



Shelby Life

Shelby American Automobile
Club – Motor City Region

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The President's Corner

Text by Steve White



SAAC-MCR President, Steve White thanking everyone for their part in helping the club have a successful 2009, at the Holiday Party.

This year marks the 35th Anniversary of SAAC-MCR. It's fitting then that elsewhere in this issue you will be able to read about how this club came to be, and about the person who founded it and is still a cornerstone of its existence today.

By the time you are reading this, we are already ramping up to the heavy time of the car enthusiast season. We have already had our Holiday Party, this year at the Detroit Historical Museum. We've also had a guest speaker at our February meeting, with more in the planning stages, our Winter Swap Meet and also our Winter Chili Challenge will both have occurred, and we've started planning our activities for our 35th annual Show & Go event.

We also have had our first ever club survey, in efforts to help us hear from you, the members, about what you like, what is perhaps not as interesting, and what you'd like to see different. After all, this is your club, and needs to be tailored around what you

are looking for in a club, recognizing that there are diversified interests, and not all can be accommodated 100% for majority focus for practical and fundamental reasons.

Our Holiday Party came together in fairly short order, and may have impacted some peoples ability to attend, due to scheduling conflicts – this is an opportunity for next years event. The Detroit Historical Museum provided the backdrop this year in a slightly different focus than some of our past venues, in being not purely automotive themed. However, being about Detroit, the two are naturally intertwined and about half the museum did have direct automotive links, and how the city played a role in that. Overall, it was a very enjoyable locale, and all in attendance were quite happy with it's selection. I was quite surprised when I talked to members at the event, to find out how many had never been there before, or if they had, it was many decades ago, so it provided an attractive draw to see again, or for the first time.

At our February meeting, we had the pleasure of having author and current Ford Performance Group communications director attend and speak after our regular business. John Clor is the author of the uniquely styled "Mustang Dynasty" book, & gave background to the history of Ford and the Mustang, SVT, & current direction Ford is going in the performance niche market. Afterwards, members were able to purchase copies of his book, and ask questions. It was one of the latest departure meetings in recent history!

March brought us the Winter Swap meet, and also the Chili Challenge. While the weather was much more spring like for the Swap compared to years past, the number of sellers was down significantly. Assessing the reason is always difficult – is it the economy and people didn't want to spend the (minimal) fee for a swap space, or did they think that because of the economy there wouldn't be enough buyers to bother hauling their parts out to sell? I would have thought there would have been

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The President's Corner *(Continued)*

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more interest because of the economy, as more people might need the money and would try to supplement their needs by selling off more parts. Maybe too many people have already moved out of the area due to the troubled Michigan economy? Even if any of those are factors, I'd still believe there's enough parts and sellers for our little swap. Maybe it's that we need to get the word out more? How? We have some ideas there. That being said, in spite of the above, we had a very successful event with many happy sellers and a lot of potential buyers passing through the door.

Bonnie and Craig Shefferly stepped up at the last minute to host our revolving Winter Chili Challenge. This event always seems to be tough to finalize early enough, so this is an area to look into. No matter the timing, it still ends up a great time to socialize and share gastric experiences!

We also had our first ever club survey. The intent was to get the pulse of our members, no pun intended, to make sure we're on the right track. The survey helps us understand what areas are important to the membership so we can make sure we focus on them and continue to improve on where appropriate, know what areas are less important and where we need to assess how best to approach them going forward, and what events not currently included that members have strong interests in. Overall, the survey was a resounding success, with much valuable information obtained, that will help us provide you with the club you're looking for. Thanks to everyone who provided us with the valuable feedback!

Our next major target is the 35th annual Show & Go event. We hope to continue to build on past success, and we've already had a number of inquiries about it from vendors and participants at this very early stage. Part of the preparation will be completing the outfitting of the club trailer.

There are also several potential summer events we hope to announce, along with those already planned.

So reach over and tighten up your seatbelts!



February meeting, we had the pleasure of having author and current Ford Performance Group communications director, John Clor, attend and speak after our regular business meeting.



2010 SAAC-MCR 29th Annual Mid-Winter Swap Meet at Gorno Ford in Woodhaven, MI.



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 87 members

New members include: *Michael & Shelley Wilkinson, Bob & Kim Rice, James & Tine Schoenherr and Steve Nagy.*

2010 Holiday Party

Text by Mike Nyberg, Images by Rich Tweedle, Brian Greene and Mike Nyberg



Attendees at the 2010 SAAC-MCR Holiday Party held at the Detroit Historical Museum on January 16, 2010. Everyone had just finished dinner. You can tell they enjoyed the good food by the smiles on their faces.

It is always a challenge to find a venue for the SAAC-MCR Holiday Party. The club prefers to have the party at a facility that is related to the American automobile industry. We have had some outstanding places to have the party in the past. It is becoming more and more difficult to find an appropriate place to have the event.

We have to thank the Detroit Historical Museum's Client Service Coordinator, Renee Mikon, for helping the club find an excellent venue for the Holiday Party. She greeted the research committee, Rich Tweedle and Tom Greene who had not before seen the Historical Museum. Renee was both knowledgeable and professional while being helpful to the two "old guys" who came to assess the possibility of having a party at "her museum".

Renee showed us the entire facility, explained the different possibilities for our dinner room and demonstrated her knowledge of the various different caterers who have "worked their museum".

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Craig Shefferly is usually the first in line for dessert, however, Mark Kulwik got the honor this year.

Holiday Party (Continued)

(Continued from page 3)

In addition to the terrific venue, it was Renee's knowledge, attitude and personable approach that sold us on the wisdom of choosing the Detroit Historical Museum as this year's SAAC-MCR Holiday Party venue.

The main purpose of the party is to thank everyone for their contributions to making SAAC-MCR successful in 2009. We had an excellent caterer that has provided terrific food for the last three Holiday Parties. The entrees were simply yummy and the desserts were amazing.

The Detroit Historical Museum is located at 5401 Woodward Avenue in the city's museum district near the DIA. It chronicles the history of the Detroit area from cobblestone streets, 19th century stores, the auto assembly line, toy trains, fur trading from the 1700s, "The Streets of Old Detroit." is the museum's signature exhibit, we walked "the Streets" and they transported us to 19th and early 20th century Detroit through a visit to commercial shop settings furnished with arti-

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Tom Greene proposing a toast to remember the significant contributions of Bob Tasca to the success of Ford Total Performance Program.



Left to Right: Greg & Nancy Cragel, John Logan, Mary Lynn & Bill Cook. Bill is telling another funny story.



Left to Right: John Guyer & Trish Judson, Tim Young and Lynne Raines (with her back to the camera).



Left to Right: Craig & Bonnie Shefferly and Penny & Mike Nyberg.

Holiday Party *(Continued)*

(Continued from page 4)
facts from the 1840s to early 1900s.

The Motor City Exhibition is an exhibit that traces Detroit's development into the Automobile Capital of the World and includes an operating assembly line with a two-story body drop from the General Motors Cadillac Division Clark Street Plant. The exhibit provides a permanent display to tell the stories of both how cars built metro Detroit and how metro Detroit built cars!

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Left to Right: Michael Riemenschneider and Arthur (Bud) Koss on the balcony of the "Body Drop" exhibit in The Motor City Exhibition.



"Body Drop" exhibit is from the GM Cadillac Division Clark Street Plant.



The Streets of Detroit exhibit is the entire first floor of the museum. It transported us to 19th and early 20th century Detroit through a visit to commercial shop settings furnished with artifacts from the 1840s to early 1900s. Good thing John Logan wasn't driving.



Left to Right: Nancy Glorio, Phil Jacobs, Steve White and Mike Riemenschneider, with his back to the camera, on "The Streets of Detroit". Notice the round wood log slices that pave the street.



A 22 foot top-fuel dragster, built and raced in 1976 by legendary owner Robert "Poncho" Rendon of Roseville with Dick LaHaie of Lansing behind the wheel. It is part of the Need for Speed exhibit.

Holiday Party (Continued)

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VeloCity: "Detroit's Need for Speed" is an exhibit devoted to Detroit's appetite for fast competitions. Eye-catching graphics, videos, stories and interactive displays provide an in-depth look at a wide variety of competitions featuring dragsters, stock cars, hydroplanes, sailboats and airplanes. Some of the exhibit was part of the Motorsports Hall of Fame of America which was formerly located in Novi, Mi.

The Cougar II display was especially interesting to SAAC-MCR members. A charter member of the club, Jeff Burgy was instrumental in making it possible for this car to be displayed. Jeff Burgy searched for the car and found it in 2004 at the Detroit Historical Museum Warehouse zipped up in an inflated storage bag along with a couple hundred other historical vehicles. He discovered it in very good shape only requiring washing and polishing to make it presentable for display at SAAC 29 National Convention in Ypsilanti. (The complete story is in Shelby Life, Volume 29, Issue 4; available at www.saac-mcr.net)

The 2010 SAAC-MCR Holiday Party was a great experience and an excellent way to show appreciation to its members for contributing to a successful 2009.



Left to Right at the table in foreground: Ilene Demel, Nancy Riemenschneider (with her back to the camera), Arthur Koss, Nancy Glorio, Phil Jacobs and Mike Riemenschneider. Phil is pointing out something of interest on the Video screen showing historical SAAC-MCR motorsports events.



Aleta and Mike Kidd were dressed to impress at the SAAC-MCR Holiday Party. They joined the club to participate in open track events. Their enthusiastic involvement caused Mike's mother to participate in the last 2009 SAAC-MCR open track event.



CSX 2008 was an early production white 260 Cobra completed in August, 1962 and shipped to Ford Styling in Dearborn, Michigan. The Ford styling guys sent the car to Dearborn Steel Tubing (DST Industries) where they stripped the aluminum body off of the frame, and tossed it in a dumpster (yeah, right!). Ford designers Ken Spencer and Ray Behmer created a fiberglass fastback body for the car, with a tapered backlight. The seats and steering wheel were retained, while a new, more futuristic instrument panel was designed to house the original Smith's instruments. Leather padding was added to the dash and center console. The exterior was coated in a glistening Candy Apple Red lacquer, and the roof features a Stainless Steel finish.

29th Annual Mid-Winter Swap Meet at Gorno Ford

Text and Photos by Rich Tweedle

On Saturday, March 6th, a small number of members, lead by Kurt Fredrickson, met at Gorno Ford to set up the write-up bay area and shop area for our annual Swap Meet. They measured off vendor areas and helped clean up for Sunday.

Sunday, March 7th, precisely some time before 7am the doors were opened for the vendors to stock their wares. As usual, vendors weren't the only people entering – the swap meet had started. Doors for shoppers were officially opened at 9am but the swap meet was well under-way. Throughout the morning we had a large number of shoppers with many people carrying car parts out to the vehicles. A little drop-off near noon and then another surge. Vendors present said that they had a very productive day and it looked like the shoppers did too. Vendor count was down from previous years but floor traffic was up significantly, with over 500 browsers.

As usual, there were many carbs, intake manifolds, wiring harnesses, etc. One person was selling solid wood models of cars, very well done, another had fasteners in rows of yellow boxes. A nice item for use while cleaning your car was an adjustable clear plastic cover to be held over your shiny wheels while you spray your tires. No need to re-clean your wheels or worry about spraying tire black on them. A trailer with lots of heads, transmissions, water pumps and carbs. Need a traction-lock or rear gears?

How about a large picture of your pride and joy clinging to your living room wall? Or maybe a good-sized rug of your car? A gentleman was offering those and other photo images. A couple of vendors were selling license plates for your model year and even the right plate and tab for those with slightly newer cars after Michigan went to that system. Craig Shefferly had a table of club merchandise selling shirts, jackets and hat pins.

The club would like to thank all those who helped: Kurt Fredrickson, John Yarema, Randy Betki, Michael Elwood, Jim Binder, Steve White, Phil Jacobs, Rich Tweedle, New Members Jim Schoenherr and Tom Krcmarik. We also want to give a BIG THANK YOU to Cindy Czarnik and Ryan McFadden of Gorno Ford for all of their help in letting us use the dealership and making room for us.



Potential buyers at the SAAC-MCR Winter Swap Meet in the write up bay area of Gorno Ford in Woodhaven, MI.



Above, Left to Right: Tom Krcmarik and Michael Elwood collecting the entrance fee from shoppers.



Left: Neat solid wood models of cars, planes, etc., sold by one of the vendors.

Photo at Left. Left to Right: Phil Jacobs, Randy Betki and Vito Campanaro.

John Clor Guest Speaker

Text and Photo by Mike Nyberg

John M. Clor author of the book "Mustang Dynasty" was invited to speak at the February SAAC-MCR monthly meeting. He began his talk covering the history of his involvement in the auto industry as an automotive journalist and author.

John has owned, worked on, raced and written about Fords and Mustangs for nearly three decades – and is a regular columnist for Mustang Enthusiast, Mustang Times and Mustang & Ford Trader magazines. John has been a respected member of the automotive media since 1989, with his work appearing in a wide range of both consumer and industry publications. Additionally, his marketing communications work for the likes of Ford, General Motors, Mazda and several automotive suppliers has given him comprehensive insight into the auto industry that few can match.

A native Detroit, Clor had paid his journalism dues with a 15-year editing career at The Detroit News before joining the staff of AutoWeek magazine, where he spent more than six years writing road tests and penning auto features as Deputy Managing Editor. John then jumped into the corporate automotive public relations world in 1995, when he became the Communications Manager for the Special Vehicle Team, Ford's high-profile, high performance vehicle group. But it didn't take long for him to get back to his first love – writing about cars – with a three-year stint as Detroit Editor for the Edmunds.com automotive Web site.

John's broad-based automotive knowledge and engaging personality have earned him recurring guest spots on radio and TV, including CBS, CNN, PBS, The History Channel, Tech TV, ABC Radio News, NPR, Michigan Public Radio, WJR, and many other national and local media outlets. On the freelance side, Clor directs his own communications enterprise called "Cars in Context," providing custom automotive writing, editing, research and consulting to a variety of clients, including cable TV's Modern Marvels and the Los Angeles Times.

After returning to Ford and managing its SVT and Shelby GT500 website for more than a half-decade, John has penned and published a hardcover history book titled, The Mustang Dynasty, whose first printing in 2007 had sold out in just 12 weeks. Today John manages the Ford Performance Group of enthusiast organizations for Ford Racing and creates website content for www.FordPerformance.com as an Account Director for PCG Campbell, a Dearborn-based marketing communications agency. Still active in car clubs as a director of the SVT Owners Association and serving as editor of its critically acclaimed SVT Enthusiast club magazine, John is the proud owner of three '70s-era Mustangs – one of which he still describes as "a long-term project."

John spent most of his time talking about how Ford Motor Company has been in auto racing since Henry Ford raced against the favored Alexander Winston machine. In the 1960's Ford produced niche cars like the Light Weight Cars from Ford Racing. In the early 60's Ford



Left to Right:
Guest speaker John Clor auto-graphed his book "Mustang Dynasty" before giving it to Randy Betki.

powered Shelby Cobra's dominated sports car racing. Early 70's Ford had the BOSS halo car and said good bye to the Mustang Shelby.

SVO was a limited-production version of the Ford Mustang sold from 1984 to 1986, during which time it was the fastest, most expensive version of the Mustang available. Although it departed both physically and mechanically from any prior version of the Mustang, it held the same spot within the lineup, both in terms of performance over "lesser" variants and in prestige, as had variants such as the Shelybs and "BOSS" Mustangs of the 1960s and 70s. SVO according to John didn't work very well. The organization was inconsistent in determining what the enthusiasts want in a performance car.

The Ford Special Vehicle Team (SVT) was established in 1991 to "Polish the Ford Oval," a mission very similar to the reasons behind the company's participation in motorsports. In fact, SVT was created from lessons learned by Ford's motorsports group, Special Vehicle Operations (SVO), during their foray into street vehicle development with production of the Mustang SVO.

John said STV wants to build cars that enthusiast want and support them in the market place. The characteristics of these niche cars must include such as horse power and torque. They must have substance including good brakes, seats, suspension etc. They must be limited in production quantity to have exclusivity. And they must have value, pricing is key.

John identified the attributes of SVT niche vehicles. They must be fun to drive, have balanced performance and more power with better brakes. They also must have better handling, high speed handling and differentiated design.

How will SVT achieve their goals? John said Ford must communicate with the Ford performance enthusiasts which includes members of car clubs like SAAC-MCR. John is going suggest to Ford SVT they give performance vehicles to club members to evaluate. He thought we would be more credible evaluators then the auto magazine journalist who currently do that job. Everyone at the meeting thought that was a good idea. We can't wait to evaluate the next SVT niche car.

Meet the Member—Jeff Burgy *Text by Steve White, Photos by Jeff Burgy*

If you were to ask "who was the first member of SAAC-MCR?" you'd probably have to say it was Jeff Burgy. . Jeff was instrumental in gathering a group of Detroit area Shelby enthusiasts together into what has become the Motor City Region of SAAC. Born and raised near Akron, Ohio, he has always had a love affair with cars, with a very strong preference for Fords. Jeff grew up wanting to design cars at Ford. He studied Industrial Design at Pratt Institute in Brooklyn, NY. After graduating from Pratt in 1969, Burgy joined the Body Illustration section at Ford in Dearborn as a Technical Illustrator.

Jeff's first car was a 1965 Comet Caliente that his parents gave to him as a college graduation present (they gave him the choice of his Mother's '65 Caliente hardtop, or his Dad's '65 Mustang convertible – he chose the Caliente because "everybody had a Mustang" back then). It wasn't long before Burgy purchased his Uncle's wrecked 64 ½ "K" code Mustang coupe (he had attempted to buy it several times before it was damaged, but it didn't work out), and swapped the 289 HiPo and 9" rear end out of it into the Comet. When his Dad announced he was going to trade-in the '65 Mustang convertible, Jeff swapped the disc brakes off of it into the Comet. Before long, the Caliente was sporting a Cyclone fiberglass hood, Shelby 10-spokes, side exhaust, and big sway bars. Jeff began running the car at Open Track events at Nelsons Ledges, and anywhere else he could get on a track.

Burgy was severely burned while working on his Comet in preparation for the second Ford Motorsports Association Rally in Dearborn in 1971. He didn't realize it at the time, but he had the fuel pump hooked up incorrectly and the engine would only run for a second or two and die. He thought he would keep it running longer by pouring more gas into the carburetors. He was standing by the LF fender

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1965 Comet Caliente, Jeff's first car -289 HiPo engine w/dual quads, 9 inch Mustang rear end, Mustang disc brakes on front, 1" Shelby front sway bar, ¾" Addco rear sway bar.



Caliente at Nelson's Ledges



1966 Shelby GT350 6S 1206. Jeff's first Shelby. With Diane Burgy at Cleveland Autorama



1964 ½ 289 HiPo Mustang. (donor for the engine and rear end in the Comet)

Meet the Member

(Continued)

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with a 1lb. coffee can about half-full of gasoline. When the carbs backfired, they flamed-out right away. He, however, jumped back, spilling some of the gasoline on himself in the process. He ran for the grass, and rolled around trying to extinguish the flames. However, since his t-shirt was soaked with gas, every time he rolled back over, the flames started back up. His brother came running over and kept Jeff's face down on the grass, while beating the flames out with his hands as they traveled around his back.

Jeff spent six weeks in the hospital, and had to have skin grafts on both arms and his neck. His cousin got the Comet running for him, and brought it to the hospital for him to drive it home.

While fading in and out of consciousness in intensive care, he decided he wasn't going to give up; he would endure the many painful treatments and skin grafts, so that he could recuperate and eventually get a Shelby GT350. After returning to work at Ford, Jeff began his search for a GT350 in earnest. He searched around Akron Ohio, and Metro Detroit, finally settling on a White with Blue stripe GT350 from Garden City, MI. Several of the GT350s he'd looked at were Black and Gold former Hertz cars (back in those days, used "Hertz" Shelybs sold for significantly less money due to the stigma of the "former rental car" status). Little did he know at the time, the White/Blue car he bought had originally been a White/Gold Hertz car. Jeff wasted little time in modifying his GT350. The chrome Magnums came off, and the Shelby 10-spokes he'd been running on his Caliente, as well as the Cobra dual quad Carter setup, found their way on to 6S 1206. Burgy began ordering parts from Maier Racing, and was one of the first to add Maier's reproduction '65 rear shelf, "R" model roll bar, and "R" model racing apron to his car.

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6S 1206 at Nelson's Ledges



1966 Shelby GT350 6S 285. (now owned by Rick VanderHeide)



1968 Shelby GT500 Convertible at SOA III in Wichita, KS (August, 1974)



1966 Shelby GT350 6S 1380. (now owned by Kathi Betki)

Meet the Member

(Continued)

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Before long, Jeff expanded his collection to include a second '66 GT350 (6S 285) and a '68 GT500 convertible.

In 1972, Jeff spotted an ad in Competition Press for the Shelby Owner's Association (SOA). He signed up right away, and was excited when he found out they were going to have their first "National Convention" in Redding, PA, in August, 1972. Jeff, his cousin Jack Burgy, and Roger Hodyka all caravanned out to Redding, PA for the first "Shelby Convention". Jeff and his Cousin were some of the very few at the first Convention who had already restored and modified their Shelybs. Other members were astounded when Burgy and Hodyka rattled off the correct Ford part numbers of camshafts and other unique Shelby parts (from the audience) during the first "Tech Sessions" of the first Convention. It was obvious the boys from Detroit knew their Shelybs.

Jeff began writing tech and news articles for the SOA Newsletter. One of the most popular (and copied) was an article with illustrations on "how to lower the upper control arms" on an early Mustang. The article still appears in Tony Branda's Shelby parts catalog, and the template Jeff drew has been reproduced many times on the Internet. Jeff's personal database of early GT350s and AC Cobras, combined with the efforts of Howard Pardee and Bill Kemper, made a good starting point for what has become the Shelby World Registry. He has worked as a technical consultant on all editions of the Registry, and assumed the role of Registrar for the new Ford GTs that came out in 2005.

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1971 BOSS 351 Mustang. Purchased new by Jeff's Dad, bought by Jeff a year later.



1966 Sunbeam Tiger. This one was set up for open track with a 2.9liter Ford V-6 adapted..



1972 DeTomaso Pantera. BOSS 351 engine, Weber curbs, roll-cage by Weldcraft. Featured in Super Ford magazine.



1978 Thunderbird T-RooF Convertible. Jeff's first new car – used to tow the Pantera.

Meet the Member *(Continued)*

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Jeff was a Regional Rep and member of the Board of Directors of the SOA, and took on the same positions in SAAC when it was formed in 1975. Jeff and his wife Diane put on the first local events with their own money, hoping each time to recoup their expenses with entry and gate receipts. They pretty much ran the region themselves (with help from the Guyers and Schiewes) up until around 1980 when their second child, Heather was born (Jeffrey, their first, was born in 1976).

Over the years, Burgy has owned a bunch of Mustangs, including several "K-code" Mustangs, three 1966 GT350s and a '68 GT500 convertible. He has had two Sunbeam Tigers, a BOSS 351 Mustang, three 1979 Mustang Indy 500 Pace Cars (one he had made into a T-roof), an '85 McLaren Capri, and a highly modified 1972 Pantera. Jeff bought the Pantera in 1974, and then sold his Tiger and three Shelybs. After swapping engines between the BOSS 351 Mustang and the Pantera, he sold the Mustang to another SAAC-MCR member.

Besides the BOSS 351 engine, Burgy added Webers, rear deck louvers, a full roll cage, and polished the wheels and transaxle. Jeff ran the Pantera at SAAC Open Track events and showed it several times in the Detroit Autorama. At the second annual Pantera International Convention in San Antonio, TX, he won the class for "Best Modified" Pantera. Burgy also won "Best Pantera" at several SAAC Conventions with the car.

In 1986, Jeff's wife Diane succumbed to liver cancer. Jeff lost interest in everything, and sold the Pantera and his two '79 Pace Cars. Heather and Jeffrey were very young (six and nine, at the

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1979 Mustang Indy 500 Pace cars. Note one has a T-Roof, done on-line at Cars & Concepts



1985 ASC McLaren Capri roadster. Purchased new by Jeff's Dad in 1986, given to Jeff in 1987. Added NOS, CDC Light Bar, lowered, rear disc brakes and subframe connectors.



Bordinat Cobra concept car. Jeff found the Cougar II and Bordinat Cobra in a Detroit warehouse, cleaned up and detailed them, and made arrangements to display them at SAAC 29.



Cougar II concept car. As shown at SAAC 29.

Meet the Member *(Continued)*

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time) and Jeff had to concentrate on taking care of them. A number of SAAC and SAAC-MCR members reached out to help Jeff and his kids during this difficult time.

After a couple years mourning, Jeff was able to get his spirit back, and began to make his plans to build a Cobra kit car. He bought the BOSS 351 engine that was in his old Pantera. He ordered an ERA Cobra replica, and was able to get the very first "production" 289 FIA kit that ERA built. With help from a lot of SAAC-MCR friends, he was able to get the car built in about eighteen months, and was invited to put it in ERA's display at the Kit Car Show in Carlisle, PA, in May, 1997.

Jeff's current stable includes the ERA 289 FIA Cobra replica (with a BOSS 351 engine and the Webers from the old Pantera), a 1965 Mustang GT "K" code convertible, and a 1957 Ford Thunderbird. The Mustang convertible looks stock, but features all of the Shelby suspension modifications, including lowered upper control arms, quick steering arms,

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1965 Mustang "K" code convertible. Restored by Bob and Clay Stroup in 1983. Bought in 1995 by Jeff. Featured on "My Classic Car with Dennis Gage" in 2002



Above: Display Cabinets. Jeff's loft/office/trophy room. Hundreds of model cars.



ERA 289 FIA Cobra replica. Built by Jeff with lots of help from Bob Craig and Weldcraft.. Featured in High Performance Fords magazine.

Right: Display Engine. Complete aluminum block BOSS 351 engine, Motorsport B3 alloy heads



1957 Ford Thunderbird convertible. Purchased in 2002 (sold the McLaren to make room)

Club Survey *by steve White*

This year we had our first ever club survey. We made it 34 years without one, but in an effort to make sure we are still focused on what the majority of members want, it seemed like a good time to delve into this area. The results were very beneficial, & will help us as we go forward.

A quality survey can only result if there is good participation, & the answers received are of high quality. We had high participation, & the comments provided good feedback. We had 41 members participate in the survey, or 38% of membership. As surveys go, this is a very good level of participation!

Below is a summary of the participation statistics:

- 41 respondents / 109 members
 - 38% participation
 - 38 respondents completed survey
- ~36 average responses per question
 - 33% average responses
- 19-38 responses per question
- 6-22 comments on each of the 12 events questions
- 29 final comments

Those questions that provided for tallying of results were presented at our March meeting, & again here for anyone who was

unable to attend. For the questions that allowed for individual comments, they require more time to analyze & determine actions to take. Copies of the comments were provided to each event Director or coordinator for more in depth analysis, as they are closest to their events, & know best how to evaluate the comments. For any events this year that we can adopt any suggestions deemed appropriate, we'll try to do so. Some may take more effort & not able to be accomplished this year, but will be considered for next year.

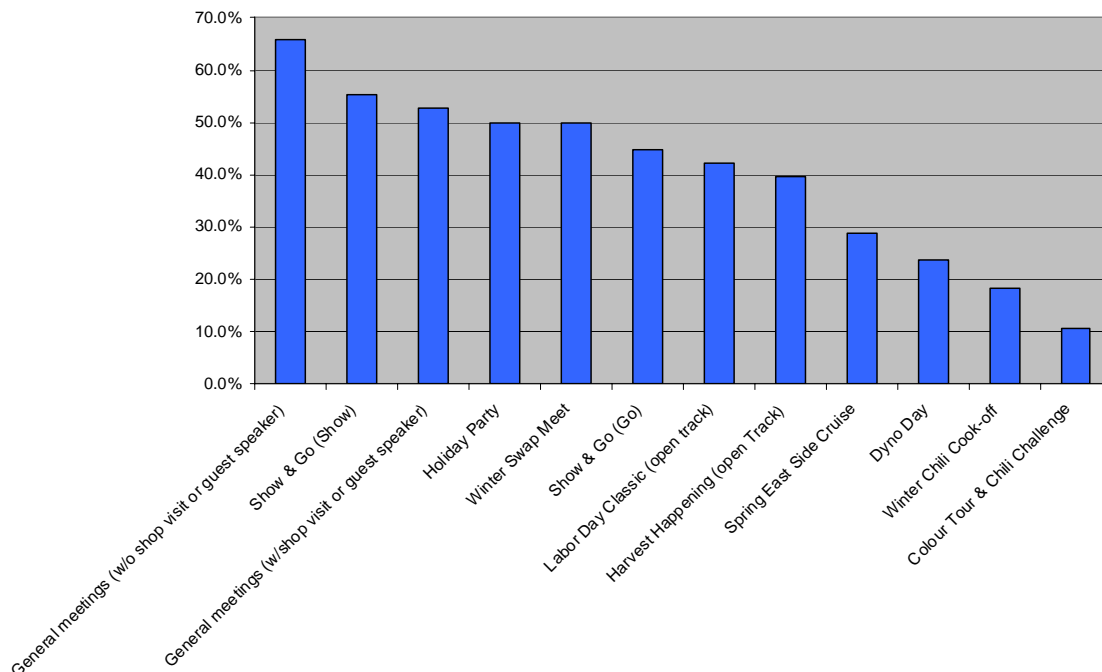
The Board of Directors also received copies of the results for any general area, including general membership topic items, for consideration.

The following is a summary of the results:

Events Attended

The events attended by the most participants included the general meetings, both with & without a guest speaker or shop tour, Show & Go (Show), the Holiday Party, track events, with less participation (at least by the respondents) to the East Side Cruise, Dyno Day, & the two Chili events. Just because an event was less attended, doesn't necessarily mean it was a bad event, or a candidate for the scrap heap, but maybe room for retooling. Also consideration of attendance is that we (intentionally) have a diversity of events, & every member has their own special interests & may not be interested in all or even a majority of the range of events. It is also a fact that everyone has many other interests & involvement outside of the club, making ability for involvement a factor too. To help get a picture of the results, the following charts are presented:

Events Attended



(Cont'd on page 15)



Club Survey (Continued)

(Continued from page 14)

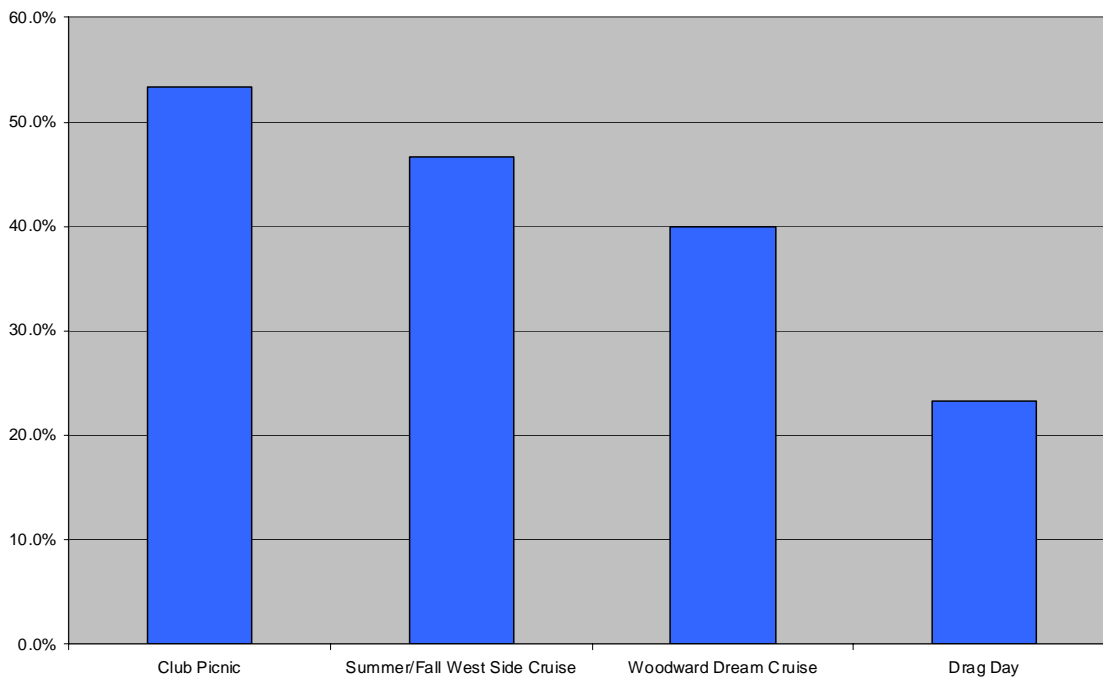
The main reason for not attending events was the aforementioned schedule conflicts, as expected. Also as expected, the second highest reason was no interest in that type of event. Some people join just for track events, and have no interest in car shows or chili. Others are more interested in car shows, etc. But that's also why we have such a variety of events, so that hopefully everyone can find something that interests them.

Future Events

Events that we haven't had, or have had at some time in the past but not last year, provided us with some very strong hints with what to do going forward. The largest interest was in a club picnic. In the past, we have had some picnics at Waterford Hills as part of the last race of the season, & considered it for last year, but we were unable to organ-

ize it in time, & too many other fall club events would have made for a very busy few weeks that we felt would not be favorable to members. There had also been talk of a summer picnic last year, with several options bandied about. We have a tentative plan for one this year, & more info will be forthcoming. The next highest interest was in the return of a late summer or early fall west side cruise, after taking last year off following several previously successful west side cruises. We are fortunate in this regard that we already were well along in reestablishing the event for this year, with info already communicated at the time of the survey. This helped reinforce our interpretation prior to the survey that the cruise was of high interest to members. Other high levels of interest were a return as a group to the Woodward Dream Cruise, & a Drag Day. If anyone wants to help on those events, please step forward. We may try once again to participate with MOCSEM in their drag day, that was stillborn from our participation last year. There were a few other suggestions, but not of sufficient common quantity to look into at this time.

Events Desired, that we didn't have last year

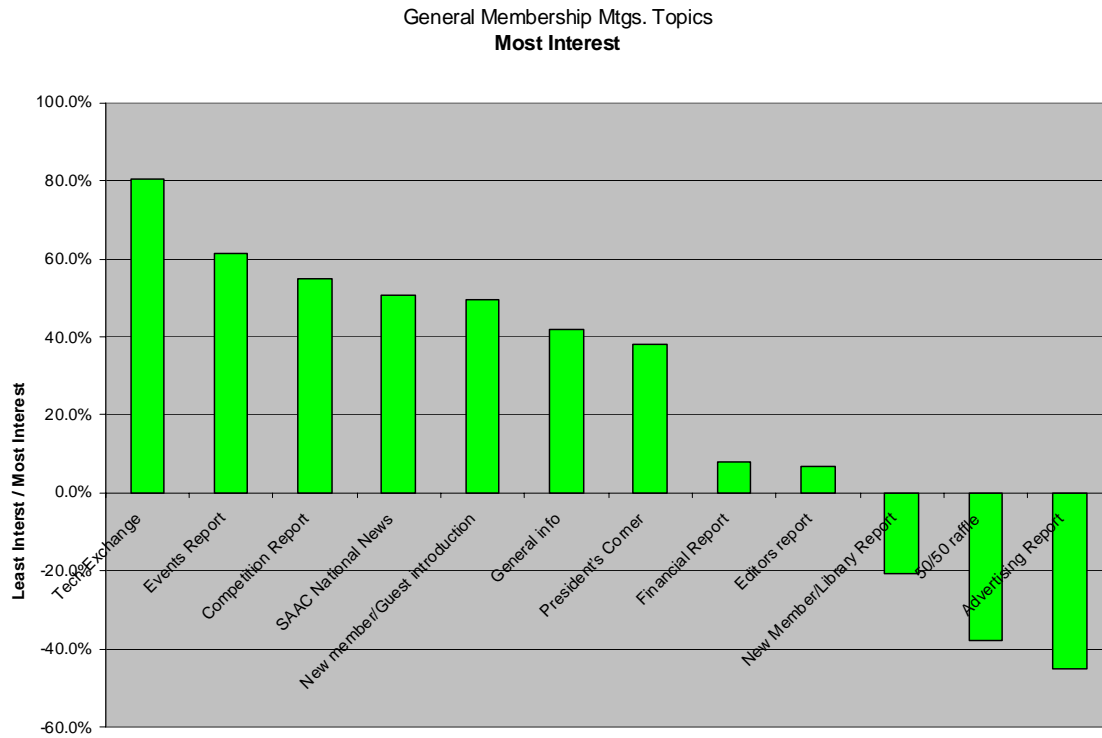


General Membership Meeting Content

For the topics we have in our general membership meeting agenda, there were some surprises, as well as some confirmations. To no surprise, based on the level of involvement & time consumption at each meeting, Tech Exchange was the most popular segment. One thing we can do, with all your help, is to make sure to share all discussions with the total attendance, & not to hold side discussions, so that everyone can benefit from the discussion. Events Report & Competition Report were also popular topics. SAAC National News, New Member & Guests Introduction, & General Information discussions were also valuable. Of low our no interest were Financial, Editors, Membership, & Advertising Reports, as well as 50/50 raffle (suspicioned, but still historically surprising). There are good reasons why these topics were selected in the past, but perhaps now is a good time to reevaluate them. Just because something is considered of low value to most members does not automatically signal a death knell. There may be some good historical or operational reason for their inclusion. Perhaps revamping what & how it is presented is more appropriate. The BOD will be discussing & evaluating further. Stay tuned for more info. (Continued on Page 16)

Club Survey (Continued)

(Continued from page 15)



Also of interest, was the number of meetings attended by respondents – they either attended a few or a lot, with not too many only attending the range of 4-8 meetings. This is not a surprise, as often people are only able to squeeze in a few meetings through the year, & also that we have a number of regular attendees to the meetings. As has been documented in the past, meetings with guest speakers also are quite popular, & generally bring higher attendance than those that do not. We've already had another one, & are pursuing two more ones at this early stage of the year. Roughly every other meeting through at least mid year might include a guest speaker. Watch for future announcements!

Conclusion

As mentioned, some action is already underway, based on input from the survey. With further evaluation of the comments, additional fine tuning may be forthcoming. Any new information will be shared at general meetings, in future issues of Shelby Life, or through communiqués sent out by our Communication Director. We are also looking for your further suggestions on how to create or implement any additions.

Once again, I'd like to thank everyone that provided us valuable feedback, in helping make this a better club for you. It is also hoped that providing the results back to you is valuable feedback to you. Onward!

SAAC-MCR Winter Chili Challenge *by Steve White*

Saturday March 13th was a cold, rainy, gray day, all the better to have a club chili challenge! Seventeen members and friends made the journey to Craig & Bonnie Shefferley's, who graciously agreed to host the party this year. Since they had also hosted one a number of years back, they can't say they didn't know what they were getting into!

Attendees included Rich & Sandy Tweedle, Kurt Fredrickson, Bob and Kathy Varcoe with soon to be driving grandson Austin, Lee & Sandy Swonder, Mike & Nancy Riemenschneider, Craig's neighbor, and John Guyer & Trish Judson who made it all the way from central Michigan, via Virginia, so I don't want to hear any more excuses that it's too far to go in October to their place for the fall colour tour and chili cook-off!!!

For this year, six chilis were presented to the starting grid of the challenge. Unlike a typical motorsports event, the contestants ended up with more gas at the end of the event than they started! This year's batch was interesting as they were all dark bean chilis, and only one (even though it also used dark beans) used chicken. The purist's/experts claim that the only true chili is a dark bean with beef, although I've had some mighty tasty white bean and chicken chilis over the years, and some have even won our events. During the event, conversation even got down to which particular brown bean is the true chili bean – pinto or kidney. This is serious stuff!

The winner of this year's event was Bob Varcoe. Bob actually made two of the chilis, and one served as the basis for the second one. The difference being that it was "up-optional" with hotter spices, as evidenced by the very noticeable warning signs cautioning of its "hotness". Surprisingly, it was not even the hottest of the group. That honor went to the chicken chili (there – take that!). It was interesting to watch others observe those brave enough to test El Hoto, and then their reaction as to whether they would give it a try – based on the strong reactions of the taster. Suffice it to say, everyone did not try that one!

The milder of the two chilis of Bob's was the one that ended up in first place. For winning this year's event, Bob won a combo pack of five chili sauces, with names such as "Butt Burner", "Fire in the Hole", etc - I think you get the idea. Rumor had it that the hot chicken chili had a bit of Butt Burner as it's secret ingredient.

In addition to the chili's there was an impressive spread of hors d'oeuvres and desserts that could have been sufficient without the chilis, and we could have spent our whole time at those tables. Of course, no Shelby Club winter chili event would be complete without racing videos playing in the background – this year's selections were the infamous Rendezvous 9 minute flat out drive through Paris at dawn, and the Cobra – Ferrari Wars. Also for historical reference, were photo albums of past club events of all types, for reminiscing. A better combination you won't find.

Meet the Member *(Continued)*

(Continued from page 13)

traction bars, and Fairlane wagon rear brakes. He recently upgraded the wheels from 14" Styled Steel to 15" Styled Steel with matching Dual Redline Radial tires from Diamondback Classics. Burgy's Thunderbird is essentially stock, with chrome wire wheels and Coker wide-white sidewall radials. He never leaves anything completely stock though, and has added a set of early Mustang deluxe seatbelts, and a Mustang wood-grain steering wheel. On the shelf in the garage is a set of Cobra low-rise dual quads for the Mustang, and both tri-power and dual quad setups for the 312 in the T'Bird.

Jeff retired from Ford with thirty-three years of service in 2003. He started out as a Technical Illustrator in Body Engineering, and then became a Technical Writer in the Electronics Division, then an Engineering Supervisor, and eventually a Business Planner at Visteon. He utilized illustrating skills to design the SAAC-MCR logo. He keeps busy playing with his cars, and updating the new GT section of the SAAC World Registry. Jeff and his wife Claudia live on a small lake in White Lake Township, where they enjoy the summer relaxing on their pontoon boat, or sprinting around the lake in the twin-engine Sea-Doo Speedster jet-boat. Life after Ford is good.



This is the logo Jeff Burgy designed for SAAC-MCR

Put this on your calendar! More information to follow.

SAAC-MCR Summer Cruise on June 27, 2010

- **Meet us at the home of Nancy and Greg Cragel in NORTHVILLE TWP to enjoy a gourmet breakfast in Greg's wood shop.**
- **Tour of the shop of Classic Design Concepts in NOVI.**
- **See the assembly of engines at Thompson Automotive in WIXOM.**
- **Inspect Mark Turner's garage and cars in WIXOM.**
- **Enjoy a late lunch O'Toole's Restaurant in WATERFORD.**

If you think you can make it let John Logan know at Carmods@aol.com or 313 565 8810.



John Logan cell phone during cruise 313 971 2536



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

January 7, 2010

19 people attended the meeting. Attendance was down due to a heavy snow storm.

Steve White called the meeting to order at 8:01 pm.

New Faces: No new faces

Competition Dir: Darius Rudis indicated it is too early to report on the 2010 open track events.

Financial Dir: Craig Shefferly indicated we have approximately \$8,800 Cash on Hand.

Editor's Report: Mike Nyberg N/A

National News: Steve White indicated SAAC has printed a newsletter booklet that contains all the pervious year issues that were only available online.

Show Dir: Jim Binder N/A

Membership Dir: Rich Tweedle N/A

Advertising Dir: Mike Riemenschneider indicated all free ads have been placed.

Club Website Dir: Dean Ricci N/A. The website is kept up to date

New Vehicles: No new vehicles

Tech Talk: Erin's 2000 Ford diesel truck oil pan is rusting out for the second time from the inside out at the cost of \$3,000. Darius son's car wouldn't start, he listened while cranking it over and didn't hear the fuel pump, so he switched the fuel pump relay with another relay and it corrected the problem.

February 4, 2010

35 people attended the meeting

Meeting was called to order at 7:45 pm by Steve White.

New Faces: John Clor our Guest speaker and Jenny Clor, Bob Rice, Butch Sharples, George Magro, Jim Schoenherr and Steve Nagy.

Competition Dir: Darius Rudis indicated the Northwoods SAAC Region event at Road America has been moved to Aug. 30-31, 2010.

Financial Dir: Craig Shefferly N/A

Editor's Report: Mike Nyberg reviewed the proposed content for next newsletter.

National News: Steve White informed the group the 2011 Shelby GT350 has been introduced. John Guyer saw a package of Carroll Shelby White Chili mix that uses chicken, on a grocery store shelf, he thought it was blasphemy and most agreed.

Show Dir: Jim Binder already has paperwork handed into Ford Motor Company for the use of the same parking lots as last year's Show&GO. The Fairlane Club would like a bigger presence at the show and the Galaxie Club has signed on as well.

Membership Dir: Rich Tweedle indicated we have 44 paid members so far this year.

Advertising Dir: Mike Riemenschneider indicated all the ads for Winter Swap Meet have been placed.

Club Website Dir: Dean Ricci N/A. The website is very up to date.

New Vehicles: No new vehicles.

President's Report: Steve White discussed the Holiday Party at Detroit Historical Museum. He indicated it was an enjoyable experience and a great value. Steve talked about having back-ups for all the director positions in case of emergency. Club survey is coming out soon, to get feed back from club members.

Guest Speaker: John Clor, who wrote "Mustang Dynasty", talked about his work experience at AutoWeek, then being hired by Ford SVT in 1995 and all the inside happenings at Ford Performance and SVT. He sold and autographed his book after his presentation.

March 4, 2010

24 people attended the meeting.

Steve White called meeting to order at 8:01pm.

New Faces: Dave Thomas who drives a 2008 Shelby and 1968 Cougar. James Schoenherr a friend of Jim Binder

Competition Dir: Darius Rudis indicated the SVOA Mid July event at GergerMan is cancelled due to low turn out.

Financial Dir: Craig Shefferly indicated we have approximately \$6,600 Cash on Hand.

Editor's Report: Mike Nyberg N/A

National News: Jeff Burgy N/A

Show Dir: Jim Binder will contact area Ford car clubs to promote our Show&Go. Kurt Fredrickson talked about our up coming Swap Meet and the need for people to come and work a few hours to help out.

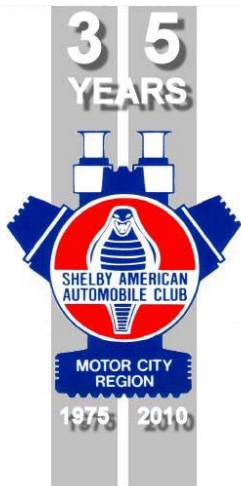
Membership Dir: Rich Tweedle indicated we have 74 paid members so far this year.

Advertising Dir: Mike Riemenschneider N/A

Club Webb Dir: Dean Ricci is always updating the website, so log on and see what's new.

New Vehicles: John Logan bought a 2010 Flex and Jerry Ostalecki just ordered a 2011 Shelby on A Plan.

**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
every 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

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Mailing Address Line 3



"The carburetor is worth more than that!" Mike Riemenschneider (center) at the SAAC-MCR 29th Annual Mid-Winter Swap Meet.

2010 Events Calendar

April

- 2-3 **Columbus All Ford Swap Meet**, Columbus, OH
- 24 **SAAC-MCR Spring Grosse Pointe Cruise**, Grosse Pointe Farms, MI
- 30-2 **Lansing Autorama**, Lansing, MI

May

- 28-30 **SVT Superfest**, VIR, Danville, VA
- 21-23 **33rd Annual Shelby Spring Fling**, Nashville, IN
(jcyates@indiana.edu)
- 30 **SAAC-MCR Show 35 at Ford World Head Quarters**, Dearborn, MI
- 31 **SAAC-MCR GO 35 (Driver's School) at Waterford Hills Road Race Course**, Clarkston, MI

June

- 4-6 **All Ford Nationals**, Fairgrounds, Carlisle, PA
- 4-6 **MCA National Show**, Mustang, OK
- 5 **Festival of Cars**, South Haven, MI
- 20 **Eyes on Design**, Edsel & Eleanor Ford Estate, Grosse Pointe Shores, MI
- 26 **10th Annual Cruisin Downriver, Fort Street Cruise**, Lincoln Park to Riverview, MI
- 27 **SAAC-MCR Summer Cruise**, Northville Twp, MI

July

- 15-18 **MCA Grand National**, Bellevue, WA
- 24 **6th Annual Telegraph Road Car Cruise**, Taylor to Redford, MI

July (Continued)

- 25 **Meadow Brook Concours d'Elegance**, Rochester Hills, MI

August

- 13-15 **MCA National**, Virginia Beach, VA
- 21 **Woodward Dream Cruise**, Pontiac to Ferndale, MI
- 27-29 **SAAC 35**, Infineon Raceway, Sonoma, CA

September

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

October

- 10 **SAAC-MCR Harvest Happening Open Track Event at Waterford Hills Road Race Course**, Clarkston, MI
- 16 **Fall Colour Tour & Chili Challenge**, at John's and Trish's Autodrome, Lake, MI

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