contents coverage was not a practical expense. John Yarema, was able to find us a fantastic deal on a gently used Featherlight aero trailer, which we were able to purchase with the insurance settlement. Unfortunately, replicating the contents will take some time.

Our traditional Winter Swap Meet held at Gorno Ford in early March arrived with a snow storm (what was it about that pattern of weather and our events?) the evening before. Fortunately its earlier arrival than had been forecast allowed the roads and parking lot to get cleared off in time for a decent Sunday event. Some fine tuning helped make it a better event, and made a fair amount of money for the club, even considering the weather and economy.

Once again, John & Sandy Yarema hosted a Spring Cruise that originated at their house, traveled through Grosse Pointe sights, and ended up at a special attraction. Members were treated to a breakfast smorgasbord by Sandy set up in John's

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The Revival of Speed at Goodwood 2009 —aka— The Pilgrimage to Vintage Race Car Heaven Session

Text and Photos by Tom Greene



Goodwood entry kiosk



Massive early 20's Hispano-Suiza in Car Park

After making flight arrangements, and taking full advantage of the up-front planning that Charlie Safely and Steve William had done, we flew off to England for 4 days of car-guy enjoyment at THE premiere vintage car race in the world, known in the mother country as "A Meeting".

There are many superlatives to describe this event, but I'll simply say, "This was freakin' fantastic".

A brief overview of the event is that NO car built after 1966 is allowed to participate in the races, and in fact, NO car built after 1966 is allowed to park on the primary grounds. The 'car park' (British for

parking lot) for those of us arriving in any non-vintage vehicle is an about 200 acre field on Lord March's estate. The field had recently been shorn of its hay crop and the parking grids were then laid out using a small-swath lawn mower cutting in the markings for people to find with the aid of dozens of parking assistants waving flags and providing guidance. A less than 10 minute walk takes one to the main entrance of the vintage car park, another field of about 100 acres where the visitors driving period correct vehicles park.

The vintage car park definitely qualifies as a car show unto itself. Examples range from a massive early 20's Hispano-Suiza, multiple ex-

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Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 109 members

New members include: *Tom & Karen Krcmarik, William & Chery Lyn Deary, Gibson & Annette Nichols, Kenneth & Diane Field and Michael Cameron*

Goodwood

(Continued)

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amples of blower Bentleys and British sports cars thru a very American small block Chevy powered Anglia, a Cadillac powered dragster of 50's vintage, dozens of AC's, multiple examples of Mustangs, including several GT350 clones, more than a few Cobras and enough Jaguar's to make Randy wet himself. Oh yes, and don't forget the Bonham's auction tent as well, this year having a couple dozen E-types going under the gavel to those who paid the admission fee to look and potentially buy the pristine E-type examples of auto-art. Side note: At this auction, one patron bought the right to license number No1 that sold for over 300,000 pounds.

After spending an hour or so making comments like "WOW, look over there", taking pictures, losing each other and watching all manner of interesting pre-66 cars drive in over the aluminum roadway laid in place over the field surface so people could drive in. I'd estimate at least one mile of 10 foot wide interlocking aluminum plates were laid down to form the temporary roadway. We finally made our way to the main entrance heralded by a 35 foot tall kiosk under which the three lanes of pedestrian traffic walked into what was once an RAF airfield from which hundreds of sorties were flown during WWII by the Allied forces.

Some additional information about the origin of the track: The track forms a perimeter around a few grass runways that comprise the air field. These runways are in full use during the entire event by both fixed wing and rotary wing aircraft (the aircraft are not REQUIRED to meet the "built before 1966" rules applied to other forms of transportation. The track had it's beginnings in the 40's when the RAF paved a road to facilitate getting fuel, ammunition and service equipment to the war planes. Once paved, the road served the purpose of more expediently providing service to the planes that flew the missions that helped win the war. And AFTER the war, some enterprising folks felt the unusual turns and elevation changes would make a great race track – and the Goodwood racing venue was born. Formal race meetings were begun in 1951 with Sterling Moss winning his first event at the track in an Aston Martin. The circuit has a name for each corner – not numbers – and viewing is permitted from both inside and outside the track, with some bleachers erected at key points around the circuit. We chose to carry in chairs and found some EXCELLENT vantage

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**Sterling Moss driving
Aston-Martin DB2.**



Jaguar XK140 at the entrance to Goodwood



Warbirds overhead



A few planes parked



Goodwood (Continued)

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points. All in all, this is one of the most accommodating venues I have ever visited to watch a race – and it includes food and drink shops located at convenient intervals around the entire course.

This race facility – still located on the estate that is wholly owned by Lord March, affords the spectator unequalled access to the cars. Friday morning viewing of the cars in the paddock area is far better than a “car show” with the competition vehicles each under labeled roof with signage showing the car, the year of production and description.

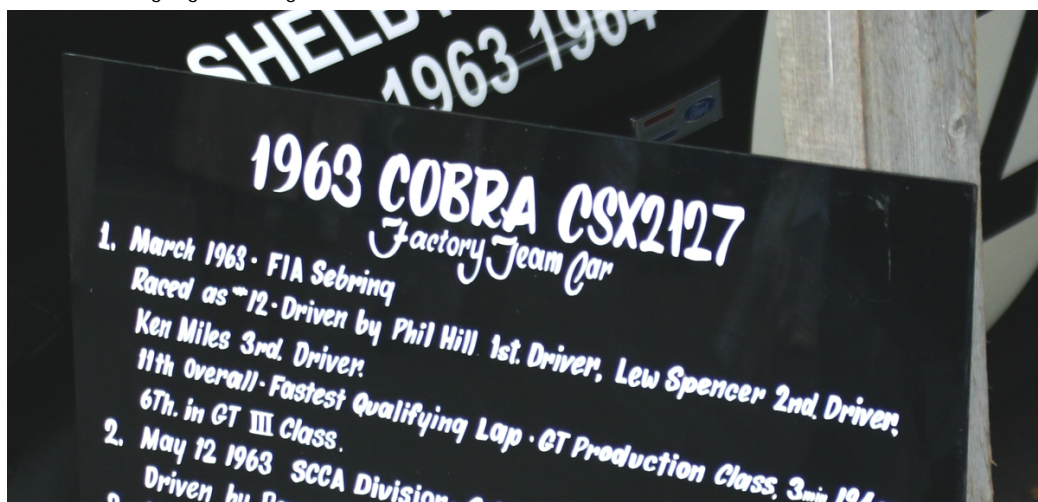
Then there are the other facets of the Revival of Speed – namely the planes, the people and the displays to go along with an AMAZING selection of the most expensive cars in the world. Charlie described it as: “At Monterey, you may find one of a particular example of a rare car – at Goodwood, you will find a CLASS for those cars”.

The planes: There were periodic flyovers by WWII planes and when a couple of Merlin powered fighters fly over at about 250 foot altitude at full throttle you gain a deep appreciation of how the skies sounded 65 years ago. There was a B24, a Lancaster – and rides were offered for 80 pounds on a 1920's 10 passenger “crate”. There was also a flyover by the Vulcan which is a British plane that was instrumental in the Falklands war and is simply huge. When it flew over during the feature, I could momentarily NOT hear the Cobras and Ferraris for the sounds the (4) 110,000 pound thrust engines made as the plane flew near us at a much higher altitude than the B24s or Spitfires had flown.

To enter the paddock a person must be dressed in period garb. The British citizens did the best job of this and the women were simply amazing. Imagine walking about 4 miles around the track, wearing heels like those worn in the 50s. Another popular costume was period military uniforms worn not just by those people who were part of the displays, but also by spectators. The range of dress spanned classic 50's thru mid 60's miniskirts – included are two pictures of a young woman in what is DEFINITELY a Mini-Skirt – her dad owned the car and her mum made the skirt. The additional pictures of people dressed in period correct clothing are to provide a flavor of the



Steve Delivers



In the paddock area competition vehicles were each under labeled roof with signage showing the car, the year of production and description.



GT40 Roadster in the paddock area

Goodwood (Continued)

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event.

Rowan Atkinson (aka, Mr. Bean) is a very accomplished race car driver who participated in the event, but didn't drive competitively this year. Instead, he drove a Mini during the 50 year celebration of the Mini by sitting in a lounge chair strapped to the top of a Mini, and controlling it via ropes tied to the steering wheel.

There were parade laps that included a tribute to Sir Sterling Moss who celebrated his 80th birthday the day we arrived in England, and there was a parade of the cars he had actually driven in his career. It was amazing when one stopped to reflect on the wide range of vehicles he drove, from go-karts to 7.0L Galaxies, from Minis to Mercedes, and he won in them all.

Other parade laps provided a range of vintage British motorcycles and also mopeds (Piaggios) that were festooned with multiple lights.

Then there was the racing. And what terrific racing we enjoyed. There were cars from the early 20th century, the Brooklands cars, which were raced at the concrete Brooklands speedway. These are typically large vehicles using aircraft engines – some of them dis-

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These pictures of people dressed in period correct clothing, a requirement to get into the paddock area, provides a flavor of the event.



A young woman in what is **DEFINITELY** a Mini-Skirt – her dad owned the car and her mum made the skirt.



Parade laps included mopeds (Piaggios) that were festooned with multiple lights.



Mr. Bean drives a mini

Goodwood (Continued)

placing 27 Liters (over 1600 cubic inches), and the last construction year for cars in this race was 1931. These cars still ran over 100 mph on their laps, and DO believe that this is racing, not a parade. The cars are the same as they were raced 80 years ago – no roll bars, no nerf bars, but stiff competition.

There were hundreds of bikes on hand. The featured motorcycle race was the Barry Sheen trophy race, a 2-rider event where an amateur rider and a pro rider each competed in 30 minute races, with the two times added together to determine the overall winner. This race was won by repeat winner Wayne Gardner who flew in from Australia just to compete. He started his leg of the race over 40 seconds down to the leading competitor, and caught and passed him in just 5 laps – AND – the rider who had the 40 second lead at the start of the race currently competes in – and is leading – the European super Bike Championship. This was truly an amazing ride by an over 50-year old retired bike racer.

There were a total of 16 feature races on Saturday and Sunday and each one was a sensory feast. My favorites were (OK, I can have two favorites) the TT race in which the Ferrari edged out the Cobra and the first 3 places were separated by just 0.25 sec at the finish – adding to my enjoyment was the fact that the Cobras “done good”. See picture of Cobra exiting a R-hander which is the lead part of an Ess

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W12 Napier



Motorcycle parade



We come to race TT



Cobra cornering

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curve with a 20 foot elevation drop at the end. These drivers DEFINITELY came to drive.

My other favorite race was the Whitsun Trophy race that had the Ford GT40 roadster leading the race for the first 5 laps over the McLaren and (2) Lola's each having 360 inch Chevy motors and MUCH bigger tires (see picture). Two GT40s in the top 5 against such auspicious competition. The drivers done Ol' Shel proud.

I recommend a trip to the club website to view the 1200+ pictures from the event, there is much to see – but being there in person was truly a sensory extravaganza. Thanks to Steve for being a Goodwood member that allows us to get tickets and paddock entrance privileges.

To cap off the weekend, there was dinner and bench racing afterwards at a local pub called the Gribble Inn – the proprietor is a car enthusiast who owns an Alpine and invites car clubs to have their meetings at his facility.

Goodwood (Continued)



A GT40 Roadster leads a McLaren and (2) Lola's in the first five laps of the Whitsun Trophy race



To cap off the weekend, there was dinner and bench racing afterwards at a local pub called the Gribble Inn – the proprietor is a car enthusiast who owns an Alpine and invites car clubs to have their meetings at his facility. Note the SAAC sticker still prominently displayed above the cash register.

Bob Rice and His Shelby American Connection

Text and Photo by Mike Nyberg

Randy Betki, Vice President of SAAC-MCR, met Bob Rice through a mutual interest, called airplanes. Randy discovered Bob was involved in road course racing in the '50's and '60's. He also found out that Bob was involved with Ford Total Performance effort and worked on developing an interesting option for the original Mustang. Randy invited Bob to speak to the November 5, 2009 Club meeting to talk about his experiences.

Bob Rice grew up in the Detroit area and got involved in racing early in life. He helped install the second lane at Waterford Hills Race Course in the early 50's as a result of that involvement.

Bob enlisted in the military service after dropping out of high school. He learned skills in the service that allowed him to land a job in the aircraft industry in California, upon completion of his service. He continued to race in California and crossed paths with Carroll Shelby in that activity.

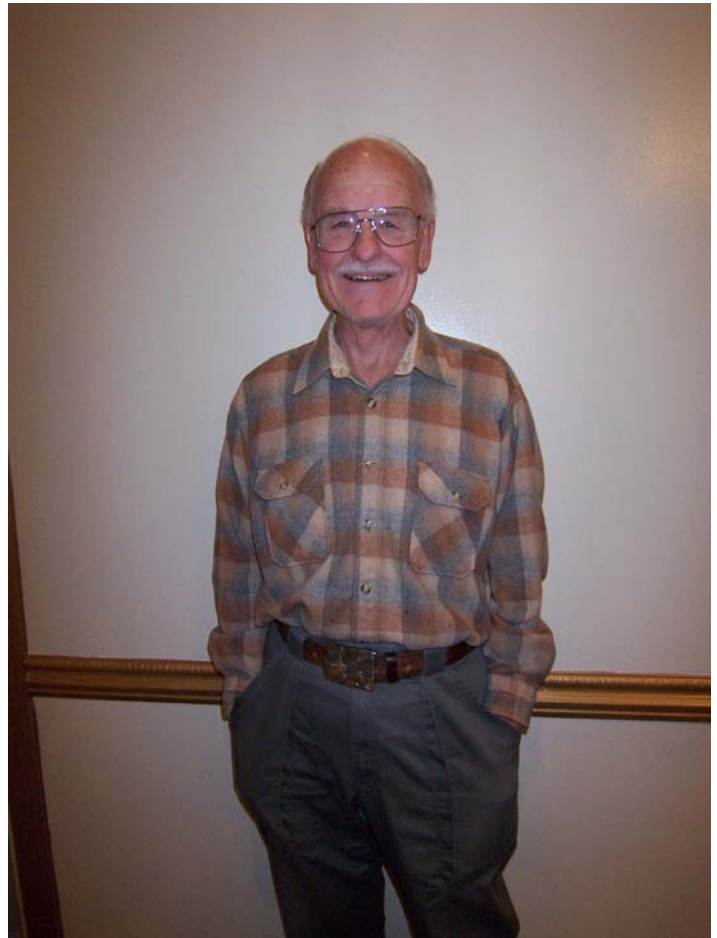
Bob got a job with Ford Motor Company after he was laid off from the aircraft industry. He was standing in a motel parking lot where he was staying during a 1961 Mobil Economy Run. An AC Cobra drove up and almost ran him down. The Cobra was driven by Carroll Shelby. Shelby asked Bob what he was doing there and Bob explained he was participating in the Mobil Economy Run to provide real fuel efficiency numbers during a coast to coast test on real roads and with regular traffic and weather conditions. (The Mobil Oil Corporation sponsored it and the United States Auto Club (USAC) sanctioned and operated the run.)

Carroll told Bob to jump in and go for a ride. The Cobra was the very first prototype Carroll built with hot rodder Dean Moon. After the ride, Carroll asked Bob "What do you think?" Bob was impressed and thought the car had a strong chassis, which is important for racing.

Bob was working at Ford, for Dave Evans, in the SVO activity. One day he met Dan Gurney's chief mechanic who asked Bob if he would like to help teardown two Indy race cars that were in the Ford Garage. One was Dan Gurney's the other was Jim Clarke's. Bob thought that would be interesting and agreed to help. Bob's boss, Dave Evans, wondered how he got involved in that project. The chief mechanic said Bob was a good mechanic and needed him to help put the cars back together, since he knew how they came apart. Bob's boss agreed to let him finish the project to gain some valuable knowledge.

Bob was the Coordinator between SVO and Shelby American. He was also part of the team that developed the Independent Rear Suspension (IRS). They built and tested six Mustangs with the IRS and they handled extremely well.

Bob test drove a 260 cubic inch Mustang with a 3 speed transmission and IRS, on the Dearborn Test Track against Ken Miles in a Shelby GT350 that had 50 more hp. He finished ahead of Ken. Everyone



Bob Rice was the guest speaker at the November 5, 2009 SAAC-MCR monthly meeting. He talked about his association with Carroll Shelby and work he did to help develop the IRS for the early Mustang.

except Ken wondered what kind of engine and horsepower was under the hood of Bob's Mustang. Ken knew it had to be suspension, as he walked to the rear of the car to inspect the rear suspension. The IRS option would have made the Mustang a very competitive road course race car. But, the cost and use of Jaguar components (Jaguar was a competitor at the time) killed the option.

Bob Rice has had many interesting experiences during his working career. He is now retired and drives a Model T at Greenfield Village. He indicated the suspension of the Model T was state of the art for the 19 years it was built. Henry Ford designed a suspension that the people and road conditions needed at that time. Bob indicated Ford, under the leadership of Alan Mulally, is designing cars that people currently need to meet the challenges of today.

President's Corner *(Continued)*

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home garage. After a tour of how the elite live in Grosse Pointe, and a few stops at parks – including back tracking once it was discovered Mike Nyberg and his '94 Mustang were not with us due to starting issues. John then led us to the Stahl Museum, a private car collection filling two buildings that is normally open only on Tuesday afternoons, or by special arrangements, such as ours. By this time, it was time to eat again, and we headed to Pat O'brien's to sit outside in their covered patio, where we were treated to a surprise band.

We were finally blessed with fantastic weather (no Snow!) on May 31st, for the show portion of our premier event, Show & Go (34) at Ford World Headquarters. We had over 200 cars in the show in around 60 categories. The swap meet area was also filled to capacity. We're looking forward to building off the success of the show with further refinements for our 35th Show & Go in 2010.

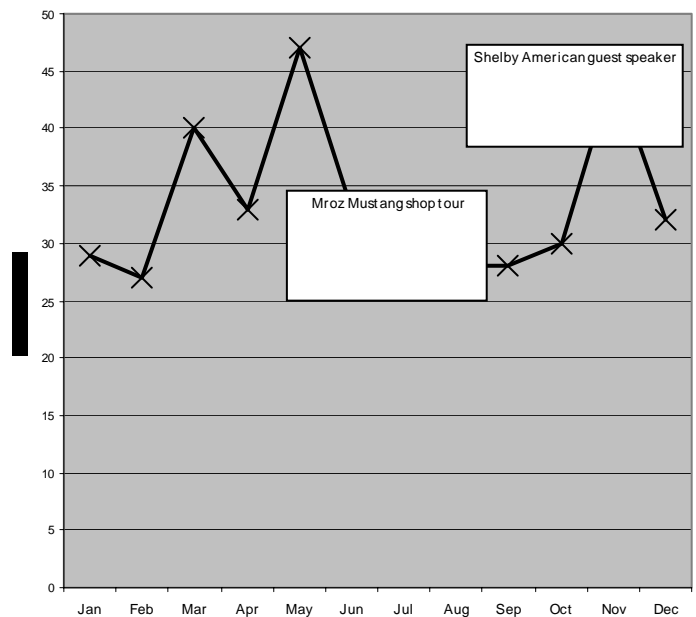
The Go portion of Show & Go the next day had to suffer with early light rain, which probably played a role in the light turnout. Being a Monday event, it's always curious how the turnout will be, especially with the current economy. For the season, our three track events, made a profit, something that couldn't be said the previous few years, due to the efforts of Darius Rudis to refine expenditures. Most other regional track events we've heard about or participated in last year did not fair that well. Many first timers got their taste for a need for speed in a controlled environment with semi-professional instruction.

This year we tied a number of our general meetings with a specialty shop tour or guest speakers who actually worked at Shelby or Ford on Shelby projects "back in the real days" of Shelby American, and they turned out to be a huge hit based on the attendance peaks for those meetings. We already have ideas for a couple more special events, with the first one hopefully occurring at one of the first quarter meetings and another one later, plus any more we can round up (suggestions, ideas, contacts anyone?). Stay tuned to SAAC-MCR communications for upcoming info!

We also had our first club dyno day last year, and while the turnout was small, valuable information was gained by all those that did run their cars or just came as a spectator and learned and listened. Any interest in another attempt, even if at a different location or the same one?

There was a missed opportunity to attend the SAAC National convention as a group this year, which was a desired goal mentioned at the onset of the year. The problem was the date and location originally established was farther away and conflicted with some other events. Then at nearly the eleventh hour, they changed the date (slightly) and more importantly moved it closer to the Detroit area. However, it was too late and too many other commitments to allow us to mount a plan to try and make it happen. With 2010 already announced to be in California, a caravan is not even a fantasy. Perhaps 2011 will be a closer location and we can get rock solid planning early enough to

SAAC-MCR 2009 General Mtg. Attendance Tracking



This chart indicates significantly more people attend the monthly club meeting when a specialty shop tour or a guest speaker is incorporated with the meeting.

organize a good old fashioned Shelby Club National Convention caravan!

An opportunity to have a late summer or early fall cruise that has become a relatively recent tradition was not able to come to fruition due to the efforts it takes to come up with something new each year, but plans are already underway for this year! Not to give anything away yet until its finalized, but look forward to a potential cruise that could include stops at a professional shop and several private ones (hint-hint). We hope to finalize the entire club calendar earlier this year than last, to avoid some of the situations we found ourselves in. Maybe we'll get a drag day in this year too after all?

We were able to have our traditional two Chili Challenges this year, our winter challenge had a new location when Margaret and Darius Rudis stepped up at the last minute to allow the tradition to continue. Our annual fall trek to Big Lake Norway in the middle of the state to John and Trish's Autodrome brought surprisingly below freezing temperatures the next morning for the trip home.

Like the seasons, each year brings changes. This year we lost some members – some to an out of state move and some were called to their final home. However, we also gained new members, through joining our club and new births! Best wishes to all members new and old!

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Meet the Garascia's

Text and Photos by Steve White

If you've been to any of the SAAC-MCR open track events over the past few years, you've probably seen Gerry Garascia piloting his white 1997 Saleen around the Waterford Hills road course. Gerry and his wife Janet joined SAAC-MCR in 2005 after trying to enter a Waterford Hills Sportsman's Club open track event on a Saturday only to be told they were full and being referred to our event the next day. Gerry had never been on track before, but living in Waterford for many years he used to stop by on his way home from work to see what was going on. He also used to bring his family to have a picnic and watch the vintage races, back when they had them regularly. Coming to that first event in the fall, he wasn't quite sure what to expect or needed to do, and at that point didn't own a helmet. I happened to be there with my 1966 Rent-A-Racer, and since I was running in a different run group, I loaned him my helmet to get him started. Darius Rudis provided the needed first time driver instruction, and the rest is history!

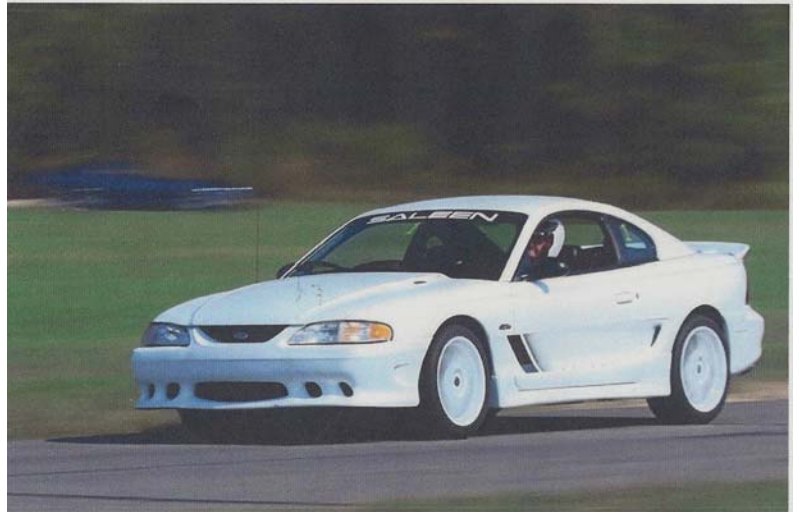
One could say that the track experience was what helped Gerry pull through some serious health issues in 2008 (I'm sure the family was a factor too!). While laying in the hospital bed for days on end trying to recuperate, the thought of getting better and making it back to the track was one of the strong desires that committed him to getting well. In 2009, he made it back on track, looking none the worse for wear, and likely better than before, having run probably thousands of laps on Waterford Hills through his mind while recovering. Track time does provide health benefits!

Gerry retired a few years ago as an journeyman electrician from Centerline Electric, which happens to be the primary site electrical contractor for my place of employment (Bosch) and worked on a few projects there in the mid-90's, so our paths probably crossed without us even knowing it. With his 40 years of technical background, he might be a good resource for members if they have electrical issues that they need assistance with. Gerry actually started his hands on experience in life at the age of nine welding for his dad in his father's fabrication business!

Gerry and Janet have a grown son and daughter that still live in the area, and grandchildren to keep them active! Halloween is still a big event for the Garascia family, with their kid's families returning to the street for the modern day festivities.

I happened to go over to Gerry's to install a custom SCT (Superchips Custom Tuning) switch chip tune in his Saleen's ECU. He has an extension on the back of his attached garage that was built to restore wood power boats, in which an

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Gerry Garascia at speed in his 1997 Saleen S281 at a Waterford Hill Road Racing Course during one of SAAC-MCR's many open track events.



Gerry and Janet enjoy the music at lunch after the 2009 Spring Cruise

Garascia's (Continued)

(Continued from page 10)

early sixties Century Saber capable of 55MPH called home for many years, with built in cabinets and counters that would make any kitchen envious – let alone a garage. I noticed in the back half of his double deep garage a red Cobra replica with massive fender bodywork up on jack stands without tires and wheels – clearly a project in process. Before we could get started on the Saleen tune, the Cobra had to be checked out. As most kit car projects go, this one started out as someone else's uncompleted project. The basic kit was from the former manufacturer that Street Beast purchased, and is now selling under their own brand name. The vehicle ride height was set up to high, just in order to get the tires to fit. Gerry modified the fender flares to look quite muscular, but natural for a 427 Cobra, and the rear suspension was raised 2" and narrowed 1.5" on each side. The rear consists of Salisbury type Jaguar rear end with adjustable height coilover shocks to help final dial in of the ride height. The front suspension consists of a Mustang II style front suspension with custom tubular A-arms and coilover shocks to go along with the rears, to allow front suspension dialing. Also purchased from the previous owner, was the 460 engine that had been built, but not installed. To get it to fit, Gerry had to modify the upper section of the driver's foot box, which was no easy feat, as this is also where the steering shaft runs through, requiring some fiberglassing in that area. Between the engine and the IRS rear end lies a Toploader transmission to complete the drivetrain. Different tires and wheels were purchased, to better fit the proper appearance of the era. It really looks like it will be a neat ride, and I can't wait to see it finished. It's definitely one nice retirement project!



Gerry's project Cobra in progress in his well equipped garage.



Above: Another view of the cobra with the massive wheels in place and notice how neat garage looks.



Left: The 460 stuffed into the engine bay of the Cobra. Note FE style expansion tank & Ford Motorsports square top valve covers to replicate a 427 engine, as well as the modification to the drivers upper footwell & steering shaft area required to fit the 385 series engine in place.

2009 Colour Tour and Chili Party

Text and Photos by Rich Tweedle

Colour! Mother Nature in all her autumn splendor was seen in Mid-Michigan the weekend of October 10th. Up I-75 we started seeing colours other than green on the foliage. On the westward drive along US-10 towards Clare the trees were turning bright hues of red, orange and yellow. And along M-115 going to the Big Norway Lake Autodrome of John Guyer and Trish Judson the sun and shade played with those hues to great effect.

SAAC-MCR members met at I-75 and Dixie Highway to caravan up to the Big Norway Lake Autodrome for our yearly chili party and to enjoy the colour change. We had a pleasant drive after enjoying an early breakfast (early by retiree standards) up I-75 and US-10 until we reached Clare and checked on our rooms at the Dorhety Hotel and the Days Inn. After a short rest we journeyed to the party location where we went about helping our hosts set up and warming our chili concoctions. Soon the neighbors started coming in and we got reacquainted with them. John and Trish have great relations with their neighbors, now friends. They have taken to our chili fascination with gusto. 10 chili's were presented for sampling along with a table of appetizers and another of desserts. Each pot was numbered for voting and we were given ample time to taste. Quite a few people tried all 10 chili's plus visiting the other tables. Well, once again a local won the best chili award which was a beautiful quilt made by Trish. This year the quilt carried the image of the Chili Party mascot that greets us every year at the foot of the driveway. The winner for 2009 is Gwladys Austin.

During the after-chili mingle it was noted that snow flakes were flying around outside. This put a damper on the usual boat ride and camp fire which follows the party. We helped our hosts clean up and make their party room almost as clean as prior to our arrival and then adjourned to their home for a little conversation and mellowing out. Then it was the drive back to our rooms in town and the drive home on Sunday.



The sign identifying the Autodrome where the SAAC-MCR Chili party is held.



John Guyer and Trish Judson, host and hostess, make the last stir of the chili pots before the tasting begins.



Attendees this year were Bonnie & Craig Shefferly, Cathy & Steve White and Sandy & Rich Tweedle. Sounds a little light on club participation doesn't it. Even if members don't want to spend the night away from home it isn't that far a drive. It's only about 2-1/2 hours from our areas for a fun, enjoyable day. Afraid your chili will be too cold

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SAAC-MCR Fall Colour Tour and Chili Party Mascot



Craig Shefferly first in line at the dessert table.

2009 Colour Tour *(Continued)*

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for consumption? We use crock pots and plug them in to warm up the chili's before the festivities.

Winning recipe:

CHILI by Michael W. Jankoviak, First Place Award Winner MMCC Chili Cookoff, as interpreted by Gwladys Austin.

1 lb ground beef	1 can mushroom (do not drain)
2 cans chili beans	¼ cup brown sugar
2 cans stewed tomatoes	1 tsp salt
1-1/2 cup salsa	Chili powder to taste
Small onion	
1/3 cup sour cream-alternately, could leave out and put tablespoon in individual servings	

Combine: ground beef, onions, chili beans, stewed tomatoes, salsa and mushrooms in pan. Bring to simmer then add salt, brown sugar and chili powder. Continue to simmer on low heat. Taste occasionally and add chili powder to taste.



Gwladys Austin displays the prize for the best chili, a quilt made by the hostess, Trish Judson.



SAAC-MCR members enjoying the chili party. L to R: Cathy White, Sandy Tweedle, Steve White (back to camera), Bonnie and Craig Shefferly.

Bob Grant Obituary



Bob Grant with his wife Zelda during the Spring Cruise stop at the Stahl's Museum. He is standing in front of a 1930 American Austin similar to the one he owned when he was in high school.

GRANT, Robert P. of Waterford; December 7, 2009; age 88. Husband of Zelda for 69 years; father of Penny (Michael) Nyberg and Robert P. Grant II (Debbie Campeau). Grandpa of Michelle (Mark) Johnson, Catherine (Craig) Knudson, Nicole (Eric) Burchard, Robert P. Grant III (Tammy) & Michael Grant; great grandfather of 8. Bob served in the U.S. Army during WWII. He retired from Manville Manufacturing, Pontiac. He was life member of Society of Manufacturing Engineers, Pontiac Elks, & VFW post 1008. He served as trustee of Pontiac General Hospital 1965-1971 and volunteered as a Boy Scout leader. He was a recent Mustang Enthusiast. He enjoyed driving his 1987 Mustang GT Convertible with the top down and showing the car at local car shows. He was Mike Nyberg's Crew Chief at SAAC-MCR open track events.



Tale of Three Shelbys

Text and Photos by Michael Elwood

Understandably the purchase of a Shelby usually begins with a search, but in this instance it was not a search for a car for me, but information on a friend's Shelby. Past SAAC judge Mike Riemenschneider and I were associates in the Lansing Michigan Ford Parts and Service District office in the mid 70s. At that time I was a field rep calling on Southeast Michigan Ford Dealers. One of which was Underwood Ford in the Irish Hills, which had originally sold Mike's car. Mike asked if my next time at the dealer I could check if any information was available on his car. I spoke with Mr. Underwood and asked if I could check his files for any information on Mike's car. "No problem." Unfortunately no paperwork remained for Mike's car, but as George and I spoke he reminisced how he had even come to sell Mike's car new, as he was not a Shelby Dealer. "I was contacted by Ford, (late summer of 68). 'They had a bunch of Shelybs' ", (remember this was now the A. O. Smith days in Ionia, Michigan), that had not been allocated and wanted to know if I wanted any of them. I took 5, and you know I still know where each of those Shelby's is. As a matter of fact one of my former technicians bought one and I think his might be for sale." Noticing that I had fainted, and wanting to get me revived he volunteered to, "let me see if I can find his phone number."

In due course I was directed to a winding road that bordered several of the lakes in the area. Rounding a curve, there it was, a honest-to-goodness-real-life-GT 500-Convertible. I think it was the only one I had ever seen on the "street", short of Mike's.

It was obvious from the accumulated dirt, grime, leaves, branches and weed tufts growing up around the wheels that it hadn't gone anywhere in awhile. It was a Candy Apple Red automatic with rust patches in the quarters and doors. Someone had cut a hole in the hood to put a GTO style tach on it. The convertible top was stained and cracked. It was gorgeous. All I saw was the five letters on the back, that said S-H-E-L-B-Y.

The owner met with me and confirmed that yes it was for sale. After an extended period of haggling, (he named his price and I said yes). With the caveat that I'd pay him as soon as I could see what I could get for the wife, we set a date to pick it up. Finally the big day had come; I think it was the next day, (got a good deal on the wife). We were able to get the 390 that was now in it to start, but it had no brakes. I drove it home. With a big sigh of relief it made it into the garage and work began to get it into "better" shape. I found a green Shelby hood without a hole in it. I found a 428 Police Interceptor to replace the 390. Please note that a 428 Police Interceptor will fit into the back of a Fairmont station wagon contrary to published reports. Those company cars are really adaptable. It was also painfully obvious that at some time the car had been an electrical parts mule (oh, the sacrilege) for something else. Wires were hanging everywhere, and contrary to Ford wiring policy the color black



The first Shelby the author purchased, a 1968 GT500 Convertible.

seemed to predominate. (Hey, when it doesn't have brakes, a few inoperable gauges aren't a big deal.) Mike once again to the rescue. We stripped out the harness, consulted a wiring diagram that Mike had and 6 hours later he had built a complete dash harness with all the correct end colors!

The exterior, as mentioned, was a mess as well, but armed with several gallons of soap, water, and Ford Leather and Vinyl cleaner; we were able to get the parchment interior and the red GT 500, with green hood, at least a little presentable. The engine change went off without a major hitch. I was a little hesitant to get "on it" following the swap and quite frankly was a little disappointed in the part throttle response which was just about what I had observed from the 390. Had it out for a brief cruise and figured that it was now or never. At about 40 miles an hour, judiciously applied incremental downward pressure upon the throttle pedal, OK, I mashed it. There was a momentary "lull" as the C6 downshifted and then it was as if a giant foot had come down from the sky and emphatically booted me forward at an "exhilarating" rate. "Whoopie!"

I have a Shelby that runs! I'm not happy. Well, actually I'm not unhappy, it's just that I'm not really a convertible guy, nor an "automatic" guy. Enter Mike



Wiring was needed to the '69 as well.

Tale of 3 Shelbys (Continued)

Riemenschneider again. Prior to coming to the Lansing District as the Office Operations Manager, Mike had been the "Performance Specialist" for the Cleveland District. The "Performance Specialist" would take calls from enthusiasts and help them to determine the "best" aftermarket performance components for their particular application. Remember the days of Stage 1, Stage 2, & Stage More-Than-You-Can-Afford? Well Mike was THEE guy. While in Cleveland Mike, and a friend, Ed Schweda were regular participants at the neighboring drag strips, known as "field" research. Mike campaigned a blue 428 automatic CJ GT, while Ed ran a black manual transmission Shelby KR. Mike held the AHRA F Automatic National record while Ed's car held the AHRA F Production Manual record. Now that's teamwork and speaks to how awesome a properly prepared Cobra Jet was then, and still is now. Mike and Ed had remained in contact and at SAAC 5 Ed's Raven Black KR was right next to Mike's newly acquired Acapulco Blue 68 KR convertible. Beautiful book ends. With Mike's move to the Lansing area Ed had lost his racing buddy and the black KR was not being taken out for regular exercise. Ed had decided that now was the time to find it a good home. I had been around the car on Ed's occasional visits, which explained the bib he had asked me to wear, and knew after I offered to pick out the pebbles in the tire treads, with my teeth, that I really liked the car. A deal was struck. I found a buyer for the red GT 500 and became the extremely proud owner of a GT 500 KR.

Mike (of course) accompanied me to the outskirts of Cleveland a rainy fall day to pick up the KR. I had the world's best childhood growing up approximately 10 miles from Woodward Ave, "The Street Racing Capital of the World". My dad, who worked for Chrysler, had cut his teeth, zipping around the streets of Germany in a bright blue MGB. Actually he lost his teeth when the MGB skidded into a telephone pole. So I came by my auto fanaticism honestly. Thanks to Dad my "first" car, his lease, was a 68 Turbine Bronze Formula S Barracuda. This was replaced by a 69 440 Charger RT and then a succession of Cudas' and Challengers. Like I said, I did have the world's best childhood. The only reason I bring this up is that I was not a high performance neophyte, and driving home that KR, with 4.10 gears, in the rain, with Polyglas tires, (I realized on that trip, that the glas was the adhesion rating of the tires) was a trip I'll always remember.

Having been driven in quarter mile increments the car was immaculate. The interior was a nice as the day it rolled out of Dearborn. The car did have a few "minor" race-inspired modifications. The 90-10 uplock shocks weren't noticeable until you 'got on it', but the 'slapper' underdrive traction bars could give you some disconcerting bangs on occasion. Ed had removed the retaining springs from the floor shift, which made for an extremely noisy shifter rattle, but then who would ever drive without their hand on the shifter to instantly meet any supposed challenges. Cosmetically the only problem was a little too



Ed's Raven Black KR was right next to Mike's newly acquired Acapulco Blue 68 KR convertible, at SAAC 5

much love administered to the paint, as Ed had waxed through the paint on the top of both front fenders.

The performance of the KR was phenomenal. You went back into the seat upon accelerating and just kept getting pushed deeper and deeper as it marched through the gears. The original Cobra Jet had been replaced by a "race prepared" Cobra Jet put together by long time mid-west racer Kurt Nabor. It was set up "loose" and boy did it put out the horses, and smoke when cold; ideal for clearing mosquitoes around the garage, or corvette convertibles at stoplights. Given Ed's infrequent use in later years it had also managed to seize/stick one of the front caliper pistons, which caused the car to dart to the left about two feet under brake applications, but hey nobody's perfect. By now little ones had arrived and they required some of the "extra" things in life, like food and clothing, so brake repairs and the increasing level of smoke and oil consumption were not able to be attended to.

Growing up a Chrysler kid my favorite cars were Cudas', Challengers, Road Runners, GTXs and well you get the picture, with one exception, the 69-70 Shelybs. I thought these were the most beautiful cars ever built. Next to certain ladies in my home room class, I had always lusted for a 69 Shelby.



Ed's car held the AHRA F Production Manual record.

Tale of 3 Shelbys (Continued)

I don't know how I heard about the Royal Maroon Shelby in Indiana, but it belonged to the brother of former Indiana SAAC Rep Rex Myers. One of the Dealers I called on in my position as Service Rep for Ford had an interest, i.e. prospective buyer, in Shelybys. A sale date for the KR was set, along with a trip to Indiana for the 69 GT 350.

The KR went out in style. Driving it into Detroit on I-96, I was passed quickly by a new Corvette and a Porsche, which appeared to be deliveries given the rear window signage. This posed an interesting dilemma, do I let the KR run and show the Vette and Porsche what a real car many years their senior could do, or do I take the chance of sustaining some engine damage and ruining the sale? As I rocketed by both and watched them turn into dots in the rear view I could feel the KR's smile matching my own. Supremacy now established the Vette and Porsche were allowed to pass. It was interesting to note that driver of the Vette studiously ignored me as he went by, but I got a very enthusiastic thumbs up from the Porsche pilot.

Now that hopefully the 68 had found a good home, it was time to head for Indiana, with Mike of course. The 69 was represented as being able to run, but had not done so in a couple of years. So trailer in tow we headed for Indiana. Mike being knowledgeable in such matters, noted we would be passing close to Auburn Indiana and the Cord-Auburn-Duisenberg museum housed there. The museum is set in the former Auburn corporate offices. It was near Christmas and the museum was in full Christmas regalia with wreathes, garlands, and lights adorning pillars and staircases. The magic of the vehicles on display was enhanced by the Christmas magic.

The 69 was rough. The lower cowl panel had been split by what I later learned was an unscheduled meeting with standing water at speed. Rust in the quarters and doors was readily apparent. Its original paint belied a daily driver status. Interior showed an equal amount of distress. Half the lettering on the rear panel was missing. It was overpriced. It wouldn't start. It was on the trailer headed back to Okemos, Michigan.

The 69 was going to take a LOT of work. As much fun as the drag strip was, attending Shelby American National conventions at such locales as Mid-Ohio definitely got me leaning toward a road racer restoration. God bless those folks for whom originality is their guiding light. It's important to have an example of how the cars actually were. They will receive their reward at Barrett-Jackson. BUT, everyone who says how great the cars of the 60s were in regard to stopping, handling, and drivability doesn't own one of those cars. Incredible advances have been made in all areas of automotive technology and for some it only makes sense to take advantage of those improvements. Hey if they were meant to be art objects they would have come equipped with hangers.

The restoration of the 69 is another whole other story, but suffice it to say that it ultimately turned out spectacularly. The Royal Maroon set off with gold side stripes; the lowered stance on big weanies, may not be original, but it sure looks great!

Oh yes, I know there's a segment out there, you know who you are, that is asking, "how much did these cars cost and what were they sold for?" Well, the total cost to acquire a rough 68 GT 500



Michael Elwood's current ride is low but not slow.



Not bad for 40 years old.

convertible, an immaculate 68 GT500 KR, and a rough 69 GT 350 was \$13,500. The two 68s were sold for the princely sum of \$15,500. The sale of the 69 has yet to be made.

Mike and I have both retired from Ford. Given the value now of the vehicles the 69 will be my last Shelby, unless of course it's year now starts with a 2. Those were the days.

Restoration Tips

I studiously studied all the restoration tips and would like to confirm and add a couple of my own. One, car taken apart, takes up the room of 3 cars. If you are of normal financial means, by the time interiors, hoods, doors, engines, transmissions, etc. come out you'll have space issues. And two, all of that "stuff" better go in one space, or you will have monumental "finding" issues once you get around to reinstalling all this "stuff", and three, you will get around to reinstalling all "this stuff", by a factor of 10 (optimists measure) or 20 (realists measure) times longer than in your wildest dreams you ever thought you would. If you don't put it up with some level of organization, 75% of your restoration time will be spent finding, instead of restoring. And if you've had other cars, which means you have other parts, DO NOT let the storage areas mix or else it will become painfully apparent that your installation difficulties are a direct result of attempting to install 68 parts on a 69 vehicle. Do take tons of pictures which now in our digital age there is no excuse for not doing, and put the pictures along with the hand drawn diagrams into the baggies with index cards labeling what they are, and where they go. Take the time to clean your hands so 10, 15 (pick a time frame) years later you can still read them. Don't ask me how I know.

A Mustang in France

Text and Photos by Patrice Berra

Last May a colleague and close friend of mine, Patrice Berra, joined us for our monthly club meeting. Patrice had concluded a three-year work assignment in the US and was returning home to France along with his wife, their two sons, and a 2006 Mustang which he purchased new shortly after his arrival in the US. With club members in mind, Patrice sent me some wonderful pictures of his Mustang adventures in Europe ---including the following narration for our enjoyment. -- Mike Beltaire

It is quite rare to come across a Mustang in France since Ford does not sell it at all in Europe. But a few decades back, it was a different story: the Mustang was part of Ford's line-up and was a hot-seller in the late 60s.

During the summer of 2009, I had many opportunities to drive my 2006 Mustang around. I could only notice how popular this car was in France ---turning heads, raising thumbs, and a lot of appreciation. The spirit of its legendary predecessor from the 60's is still alive!

One of our journeys led us to the "Pays de Loire" area, in the city of Saumur. It is located in the western part of France about three hours away from Paris.

This area is famous for its castles and wines "Les vins du Pays de Loire." The well-preserved castle of Saumur is among the highlights of the area.

During the 13th century under St. Louis, this majestic fortress overhanging the Loire River served as the residence for the Dukes of Anjou, and was known as the castle of Saumur. Following the death of King René (the last Duke of Anjou) in 1480, Saumur returned to the estates of Louis XI, King of France. The site then became, successively, a residence for the town governors, a prison, and a munitions depot. The monument has housed the municipal museum since 1912.

Mustang Clubs in France

For the lucky, enthusiastic Mustang owners, there are currently two Mustang clubs in France with major nationwide exposure: the official "Club Mustang de France" and the non-official "Mustang Passion Club."

The members of the Club Mustang de France meet once a month in Paris in front of the prestigious "Chateau de Vincennes." On November 1st, I decided to check it out. Despite the rainy weather and rather chilly temperatures, a dozen owners showed up. Most of the cars are classics, and very few of them were recent. As with every other club, members meet on a regular basis to exchange information and restoration tips, but they also organize a few events throughout the year like touristic rallies or driving days around racetracks.



My Mustang parked in front of the castle: an interesting mixture of modernism and ancient architecture.



Several early model Mustangs parked in front of the castle.

A few links in English for more information about the Loire Valley area:

http://www.saumur-tourisme.net/index_uk.html#

http://www.saumur-tourisme.net/chateausaumur_uk.html

A few links in French to the Mustang Clubs:

<http://www.mustangclubdefrance.com/index.php>

<http://www.mustangpassion.fr/>

SAAC-MCR 2009 May Summary Financial Report

Item Description	Nov. 2009			Nov. 2009 Year to Date			Nov. 2008 Year to		
	Income	Ex-	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
1. Annual Membership	\$80.00			\$1,880.00			\$2,160.00	\$8.43	
A. Newsletter					\$947.50		\$50.00	\$1,046.62	
B. Hot Line Phone					\$139.23			\$15.47	
C. Calendar									
D. Membership Cards					\$53.46				
E. Mailing Newsletters and calendars to Late Members					\$37.80				
F. Club Insurance					\$1,500.00			\$1,596.00	
Sub Total	\$80.00	\$0.00	\$80.00	\$1,880.00	\$2,677.99	(\$797.99)	\$2,210.00	\$2,666.52	(\$456.52)
2. Monthly Meeting		\$195.30	(\$195.30)		\$1,917.50	(\$1,917.50)	\$31.00	\$1,475.92	(\$1,444.92)
3. Holiday Party				\$1,662.00	\$3,755.24	(\$2,093.24)	\$1,120.00	\$1,531.05	(\$411.05)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet				\$2,633.00	\$611.40	\$2,021.60	\$2,193.00	\$619.28	\$1,573.72
B. Show 33	\$300.00			\$6,498.00	\$2,936.03	\$3,561.97	\$8,145.00	\$2,513.49	\$5,631.51
C. Go 33				\$4,032.44	\$3,365.50	\$666.94	\$3,453.48	\$3,838.20	(\$384.72)
D. GingerMan									
E. Labor Day Classic				\$4,021.96	\$3,423.00	\$598.96	\$4,113.22	\$3,953.07	\$160.15
F. Harvest Happening	\$1,322.09			\$2,687.09	\$2,773.00	(\$85.91)	\$6,371.45	\$4,881.78	\$1,489.67
6. Club Jackets	\$60.00			\$180.00	\$234.07	(\$54.07)	\$230.00		\$230.00
7. Club Pins & Patches				\$55.00		\$55.00	\$3.00		\$3.00
8. Club Golf Shirts				\$210.00	\$270.40	(\$60.40)	\$60.00	\$78.00	(\$18.00)
9. T-shirts Shirts				\$630.00		\$630.00	\$280.00	\$255.93	\$24.07
10. Office supplies					\$138.03	(\$138.03)			
11. gift to Kristy Cross				\$6.00	\$350.00	(\$344.00)		\$287.00	(\$287.00)
12. New Trailer		\$147.00		\$2,254.00	\$1,734.98	\$519.02			
Totals	\$1,762.09	\$342.30	\$1,419.79	\$26,749.4	\$24,187.14	\$2,562.35	\$28,210.15	\$22,100.24	\$6,109.91
Beginning Cash on			\$9,546.25			\$8,403.69			\$5,083.33
Ending Cash on Hand		CK.Book	\$10,966.04 10,946.04			\$10,966.04			\$11,193.24

President's Corner *(Continued)*

(Continued from page 9)

Our annual elections at year end had all the drama of rerun. In fact it was a rerun. All officers chose to run again for their current positions, and no members stepped forward to give it a try. Don't know if that's an overwhelming vote of confidence in all the officers, or everyone just thankful that someone else is doing it? I'm hoping it's the former!

Here's hoping to build off of last year's successes, and learning from areas that hinted at room for improvement. Happy New Year to all SAAC-MCR members, family, & friends!!

And all this information couldn't be brought to you without the tireless efforts that go into this fine magazine quality Newsletter each quarter.



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

October 1, 2009 32 people attended

Meeting was called to order at 8:01 by Steve White.

New Faces: William Deary owns a 68 GT500KR, Gibson Nichols, Tom Kracmric and Kristie Cross our server who left Ma Mia's.

Competition Dir: Darius Rudis: Two track events in September, track participation is down this year but overall we almost broke even.

Financial Dir: Craig Shefferly indicated we have around \$11,000 cash on hand.

Editor's Report: Mike Nyberg: Passed out the newsletter and thanked the people who helped put this issue together by writing articles.

National News: Jeff Burgy SAAC is working on registries for 65,66&67 Shelby's, National membership went down due to publishing the club newsletter on line only.

Show Dir: Jim Binder indicated the tentative dates for Show&GO 35 will be on May 30 and 31, 2010.

Membership Dir: Rich Tweedle indicated we have 105 paid members currently.

Advertising Dir: Mike Riemenschneider is waiting for next year's club event dates before placing ads.

New Vehicles: Mike Nyberg bought a yellow 2003 Ranger and towed the new club trailer to the meeting to show the trailer to everyone.

President's Report: Steve, presented a gift to Kristie Cross, our special guest, for being our server at the meetings for over four years.

November 5, 2009 45 people came

Steve White called meeting to order at 7:50.

New Faces: Ruby Bejester and guest speaker Bob Rice.

Financial Dir: Craig Shefferly indicated we have around \$7,000 cash on hand.

Editor's Report: Mike Nyberg reviewed proposed content for up coming newsletter.

National News: Jeff Burgy SAAC will now send out a printed newsletter that was only available on line.

Show Dir: Jim Binder getting dates nailed down for Show&Go 35.

Membership Dir: Rich Tweedle indicated we have 108 paid members currently.

Advertising Dir: Mike Riemenschneider is waiting for next year's club event dates before placing ads.

Tech Talk: Erin was discussing an ordeal with installing a different transmission in her Shelby Cobra so everything worked right.

Club Website Dir: Dean Ricci is up dating the SAAC-MCR website.

New Vehicles: John Guyer bought an Escape and Mike Elwood purchased a Focus.

President's Report: Steve White invited a Guest speaker Bob Rice who was involved with Carroll Shelby in the early days of racing and developed the first independent suspension for the early Mustang. He had many great stories to tell. He had a very interesting career as a contract worker for many companies.

December 2, 2009 32 people signed in but there were more people

Steve White called meeting to order at 8:05.

New Faces were Ruby Bejester Gibson's Nichols Mother in-law and Steve Rohelier and new old face Ben Scheiwe.

Election of Club Officers was held with all incumbents running. All were reelected.

Competition Dir: Darius Rudis is working on next year's track dates.

Financial Dir: Craig Shefferly We have around \$10,900, but we will be spending money for the Holiday party and club trailer supplies.

Editor's Report: Mike Nyberg distributed the proposed content for up coming newsletter.

National News: Jeff Burgy indicated the 2010 National SAAC Convention dates were changed to August 26, 27, 28 at Sears Point Raceway.

Jeff distributed "The Complete Book of Shelby Automobiles" to everyone who ordered it at a discounted price.

Show Dir: Jim Binder got agreement for the Show&GO 35 dates of May 30 and 31, 2010.

Membership Dir: Rich Tweedle indicated we have 109 paid members currently.

Advertising Dir: Mike Riemenschneider has begun placing ads for next year's events.

Tech Talk: Tim Young has made a checking device for gauges and also a fuel pressure gauge while running a carbureted car.

Club Website Dir: Dean Ricci indicated he is having problems with his Dell Computer.

New Vehicles: Kurt Fredrickson Father bought a 2010 Ford Flex limited and he is very happy and would recommend it to everyone.

Department of Corrections

The previous issue of Shelby Life had a picture of the local photographer for Waterford Hills Raceway and he was identified as Jim Frank, actually his name is Ed Frank. He takes fantastic pictures and posts them on the Waterford Hills Raceway website.

The SAAC-MCR September 6, 2009 Labor Day Classic Open Track photos, Ed took are located at:
<http://tinyurl.com/yzn4lx7>



**Shelby American Automobile
Club – Motor City Region**



Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby American 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
Email: tangobythelake@yahoo.com
Technical Editor: John Logan

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

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

2010 Events Calendar

January

- 7-10 **Team Shelby Vegas Bash**, Las Vegas, NV
- 9-10 **NPD Mustang Show**, Silver Springs Park, Ocala, FL
- 11-24 **North American International Auto Show**, Cobo Hall, Detroit, MI
- 16 **SAAC-MCR Holiday Party**, *Detroit Historical Museum, Detroit, MI*

February

- 14 **Daytona 500**, Daytona, FL
- 20 **Waterford Lakes Mustang Show**, Orlando, FL
- 26-28 **Detroit Autorama**, Cobo Hall, Detroit, MI

March

- 7 **SAAC-MCR Winter Swap**, *Gorno Ford, Woodhaven, MI*
- 20 **Mt. Dora Car Classic Festival**, Mt. Dora, FL
- 21 **Swap Meet**, Russ Milne Ford, Macomb, MI
- 26-28 **Pensacola MCA National Show**, Pensacola, FL

May

- 30 **SAAC-MCR Show 35 at Ford World Head Quarters**, *Dearborn, MI*
- 31 **SAAC-MCR GO 35 (Driver's School) at Waterford Hills Race Course**, *Clarkston, MI*

June

- 4-6 **MCA National Show**, Mustang, OK

July

- 15-18 **MCA Grand National**, Bellevue, WA



Why are these girls dressed like this? They must be in period correct outfits to enter the 2009 Goodwood Revival paddock area. See the related story on page 2.

August

- 13-15 **MCA National**, Virginia Beach, VA
- 27-29 **SAAC 35**, Infineon Raceway, Sonoma, CA

September

- 5 **SAAC-MCR Labor Day Classic Open Track Event at Waterford Hills Race Course**, *Clarkston, MI*

October

- 3 **SAAC-MCR Harvest Happening Open Track Event at Waterford Hills Race Course**, *Clarkston, MI*

**Check the SAAC-MCR website at:
www.saac-mcr.net
for the latest information about events.**