



Shelby Life

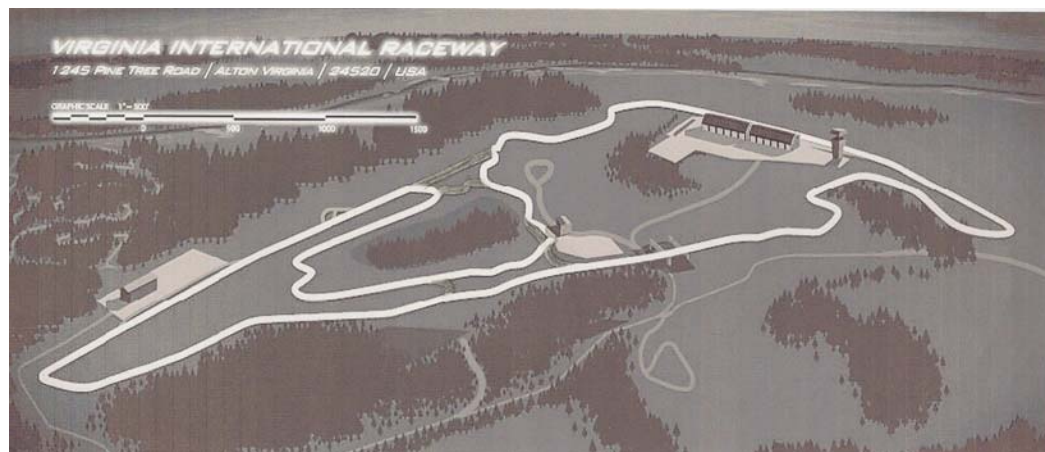
Shelby American Automobile
Club – Motor City Region

Volume 36, Issue 3

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President's Corner

Text by Steve White photo by John Guyer



Track layout of (VIR) Virginia International Raceway, site of SAAC 36. The Grand West Course was used for the three day Memorial Day weekend event. It is 4.1 miles long and has 33 turns. Definitely a very challenging road course. SAAC joined SCMC (SVT Cobra Mustang Club) and SVTOA (Special Vehicle Team Owners Association) which had an event called the SVT Super Fest planned at VIR.

The gear head season has now kicked into high gear. We had a stellar April Cruise to kick off the season, with a meet and eat at the Yarema's, followed by a nice drive up to the fabulous Wills St. Claire museum. A number of members made the 700 mile trek down to Virginia for a bit different SAAC-36. We had another fine Show & Go 36 with great weather. You can read about all of these events elsewhere in the issue, so I'll try to cover different aspects.

SAAC-36 was much different in years past. Two major differences were the time frame of the event and it not being an exclusive SAAC event.

Typical SAAC conventions used to be around the 4th of July, however that has varied over the last few years, but still occurred in the middle of the summer. This year, it was over Memorial Day weekend, which was much earlier than normal and was almost like the storyline of the Daytona 500 being the equivalent of having the Super Bowl as the first game of the NFL season. That's what it was like for us – the first big event of the year, being the national convention. This also caused us (SAAC-MCR) to have to adjust our annual premier event,

Show & Go 36, to a later date, as SAAC-36 fell on our traditional weekend. While there was no consultation with us, or any other region as far as I know, in selecting the date, there were other overriding factors that I believe led to the decision.

The other major difference was that this was a joint event with other clubs and not a SAAC exclusive. SCMC (SVT Cobra Mustang Club) and SVTOA (SVT Owners Association) already had an event called the SVT Super Fest planned at VIR (Virginia International Raceway) and was their 2nd annual of such an event. It therefore made it quite easy for SAAC to join in. Getting track days for non recurring events such as a SAAC Nationals that likes to rotate locations from year to year kept getting increasingly difficult. There still may be some fallout from the legal issues of a few years ago, so teaming up with others was an easier route.

The three clubs have different, overlapping interests and specialties. SCMC is primarily a group that likes track events based out of the southeast and has a good working relationship with VIR. They aren't too interested in car shows and swaps.

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President's Corner *(Continued)*

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SAAC is interested in track events, concours car shows and swaps. SVTOA used to be active in track events, but seemed less so for this year, except for their traditional involvement with Ford in giving rides in Ford performance products for donations to charity. They also had a display to sell SVTOA products, but were not really involved in car shows or swaps, as far as I could tell. Since SAAC and SCMC overlapped in strong track presence, they jointly ran the open track portion over the three days. However, both groups had their own separate run groups, track sessions and tech inspections. Originally planned for four groups per organization of 50 participants per group based on experience level, the advanced groups for both SCMC and SAAC were combined due to insufficient entries. While now almost every SAAC region has accepted non Ford brands as participants to enable event survival, the SAAC National convention has always remained pure. However, SCMC has long allowed other makes to participate, so that brought a mix of makes to the event - especially in the advanced group.

Another aspect that was an outcome of the joint events, were the evening events. Both SCMC and SAAC had their own banquets on Saturday night at two different locations, causing one to have to decide between one or the other - so one had to decide if they wanted to listen to Lee Holman, son of John Holman of Holman-Moody fame, or the litany of SAAC speakers. Not an easy choice, and one I was not pleased with having to make - I wanted to be at both!

In the good old days, at the SAAC convention banquet, they used to announce where the next years event was, so one could get excited and start planning for the next event. Due to the aforementioned track challenges, that doesn't happen anymore, and late announcements are de rigor. This year's was less than six months notice. So once again we have no idea where 2012's event will be held. I personally suspect that they may combine with SCMC and SVTOA again at VIR. The reason is convenience (the event is already planned) and how hard it is to get track dates. Also, SAAC attendance was down. Since SAAC had their exclusive event at VIR in 2006, it was easy to compare that event to the SAAC only participants this year. Total with all three groups appeared less than SAAC only in 2006, so if you factored out this years SCMC and lesser SVTOA presences, you could picture the change from 5 years earlier. Of course this is all pure speculation on my part, but,

having participated in exclusive SAAC, SCMC, and SVTOA run events over the years, I think I can gauge the current state of the union well - or not.

Another small event held this year at SAAC 36 was a regional reps and officers meeting. This was held just before lunch on Saturday, but wasn't defined too well ahead of time. I had planned to attend, but my track time was at the same time and I wasn't about to give that up! I contacted the organizer after the meeting to determine what was discussed. SAAC plans to bring the regions back in touch with the national and for new regions to get assistance as well as ideas from the veteran regions. In the early days, the regions and national worked closely together. In recent years, the national pretty much did what they wanted without regard or consulting with the regions much, even though there were regional reps. The organizer of the regional meeting has asked to be included on info and event schedules the regional clubs generate, so in discussion with Rich Tweedle, he will include him in distribution of all SAAC-MCR communication, even though it's probably more info and not really interesting to them, such as wanted/for sale items, but it makes it easier for us to not have to edit what to send or not. I'll also send some agendas so they can see what we discuss in our monthly meetings and our events calendar. So there is some hope for the future of the national, but some apprehension.



L to R: Craig Shefferly and Jeff Burgy enjoyed all the SAAC sponsored events at VIR during SAAC 36. Jeff is a board member of SAAC. Craig is the treasurer of SAAC-MCR.



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 112 Members

New members include: *Michael & Aja Lavander, Roger & Jodi Neiryneck, Daniel Susalla, Dave & Lori Wathen, Bill & Beverly Holbrook, Terry & Karen Anway, Larry Doser, Anderson & Luciana Venturini & Ronald & Penny Jacques*

GO 36 Open Track Event

By Mike Nyberg

The SAAC-MCR GO 36 Driver's School event at Waterford Hills Race Course was held on Monday, June 13, 2011 at Waterford Hills Race Course. We were hoping for weather as good as the Show 36 at Ford World Headquarters, held the day prior. We got better weather, perfect for an open track event; it was sunny, but not too hot.

Technical inspection of the participants cars began at 8:00 am by John Yarema. The Driver's Meeting began at 9:30 am to cover the rules for safe open track participation and what each corner worker flag means. That meeting was followed by a Driver's School for new participants taught by Darius Rudis.

First time participants were assigned instructors. The instructors road with the students to help them learn the line to take, when and where to brake and how to handle safe passing on the back straight. The following instructors helped the students have a successful experience: Gene Kotlinski, Darius Rudis and Steve White.

There were 20 participants divided into three run groups. Normally we have a larger number of participants that are divided into four run groups. The smaller number of run groups meant participants would have more track time than normal. We could not start the first open track session until 10:30 am on a week day. The session time for each group was shortened to allow each group two sessions before the 12:00 noon lunch break.

The event was well organized and safe. No one got hurt and no one hurt their car. That being said, one car spun out at Paddock Turn and another went head first into the cattails on Part 1 of Swamp Turn. The last off track gathered a crowd to watch the retrieval effort.

Everyone enjoyed the event and hopefully are looking forward to the next SAAC-MCR open track event, the Labor Day Classic, Sunday, September 4, 2011.



Darius Rudis conducting the Driver's Meeting. He covers the rules for a safe event and the meaning of each flag the corner workers use to communicate with the drivers.



One participant went off track at the Swamp Turn.



The off track event attracted a crowd. The car was pulled back onto the track with no damage, a good thing.



(L to R) Mike Nyberg gave two young men parade lap rides to get them hooked on open tracking.



Mike Radonovich relaxing during GO 36 next to his beautiful green late model Mustang

2011 SAAC-MCR Spring Cruise

Text by Mike Nyberg, Photos by Mike Nyberg & Rich Tweedle



2011 SAAC-MCR Spring Cruise participants gathered at John and Sandy Yarema's home for a continental breakfast and conversation prior to the cruise to Marysville, Michigan.

Sandy and John Yarema organized another wonderful Spring Cruise that began at 9:00 am, on April 30, 2011 at their house in Grosse Pointe Farms. Sandy prepared a delicious Continental Breakfast which included four different egg casseroles and bagels. Cathy White and Penny Nyberg brought fruit salads and Greg Csernai brought fruit juices. It was an opportunity to socialize and look at the participant's cars before the cruise.

The cruise began a little after 10:00 am with the Wills Sainte Claire Museum in Marysville, Michigan as our destination. It was a 58 mile trip that began on Lake Shore Drive with its magnificent homes that overlook Lake St. Clair. The flowers were blooming and the trees were budding. The weather was perfect for the cruise. It was nice enough for one participant to ride his restored Triumph motorcycle on the cruise.

We stopped about half way to our destination in Algonac to regroup. This was an opportunity for a rest stop and some more socializing.

(Continued on page 5)



Cruisers parked during a rest stop in Algonac, Michigan.



Cruiser's cars parked at the Wills Sainte Claire Museum in Marysville, Michigan.

2001 Spring Cruise (Continued)

(Continued from page 4)

There was a Dairy Queen near by for those who needed refreshments.

We arrived at the Wills Sainte Claire Museum at about noon and were greeted by museum volunteers. We were introduced to the museum by Carl Moss, the Secretary of the Board of Directors. We also watched two videos which explained the history of C. Harold Wills's contribution to the early auto industry and the community of Marysville. The tour of the museum was self guided, however volunteers were available to answer any questions we had.

C. Harold worked closely with Henry Ford, beginning as Ford's draftsman in 1902. Wills is credited with the design of many engineering components of the Ford Model "T". When Ford Motor Company was organized in 1903, Wills was its chief designer, metallurgist and first employee. In fact, the Ford script logo still in use today was designed by Wills. By 1919 Wills became restless in his job because Henry didn't want to update the Model "T". Wills decided to leave Ford Motor Company and with 1.5 million dollars Severance pay, announced that he would build a car in Maryville, Michigan along the banks of the St. Clair River.

In 1921, the CH Wills Co. produced their first overhead-cam V-8 (Model A-68) Wills Sainte Claire. Wills Autos were lightweight and strong thanks to the use of Molybdenum steel and aluminum bodies. However, for a luxury car it was considered small. Many different types of bodies were available including roadsters, touring and 5&7 passenger sedans.

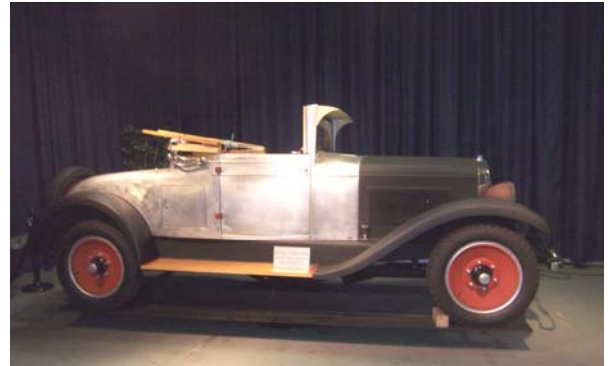
After producing more than 12,000 cars, auto production was halted on November 23, 1926 and the company was liquidated. In 1933 C. Harold Wills joined Chrysler as a metallurgical consultant and in August of the same year Chrysler purchased the former Wills Sainte Claire factory, which is still in use today. On December 30, 1940 C. Harold Wills, auto engineer and visionary passed away.

After completing the self guided tour of the museum we cruised to the St. Clair Inn for a late lunch. The inn is located on the edge of the St. Clair River. We were in a room with large windows that provided an excellent view of the river. It was a relaxing end to a memorable experience.

Thanks Sandy and John Yarema for the memories!



C. Harold Wills was the first employee of Ford Motor Company and it's Chief Engineer and Metallurgist. Picture at the left are several checks he received from Ford Motor Company signed by Henry Ford.



Un-restored 1926 Wills Sainte Claire T-6 Cabriolet Roadster:

- Single Overhead Cam, 6 Cylinder Engine
- 127 Inch Wheelbase
- Aluminum Sheetmetal, Over Wood Frame
- Body by Phillips



Above: Restored 1926 Wills Sainte Claire T-6 Cabriolet Roadster.

Left: The cruisers ate at the St. Clair Inn after the museum tour.

Meet a Member

Text and Photos by Phil Jacobs

I have been with SAAC-MCR for a long time and have enjoyed every minute of it. My original reason for joining this club was that I am a huge Shelby fan. But the club turned out to be a lot more. I've met a lot of great people, had some great times and made some great friends.

I joined the club around the late seventies or early eighties. I remember Greg became a SAAC national rep for our area and he had a membership drive. I saw an advertisement for it somewhere and we met at the Dearborn Library. I have been a member ever since.

I always enjoyed when the club members got together. Some of my favorite times are the Chili Parties, holiday parties and the car cruises.

Of course one of the things that I enjoy the most is the track events. I especially enjoyed the early days, when we went to the Packard Track and then later going to the Waterford Hills Race Course.

Back in the early days, I had a 1971 Mustang Mach 1 that people often confused for a BOSS 351. It had a built up 351 C engine. The engine went through a few changes over the years. It had a rare prototype Tri-power set up on it for awhile. It was a great car and I enjoyed it a lot. I was able to drag race it, road race it (track events), run on oval tracks and enter it in car shows. I remember having three different rear ends for the car with different gear ratios for the type of events I would do. I changed the rear ends so often I could do it in under an hour.

I had a 5:13 gear for drag racing where my car ran a 1/4 mile best time of 12.34 seconds at 114 MPH. I used a 3:50 gear that I used when we went to the Packard Test track. I had the fastest speed two years in a row at 146 MPH when we were checking speeds with a radar gun. I also had a 4:30 gear for the road courses and for general cruising around.

Besides attending our track events, the club would caravan to the SAAC conventions. We went to Charlotte, Mid-Ohio and Watkins Glen.

A group of members got together and went vintage racing. We even kind of formed a SAAC-MCR Race Team, calling ourselves Team MCR. Those were great times.

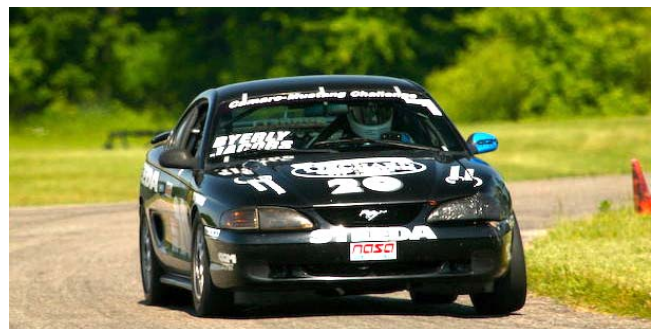
I bought a 1968 Shelby Mustang Trans-am car which I restored and raced with Team-MCR. I eventually sold the '71 Mach 1 to help fund the race car. I had a lot of help from my fellow SAAC-MCR club members when I was restoring my race car. They also often helped when I raced as crew members. I raced my car in vintage events for 15 years and I really enjoyed that. I had some good finishes in that car, including qualifying on the pole a couple of times and some wins. The car was in a few magazines and even got me on TV when Speed Vision (now Speed TV) covered a Shelby car show/vintage race that I often attended in Tulsa, Oklahoma. This car gave me the opportunity to meet Carroll Shelby, Rick Titus (Jerry Titus' son) and others. Because of this car I met Austin Craig and he became a very good friend of mine.

I sold the Trans-am car a few years ago. I then rented a Mustang from a friend of mine to run with NASA in the Camaro-Mustang-Challenge (CMC) class. I had a great time in that car, it was a lot of fun to drive. I ran three races that year. The last race was at Putnum Park near Indy. I qualified on the pole and set a lap record for my class.

I currently own a 2006 Mustang GT, it is a great car. I miss racing, but it is nice to be able to jump into it when ever I want to go for a ride. The engine is modified a little bit. It has run 13.5 seconds in the 1/4 mile at 107 MPH. I have Shelby GT500 front Brembo brakes and a Roush Stage 3 suspension.



1968 Shelby Mustang Trans-am car which Phil restored and raced with Team-MCR



Phil rented this Mustang from a friend to run with NASA in the Camaro-Mustang-Challenge (CMC) class. He qualified on the pole and set a lap record in his class at Putnum Park.



Phil currently owns a Red 2006 Mustang GT

SAAC-MCR Show 36 Sponsors



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Bill Holbrook, Guest speaker

Text by Mike Nyberg and Photos from Bill Holbrook Collection

Bill Holbrook was the guest speaker at the May 5, 2011 SAAC-MRC meeting. Bill talked about his experiences during his 30 year career at Ford Motor Company. Bill was given every car enthusiast's dream job. He was the Supervisor of the Ford Experimental Vehicles Garage or commonly known as the Ford X Garage, where many Total Performance cars were built. He had to staff the facility with six Ford employees. He selected people that had skills in one of the following areas: electrical, automatic transmission, axles, engine, bump & paint, and a comedian to keep them all happy.

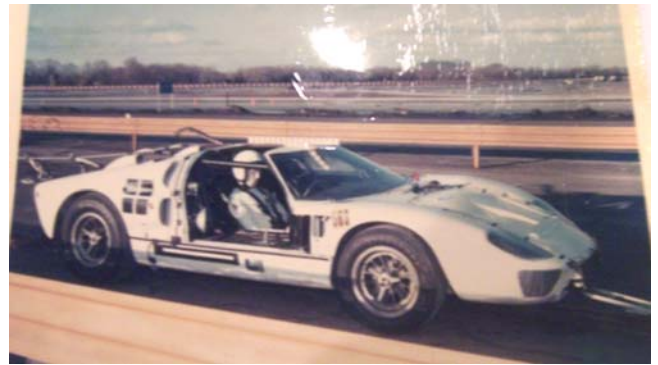
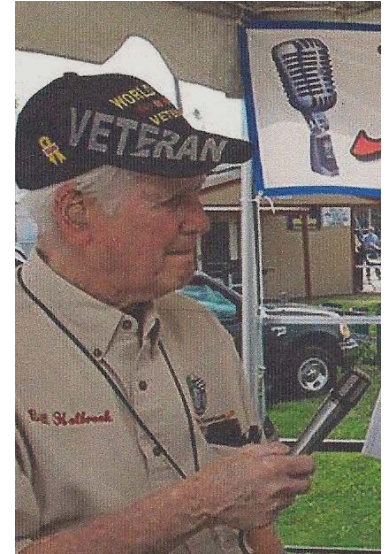
During the Total Performance era Bill's group built eleven '62 Lightweight Galaxies, several '63 ½ and '64 ½ galaxies. They built three '65 Thunderbolts and some '65 Galaxies Hi Risers that were later converted to Cammers. They also built 30 NASCAR racecars.

Bill indicated that Ford did well because of the excellent cars they built, but also because of the unfair advantage supplied by the teams that campaigned the cars. The Wood Brothers for example were innovators. They suggested ways to improve the wheel stud nuts that would save time during pit stops. Bill's group incorporated the suggested changes and it contributed to continuously reducing the length of pit stops.

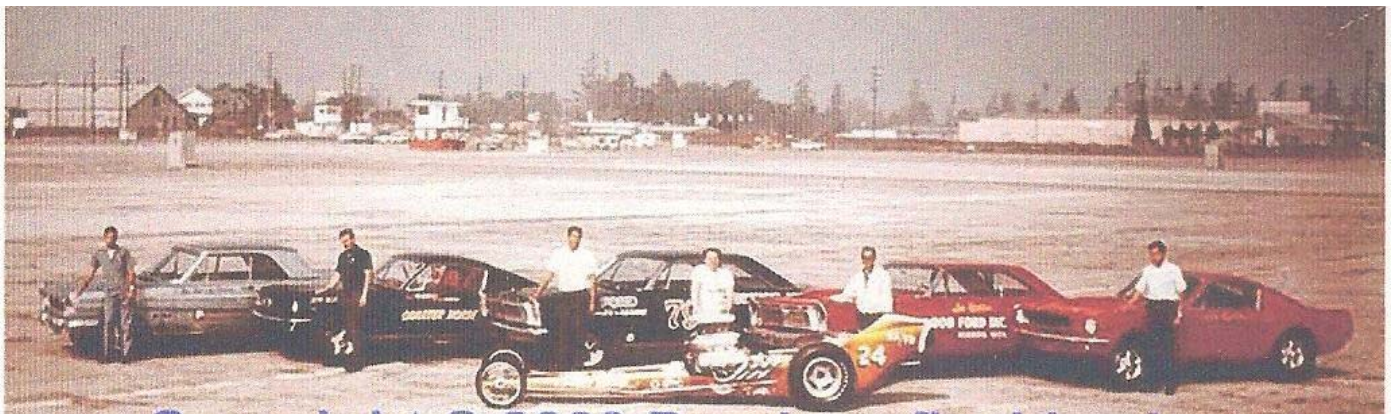
Bill talked about the need to make the NASCAR's more aerodynamic. Bill's group rented space at Kar Kraft in Brighton, Michigan where they cut the nose off a yellow '68 Torino. They were able to create the Talladega in two weeks. They found that lowering the car one inch, by letting air out of the tires, during wind tunnel tests there was less wind resistance. This modification produced a 2miles/hour increase in top speed at the track.

The following is a story about how Bill Holbrook's group built the successful
(Continued on page 9)

**Bill Holbrook
guest speaker
at the May 5,
2011 SAAC-
MCR monthly
meeting**



Bill Holbrook was very concerned about race driver safety after several of his friends were killed in race cars. He experimented with roll cages in the GT40 pictured above.



Ford 1965 Drag Team: Center front is Connie Kalitta and his 427 SOHC powered dragster. Left to right; Les Ritchey Performance Associates 289-HP '65 Fairlane, Ed Terry Quarter Horse 289-HP B/FX '65 Mustang, Mike Schmidt '65 Galaxie, Len Richter Bob Ford 427-SOHC B/FX '65 Galaxie, and Gas Ronda Russ Davis Ford 427-SOHC A/FX '65 Mustang.

Guest Speaker *(Continued)*

(Continued from page 8)

A/FX Mustang. Prior to the spring 1964 introduction of the Mustang, the folks at Ford had already decided that the sporty new vehicle would carry the company's performance banner. To this end, Ford built a 1964 Falcon—with which the Mustang would share its platform—specifically for drag racing testing and development well in advance of the Mustang's release.

Ford's high-performance subcontractor, Dearborn Steel Tubing (DST), fitted this Falcon with a 427 cubic inch high riser engine in the fashion of the successful Fairlane Thunderbolt. The Falcon was then delivered to Ford Drag Council coordinator Dick Brannan, who immediately set about blistering the nation's drag strips. This effort helped Ford gather valuable information that would benefit the upcoming Mustang program.

A coupe that was likely the first A/Factory Experimental (A/FX) Mustang (VIN 5F07F100028) was shipped from the Dearborn assembly plant to DST. DST modified the front shock towers to accept the 427 engine. From there the car was transferred to Ford's Stock Vehicles Department/Experimental Vehicles Garage for drag race development.

There, Bill Holbrook and crew fitted the Mustang coupe with a heavy-duty 9-inch rear with a Detroit Automotive locker and 4.86:1 gears, a Thunderbolt driveshaft, specially constructed 66-inch-long traction bars that connected the rear to the front sub-frame, a roll bar, Plexiglas windows, and fiberglass fenders, hood, and doors. A Kenny Salter-built 427 high riser engine was installed and equipped with custom exhaust headers. A T&C Top Loader four speed transmission completed the drive train. When complete the Mustang weighed in at 3,226 pounds, just over the minimum weight for A/FX class as mandated by NHRA.

As was often the case with "factory" racecars, the Mustang's ownership was transferred on paper to the Bob Ford agency in Dearborn. This insulated the parent company from direct involvement in drag racing to some degree.

Ford test driver Len Richter recorded an 11.50 elapsed time at 123.00 mph in the car's first trial run at Detroit Dragway in the late summer of 1964. At the 1964 NHRA Nationals, the car failed to qualify because of mechanical woes. After Mustangs became available in the more aerodynamic fastback body style, the coupe passed into the hands of Kenny Salter, who unfortunately wrecked the car in a racing accident.

Bill also related a story about a Mustang street racer he built. It was the predecessor to the Cobra Jet. He installed a 428 crank in a 427 Side Oiler to create a 448 CI engine. He broke 10's at the drag strip in 1967. Bill's friend Mickey Thompson came to visit. Bill offered to let Mickey test drive his street racer on the Ford Test Track. Mickey was so impressed with the performance of the car he drove it to have dinner with Semon E. (Bunkie) Knudsen, President of Ford Motor Company at the time. Bunkie wanted to keep the car so he could experience the performance. Mickey had to return from dinner in Bunkie's



What is arguably the first 1965 A/FX Mustang sits in front of Bill Holbrook's parents' home in July 1964. Later painted gold and lettered with Bob Ford sponsorship, the car was driven by Ford Factory test driver Len Richter until the fastback Mustangs became available. This car was sold to Kenny Salter, who later wrecked it in a racing accident. (Photo courtesy Bill Holbrook)



Bill Holbrook took this picture when Carroll Shelby drove up to the Pasadena Motel in his first 260 CID

Lincoln. Bill was surprised to find a Lincoln where his street racer should have been parked the next morning. He got a call from his boss who was upset because he didn't know Bill had built such a high performance car that got the attention of the President of Ford Motor Company.

Bill got to go to many places and do many extraordinary things during the Ford Total Performance era. He has many interesting stories and enjoys telling them. It was great to vicariously relive the era through Bill's presentation.

SAAC 36

Text by Jeff Burgy and Photos by Jeff Burgy except where noted

SAAC 36 took place over the Memorial Day Weekend at Virginia International Raceway (VIR) in Alton, Virginia. This was the second SAAC National held at VIR; our first national event there took place over the Fourth of July holiday weekend back in 2006. VIR is an outstanding facility – surrounded by lush greenery, the track winds up, down, and around the hills of the rolling countryside. This year was quite different for SAAC – for the first time, SAAC found it necessary to “team up” with two other clubs to pull off the national convention. Acquiring different major race track facilities around the country has become increasingly difficult over the last few years, and, of course, MUCH more expensive. It’s a little different than a local club setting up a recurring date at a local track, where everyone knows everyone, and they repeat the same activity, year after year at the same location around the same date. SAAC national members have indicated they like the idea of moving the convention around to different parts of the country, and different race tracks, so members of the most heavily populated regions get to attend an event that’s not too far away, and other members who like to travel get to try out a multitude of different race tracks.

For SAAC 36, the preferred date of the Fourth of July weekend did not yield a workable track plan. After studying various alternatives, the SAAC Convention Steering Committee came up with a plan to share a track date with the SVTOA (SVT Owners Association) and SMC (SVT Cobra Mustang Club) organizations at VIR. One benefit of the combined event was that we were able to use the “Grand West Course” at the track, making available 4.1 miles of track for each lap.

For SAAC members, the event was pretty much similar to previous National Conventions, although, by my observation, a little bit smaller in scale. The last time we were at VIR, we had over thirty original Cobras in attendance. A photo shoot on the front straight at SAAC 31 took nearly half an hour to set up.



Erin and Dino Garzaniti line up on the front straight at VIR with 30+ original Cobras at SAAC 31

This year, there were only about half that many original Cobras in attendance.



SAAC 36 Cobras line up in a shady field outside the pits at VIR (Dianna Duffee photo)

The Cobra owners made the most of, though, as they arranged an 800 mile pre-convention drive that took them through the lush countryside, including a ride along the infamous “Tail of the Dragon” (eleven miles of twisty/curvy highway along US 129 near Deals Gap, NC) on their way to the Convention. About fifteen original Cobras took part in the cruise. There were several original Cobras in attendance at SAAC 36 that had not been seen at a National Convention before. Among them was CSX 3184, just out of a beautiful multi-year restoration,



CSX3184 – recently completed a multi-year restoration, and looking like brand new.

and CSX2285 that had been acquired only six months before the Convention. The new owner said he was a friend of the family of the previous owner, who had passed away in 2000. Although he pleaded with the owner's widow to sell him the car, she just wasn't ready to sell, and instead sent the car off to the Owl's Head Museum to be put on display. After nearly a dozen years in the Museum, she finally called and said

she was ready to sell. Good thing, as the new owner had already had an image of the car tattooed on his back a few years ago.



CSX2285 – after cajoling for a dozen years, the widow finally gives the car up

SAAC 36 (Continued)

(Continued from page 10)

Fran Kress always comes to the Convention with some rare and unusual stuff, and this year was no exception. Parked next to Fran's parts display was an impressive array of Ford GT Mark IV recreations. Word is the cars are so authentic that they will be given continuation VIN numbers.



Ford GT Mark IV continuation cars

There was even an example of the "Breadwagon", the very unusual flat-roofed Ford GT model that preceded the imminently successful Ford GT Mk IV. There were only two "Breadwagons" completed in the day, the first one set the fastest time in LeMans time trials in March, 1966 (it did not compete in the LeMans classic – it was decided to use the more thoroughly tested Mark II's until further development testing could be completed).. The second one was built with an experimental automatic transmission, and tragically claimed the life of Ken Miles in a testing session at Riverside Raceway in California in August, 1966. Scuttlebutt I overheard at the Convention was that six of the Mark IV models will be built, with asking prices in the range of three-quarters of a million dollars each, and that only ONE will be built with the "Breadwagon" body shell. The builder is said to have destroyed his mold for the "Breadwagon" to insure its exclusivity.

The swap meet at SAAC 36 seemed to be significantly smaller than in past years. Only a handful of vendors were there with spare parts



J-19 continuation version of the Breadwagon



The flat roof that earned it the name nicknames **Breadwagon** and **Breadvan**

and trinkets. Pete Geisler from Orlando Mustang was there, with everything you could imagine for your Shelby car, including a full-size wall-hanging art of a 427 Cobra nose, and a '68 Shelby nose. Next to his display, Pete had a very nice '65 GT350 for sale. Fran Kress was there with his usual assortment of Webers, T-shirts, and hard-to-find Cobra and GT40 accessories. Brant Halderman from Virginia Mustang was there with a wide assortment of Shelby goodies. And, of course, Tony Branda was there with a truck-load of goodies. Sean from "Street or Track" was there with a display and his rolling test lab (a Black '66 Mustang coupe) that he exercised thoroughly out on the track.

For the "big-rig" displays you had Shelby Automobiles and the affable Gary Patterson demo'ing the new GT350 in track, Legendary Motor-



Shaun from Street or Track testing out his products

cars with an impressive display of original Shelybs and Cobras, and Superformance with a huge display of replica GT40s and Cobras. The recently completed 289 FIA Cobra replica that SPF has introduced was absolutely stunning and highly detailed. Joe Stafford from Panel Craft <http://panel-craft.com/> also had a display, with an amazing scratch built alloy 289 FIA body.

Even though there were three clubs competing for track time at SAAC 36, it seemed like most everyone had an opportunity to get as much

(Continued on page 12)



Scratch-built 289 FIA alloy body by Panel Craft, LLC

SAAC 36 (Continued)

(Continued from page 11)

track time as they liked. With the 4.1 mile course, even the lunch-time parade laps seemed to go well, and participants were able to stretch the legs of their rides on the track, as compared to last time at VIR, when the parade laps looked more like a parking lot exercise.

Friday evening was the barbecue meet and greet at "The Gallery", a huge meeting hall on the track property. A display of original Shelybys, Cobras, and continuation Ford GT Mark IVs provide lots of eye candy while participants talked to the SAAC Registrars and former Shelby American drivers and employees. Among the SAI celebrities were Pete Brock, Lew Spencer, Chuck Cantwell, and Tom Yeager. At Saturday evening's banquet, Ron Richards and Rick Kopec followed an "interview" format similar to what they did at SAAC 35 last year. Ron interviewed Tom Yeager about his early days with SA, racing the first GT350 "R" model, and Rick interviewed Lew Spencer about his racing days with SA. The featured speaker at the Convention Banquet was Peter Brock, and Pete, being the creative guy that he is, didn't fail to impress by revealing a revolutionary concept for a



Shelbys and Cobras on display in "The Gallery" at VIR

lightweight engine comprised of modular two cylinder "V" blocks cast out of aluminum. His extremely lightweight design made precious little horsepower compared to what we are used to, but he went on to explain that, with the exceptionally low piston speed of his design, many parts of the engine could be built to much lighter specs than traditionally done. With his modular design, he showed how 1, 2, or 3 sections could be bolted together to make a 350 cubic inch engine so light that he could hold it up above his head with one hand. With the low-rev characteristics he described, he said ancillary components, such as valve springs, could be as light duty as something similar to a ball-point pen spring. His design was conceived for lightweight aircraft, but, as it develops, it might lead to some incredibly lightweight race cars, too.

A bunch of SAAC-MCR members are part of a nucleus of enthusiasts that help to keep a National SAAC Convention going. Of course you had John and Trish Guyer working the Concours and taking hundreds of photographs; Ken Costella was there registering entrants and setting up the Vintage Race; Darius Rudis was busy providing

classroom instruction and on-track driving tips to SCMC and SVT participants; Craig Shefferly and I wandered about helping out wherever we could. Steve White and Mike Nyberg were both in attendance, exercising their SN95 Mustangs. Rick Nash and Jeff Nichols were there with another award-winning restoration (Rick's '67 GT350 won a Gold in Concours Div. II).

The grand finale for the event was the Vintage Race on Sunday afternoon, that saw a pair of SPF GT40 Mark II replicas walk away from a field of Shelybys, Cobras, Mustangs, one Tiger and one Cougar. Dennis Olthoff (Mt. Ulla, NC) won the event in a Red Superformance GT, followed by Jack Lewis (Atlanta, GA) in a Gulf Blue Superformance GT. Curt Vogt (Wallingford, CT) finished third in a GT350. Our own



Rick Nash's award winning 1967 GT350

Ken Costella ran into engine problems during practice, and did not start in the Vintage Race.

After doing this for nearly forty years, it's pretty difficult to come up with anything new, but, even though SAAC 36 was a little smaller, it was still great to see all of the cars and met up with fellow enthusiasts. See you there next year at SAAC 37, wherever it may be.

Right: Ken Costella brought two early GT350s; the show '66 in the foreground is headed to Australia, the number 45 '65 GT350 in the background was going run in the Vintage Race, but oil-pressure problems sidelined the car during practice.



Legendary Motorcars display with Bob Dockery's "R" Model (5R 100), Cooper Monaco King Cobra, and beautiful stock street model 427 Cobra (CSX3136)

SAAC 36 (Continued)



The armada of "R" models and Trans-Am Mustangs from Cobra Performance



Dick Smith's S/C Cobra (CSX3035) was there. Last time at VIR, Dick was here with us, running full bore down the track.

Dick was always a fierce competitor, and is sorely missed.



Lorne Leibel's 427 Comp Cobra, CSX 3011, won a Gold in Concours Div. II (in spite of having reproduction headlight bezels that didn't even match one another)



Shades of yesteryear – Bob Dockery's OTHER "R" Model, 5R 105, on an open trailer behind a period-correct 60's Ford service truck



The first lap of the Vintage Race – this is how they started, and how they finished; SPF Mk II GT, SPF MK II GT, Cobra Automotive GT350



Dennis Olthoff in the winning SPF Mk II GT



Lorne Leibel in his 289 Cobra tried to keep up, but couldn't overtake the leaders. He finished 5th.



Curt Vogt pours on the steam, but couldn't reel in the BB GT replicas

The VIR Experience

Text by Mike Nyberg and Photos by Mike Nyberg & Cathy White

I attended the 2011 SVT Superfest/SAAC 36 at the Virginia International Raceway (VIR), Danville Virginia on May 27, 28 and 29. It was the first time I attended an open track event outside Michigan. It requires much more preparation to attend an open track event over 700 miles from home. I needed help and advice from many members of SAAC-MCR. I could not have attended without their help!

I rented a flatbed car hauler from a club member that had electric brakes, torsion bars to distribute weight and an anti-sway bar. I had to wire my 2003 3.0L Ranger for controlling the trailer electric brakes. Since the Ranger was somewhat under powered, I got a route that minimized the steep hills in the last 100 miles of the trip to VIR from Jeff Burgy, another member of SAAC-MCR.

I mentioned I was going to a three day open track event in Virginia to a high school friend, Lysle Basinger, and he wondered if he could come along. It is a good thing he did. The route to get to VIR is not simple and Lysle has a state of the art cell phone and portable GPS. He helped with all the loading and unloading tasks and repairs to the trailer. He helped make the whole experience more enjoyable.

We arrived at VIR on Thursday afternoon the day before the three day event. Darius Rudis guided us through the Tech Inspection. Darius then lead us to the best place to park in the paddock so we were close to the food, bathrooms, driver's meetings and entry to the track.

I started the open track event in a group two levels above novice. The Grand West Course at VIR combines two road courses and is 4.1 miles long with 33 turns. I quickly realized I was in over my head. My instructor after my first nervous session suggested I go out with him as a passenger in his modified Corvette to learn the track. The experience was similar to what I imagine it is like landing a jet fighter on an aircraft carrier. It was helpful, but I decided to drop down one level to reduce the stress level created by trying to keep up with more experienced drivers.

The open track experience in the new run group was more fun. I actually got to lap some of the cars in the run group. Each session got to be a little faster as I gained experience.

Friday evening we attended a "Meet and Greet" social event at a very large barn like building on the VIR campus. We had a picnic style dinner. The building had several early Shelby Mustangs and a few GT40's on display. Attendees could eat their dinner in the building adjacent to the cars and the overflow eat outside. The conversation at dinner was interesting and humorous.

We attended the SCMC/SVTOA Banquet on Saturday night in a ban-

(Continued on page 15)



Jeff Chapp next to his Blue 2011 Shelby GT500 . He joined SAAC-MCR shortly before his experience at VIR.



Darius Rudis thought he locked his keys in the trailer. He is using an air grinder to remove the padlock.



Left to Right: Ken Costella and his son Chris next to Ken's 1965 Shelby GT350 race car. Chris drove Ken's 1965 Shelby GT350 competition car for the first time, Ken was a little nervous.

The VIR Experience (Continued)

(Continued from page 14)

quiet room adjacent to the paddock. We were hungry after a full day of open track. The buffet was excellent. After dinner a young female film director talked about a film she is working on titled *Demon on Wheels*. It is an 80 minute documentary film about an iconic American automobile (1968 Mustang) and a Vietnam veteran and his friends who re-store the car. It is more about the veteran's "restoration" during the car rebuilding process. She showed us 15 minutes of the film and it looked interesting.

Lee Holman was the featured speaker at the banquet. He is the son of John Holman of Holman Moody fame. He spoke about how Holman Moody were very successful in building Ford race cars that won. They pioneered many innovations. Their innovations include fuel cells, full-floater rear axle, on-board fire systems, quick change disk brakes, square tube frames, tube shocks. The 1966 Holman Moody Ford Fairlane was the basis for NASCAR racecars until NASCAR redesigned their car as the Car of Tomorrow. His talk was very interesting and at time humorous.

By Sunday forenoon I realized I was tired and had had enough fun. I was not hurt and my car was in the same condition I brought it. Therefore, I decided to pack up and leave for home. We decided to take the shorter mountainous route home with steep grades and hair pin curves. The 3.0L Ranger would not handle that route with the Mustang loaded on the trailer. Lysle drove the truck with the attached trailer empty and I drove the Mustang for the first 100 miles. Once we were past the worst grades and turns we loaded the Mustang on the trailer and headed home. We relived many of the VIR experiences during the trip home.

I am looking forward to next year's event and hope my high school friend can go with me again.



Lee Holman next to the Holman Moody '63 Galaxie driven by Fred Lorenzen, Fireball Roberts and Junior Johnson. The car was set up for Darlington, only turned left and lower on the left side than the right. He repossessed the car from a museum, where it had been displayed for 40 years, they were not happy.



Left to Right: Shaun Burgess and his father Robert. Robert flew in from England to participate in the VIR experience. Shaun and his dad shared Shaun's 1966 Mustang for open track sessions.



Trish Judson and John Guyer were smart. They had a golf cart to travel around the large VIR campus.



A very appropriate picture of Steve White at VIR. Steve works for Bosch. His 1996 Mustang Cobra has number 96 on the side window and the windshield has a white "SAAC-MCR.COM" banner. Steve spent a lot of effort to get windshield banners for club members attending the event.

SAAC-MCR Show 36

by Mike Nyberg and Steve White

The premier SAAC-MCR event, Show 36, was held June 12, 2011 at Ford World Headquarters in Dearborn, Michigan. Jim and Wendy Binder did a magnificent job of organizing the event. They coordinated an enormous amount of work before the event. Their leadership, the day of the event, made the car show run smoothly with the help of 30 plus volunteers.

Last year SAAC-MCR President, Steve White promised that this year's Show & GO 36 would be blessed with excellent weather. The promise was fulfilled.

There were many fine examples of both early and late model Ford powered cars at the show. Cars ranging in vintage from 1924-2012 participated. One display had a Model T powered race car next to a Ford GT. Five Ford GT's showed up together and parked in at the opposite end of the show lot. More late model Shelybs were present than vintage Shelybs. Each year, the late model Mustangs are becoming a bigger portion of the car show.

Every year several Ford product car clubs are invited to participate in the show. This year the Fairlane Club of America had the largest number of participants and was the first winners of the SAAC-MCR Best Club Participation traveling trophy.

Car Show entrants could participate in one of 60 categories for First Place and Class Awards. 205 cars entered the popular vote for the awards in 50 different categories. 51 First Place and 60 Class Awards were presented to the recipients in each category. Judges determined the seven Best of Show awards. Progressive sized Shelby and Cobra die casts were awarded in the first ever Kids Coloring Contest.

The swap meet area, located between the Car Show lot and the Ford World Headquarters building, attracted sellers and buyers. It is always interesting to see what is available at the right price.

While no weather promises were made for next year's Show & Go 37, all expect it will be another fantastic and ever improving event.

Class No	Class Description	1st Place Car No. / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
1	Shelby Cobra	125 Dave & Lori Wathen	Highland Green '64 Cobra		
2	'65 Shelby GT350	188 Jim Farley	White w/blue stripes GT350		
3	'66 Shelby GT350	NN Kathleen Betki	Black w/gold stripes GT350H		
4	'67 Shelby - All Cpe	205 Roger Neirynek	Nightmist Blue GT500	196 Bryan Henrickson	Brittney Blue GT500
				167 Brian Kaltz	White GT500
5	'68 Shelby - All Cpe	159 Mike & Sheila Lauer	Lime Gold	290 Josh Mancha	White GT500KR
				178 Mark Kulwik	Gold w/white stripes GT350
7	'66-68 Shelby Convertible	170 Mike Riemenschneider	Blue/white '68 GT500KR	197 Randy Burns	Acapulco Blue GT350
8	'69-70 Shelby Convertible	239 Rob Smith	Red GT500	199 Kurt Fredrickson	Maroon GT500
9	2006 to Present Shelby Mustang	274 Jim Parker	Red convertible '08 GT500 Super Snake	127 Michael Cameron	White w/blue stripes '09 GT500SE
				134 Joe Holland	Red '10 GT500
10	Cobras 4000, 7000, 8000	189 Jim Farley	Blue 427		
11	All Boss Mustangs	135 Michael Andrews	Grabber Blue '70 Boss 302	269 Mike Sudek	Grabber Blue '70 Boss 302
				222 Mark Storm	Grabber Orange '70 Boss 302



SAAC-MCR Show 36 (Continued)

Class No	Class Description	1st Place Car No. / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
12	SVO, McLaren, Saleen, Roush	182 John Cornwell	Yellow convertible '05 Roush	121 Charles Kidwell	Red '88 Saleen
				252 Jeremy White	White convertible '85 ASC McLaren Capri
13	64.5 - 66 Mustang F'Back & Coupe	138 Bert Kovacs	Black '66 fastback	147 Robert Craig	
				153 Rob Bakula	Raven Black '65 fastback
14	64.5 - 66 Mustang Convertible	256 Ray Bischoff	Nighmist blue '66		
15	67-68 Mustang F'Back & Coupe	179 Stan & Ruth Bentley	Tahoe turquoise '68 coupe	227 Ron Zeolla	Red '67 fastback
				204 Frank Stasa	Red '67 GTA fastback
16	67-68 Mustang Conv	201 Quentin Levitte	Yellow '67	195 Jeff Gniewek	Lime gold '68
17	69-70 Mustang F'Back & Coupe	271 Vito Campanaro	Black '69 Mach 1	174 Ken Janus	Black cherry '69 Mach 1
				248 John Holmes	Calypso Coral '69 Mach 1
20	74-78 Mustang II & 71-77 Capri	241 Dale Rabe	Silver w/red '77 Must. II King Cobra		
21	79-86 Mustang / Capri Coupe	278 James Maynor	Pewter/black '79 Indy Pace Car	139 David Nuechterlein	White w/red '85 Det. GPIV pace car
23	87-93 Mustang Coupe	226 John Mazzara	Red '91 GT	106 Mike Pikelis	White '89 LX
				160 Michael Updike	Vibrant Red '93 Cobra
24	87-93 Mustang Convertible	168 David Stinson	Vibrant Red '92 GT	225 Paul Mazzara	Blue '88 GT
				265 Andrew Enot	Red w/white stripes '93 SAAC Mk.II
25	94-98 Mustang Coupe	119 Alan Space	Bright Blue '95 GT		
26	94-98 Mustang Convertible	238 Arnie Meissner	Lazer Red '94	131 John&Lelian Grabowski	Chrome Yellow '98 Cobra
				251 James White	Black '95 Removable hardtop
27	99-04 Mustang Coupe	243 Ray Fender	Red '04 Mach 1	111 John & Edna Splan	Competition orange '04 Cobra
				158 Rob Horner	Orange '04 Mach 1
28	99-04 Mustang Convertible	231 Randy Wenzel	Red/black '99 Cobra	291 Lee Matas	Black '03 Cobra

SAAC-MCR Show 36

(Continues)

Class No	Class Description	1st Place Car No. / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
29	2005 to Present Mustang	176 Mike Rey	Silver '05 GT coupe	129 Mike Pellegrini	Dark red '08 GT/CS
				232 Chris Tomkow	Red/white '12 Boss 302
30	Pre-1932 Car & Truck	122 Mike Brady	Black '25 Model T roadster		
32	49 - 78 Ford / Edsel Mercury / Lincoln	230 Alan Cox	Green '53 Ranch Wagon	212 Ken & Judy Smith	White '63 Marauder
33	79 - Present Ford / Edsel Merc / Linc	124 David Popovich	Black '03 Marauder	101 Joe Kleynenberg	Black '03 Crown Vic sport
				181 Armond Leal	Black '03 Marauder
34	All Galaxie Hardtop	235 Jay & Linda Williams	Black '64 Galaxie R-code	194 Bill Mooney	Lt. Blue '63.5 Galaxie 500
		245 John Oberg	Pearl white '59 Club sedan		
35	All Galaxie Convert	173 Tomm Hopkins	Black & Cinamon '62	219 Adrian Clements	Dark moss green '67
				277 Terrance Constas	Black '62 Sunliner
36	All Galaxie "Others"	220 Adrian Clements	Gold Station Wagon '66 428 4-speed		
37	70 to Present - Small Car	217 Richard Mengel	Red '71 Maverick	140 Don Cheek	Blue/white '72 Maverick
				185 Anthony Simpson	Maroon '71 Maverick
38	60-70 Falcon	143 Alan Aniol	Red '64 hardtop	207 Jack Longfellow	Black '64 Futura convertible
				192 Marvin Miller	Yellow '64
39	ALL Ranchero	169 Al Potts	Red '60	203 Robert Cordrey	Black '66
40	62-65 Fairlane / Comet / Meteor	233 Richard & Carol Martin	Red '65 Fairlane Sports Coupe	287 Jeffery Kowal	Red/white '63 Fairlane 500
				286 Jeffery Kowal	White '65 Fairlane 500
41	66 - 67 Fairlane / Comet / Meteor	137 Eric Miller	Red '66 Fairlane GTA	280 Charles Dochenetz	Red '66 Fairlane
				130 James Phillips	White '66 Fairlane GTA
42	68 - 71 Torino Montego / Fairlane	105 Larry Slevin	Black '69 Fairlane Cobra	218 Rocco Panthalena	Red '70 Torino
				164 Butch McKing	Red '69 Cyclone

SAAC-MCR Show 36

(Continued)

Class No	Class Description	1st Place Car No. / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
43	72 - 76 Torino / Montego	242 Randall Aller	Lt. Blue 72 Gran Torino	177 Steve Randazzo	Red/white 75 Gran Torino
44	67-73 Cougar	249 John Manning	Calypso Coral 68 Cougar XR7-G	161 Dan Burrows	Red 70 Cougar
47	74-98 T'Bird Cougar	262 Tom Milligan	Red 88 T'bird turbo coupe		
48	02 to present Thunderbird	255 Sheila Wahl	Mtn. Shadow Grey 03		
49	48 to present Truck	209 John Maffucci	Tungsten 55 F100	107 Don Raupp	Red 53 F100
50	All 4x4 Truck	104 Dale Zilka	Green 77 F150 Ranger	128 Michael Cameron	Dk. Blue Pearl Metallic 11 F250 SD Crew
				247 Mike Davis	Silver/black 79 Bronco XLT
				293 Tyler Kellerman	Blue 79 F250
54	All Replica and Kit Cobra	272 Mike Wilson	White w/blue stripes 65 GT350 tribute	190 David Wagner	Blue 63 289 Cobra
				180 Dean Paquete	Blue w/white stripes 06 FFR roadster
55	All Special Interest	152 Mike Patterson	Blue 92 Mustang SSP		
56	GT, GT40, Pantera and Mangusta	228 Tom Haner	Yellow 71 Pantera	276 Rich Brooks	White 05 Ford GT
				261 Keith Batko	White 05 Ford GT
57	Tiger and Griffith	224 Rick Lara	British Racign Green 64 Tiger	103 John Logan	Red 66 Tiger
58	Street Rods	184 Gerald Moore	Burgandy 48 coupe		
59	All Pro-Street Car & Truck	136 Ed Vusick	Gabber Blue 69 Mustang w/blower		
60	Race Cars	215 Greg Lamay	Wimbeldon White 64 Thunderbolt	126 Rick Lindor	Red 24 Indy Race Car

Kids Coloring Contest

Place	Future Car Enthusiast	Age	Prize (diecasts)	Prize Sponsor
1st Place	Riley	7	1/24 '66 GT350	Ford Licensing
2nd Place	Jessica	5	1/43 Cobra concept	Ford Licensing
3rd Place	Savanna	6	1/64 '08 GT500 Conv.	Ford Licensing



Riley (7 years old), the winner of the Kid's Coloring Contest, enjoying the car show.

Photo by Paul Fernandes, Riley's father

SAAC-MCR Show 36—Best of Show Winners

Photos by Kay Weaver and Mike Nyberg



Left: Best of Show Shelby: Dave and Lori Wathen's Highland Green CSX2367 '64 Cobra



Right: Best of Show Early Mustang: Rob Bakula's Raven Black '65 2+2 Mustang



Left: Best of Show Engine: Tom Eyre's Redfire '06 Mustnag



Right: Best of Show Fairlane: Eric Miller's Red '66 Fairlane GTA



Right: Best of Show Other Ford Products: John Manning's Calypso Coral '68 Cougar XR7G



Left: Best of Show Late Model Mustang: John and Edna Splan's Competition Orange '04 SVT Cobra



Announcing the 2011 SAAC Equinox Cruise 9/18/11

Rain date 9/25/11

- 9:00 AM** Start with a tour of the Linder Automotive and Railroad Collection in Dearborn Heights.
10:30 AM Finish tour and travel through Dearborn, Northville, the shore of Whitmore Lake and Dexter
1:00 PM Arrive at Cleary's Pub in Chelsea at 113 S. Main St Chelsea
3:00 PM Finish lunch and depart for home .



If you plan to go, send me an E-mail at carmods@aol.com, or call me at 313 565 8810
 John Logan

SAAC-MCR Show 36 (Continued)

Right - L to R: Jim Binder, Eric Miller, Les Rimanochi and Rich Tweedle. Eric and Les received the Best Club Participation trophy on behalf of the Fairlane Club of America. Jim Binder is the SAAC-MCR Program Director and organized the successful Show 36 event. Rich Tweedle is the SAAC-MCR Membership Director.



Left: Panoramic view of SAAC-MCR Show 36 at Ford World Head Quarters.

**Kay Weaver
 Photo**

SAAC-MCR 2011 May Summary Financial Report

by Craig Shefferly

Item Description	May 2011 Only			May 2011 Year to Date			May 2010 Year to Date		
	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
1. Annual Membership	\$40.00			\$1,780.00			\$1,540.00		
A. Newsletter					\$620.94			\$484.97	
B. Hot Line Phone									
C. Club Corp. renewal					\$100.00			\$250.00	
D. Membership Cards									
E. Mailing Newsletters to New Members									
F. Funeral Flowers					\$100.00			\$69.95	
G. Club Insurance		\$756.00			\$756.00			\$1,756.00	
Sub Total	\$40.00	\$756.00	(\$716.00)	\$1,780.00	\$1,576.94	\$203.06	\$1,540.00	\$2,560.92	(\$1,020.92)
2. Monthly Meeting Food		\$200.52			\$798.10	(\$798.10)	\$24.00	\$829.84	(\$805.84)
3. Holiday Party				\$1,200.00	\$2,426.97	(\$1,226.97)	\$1,655.00	\$2,389.23	(\$734.23)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet				\$1,362.00	\$663.99	\$698.01	\$2,067.00	\$639.49	\$1,427.51
B. Show 36	\$195.00			\$195.00	\$507.94	(\$312.94)	\$7,048.00	\$3,208.94	\$3,839.06
C. Go 36					\$206.81	(\$206.81)			
D. Labor Day Classic									
E. Harvest Happening									
F. Woodward pre-cruise									
6. Club Jackets	\$60.00			\$120.00		\$120.00	\$120.00		\$120.00
7. Club Pins & Patches				\$56.00	\$100.00	(\$44.00)	\$35.00		\$35.00
8. Club Golf Shirts				\$30.00	\$334.00	(\$304.00)	\$150.00		\$150.00
9. T-shirts Shirts				\$75.00		\$75.00	\$538.00	\$429.64	\$108.36
10. '10 Trailer Replacem't Items/'09 Reorg				\$0.00	\$400.00	(\$400.00)		\$1,337.76	(\$1,337.76)
11. Chili Party Prize					\$37.34	(\$37.34)			
12. '10 Sound System/'09 Tables								\$495.06	(\$495.06)
13. Office Supplies					\$121.73	(\$121.73)			
14. Mustang Book /ck'ing credit				\$60.00	\$192.57	(\$132.57)		\$40.00	(\$40.00)
15. Calendars-Cobra				\$264.00	\$0.00	\$264.00			
Totals	\$295.00	\$956.52	(\$661.52)	\$5,142.00	\$7,366.39	(\$2,224.39)	\$13,177.00	\$11,930.88	\$1,246.12
Beginning Cash on Hand			\$7,217.09			\$8,779.96			\$8,806.88
Ending Cash on Hand			\$6,555.57			\$6,555.57			\$10,053.00
		CK.Book	6,535.57						

Notice: The Brief History of Ford Automatic Transmissions Part 3
will be published the next issue of Shelby Life

SAAC-MCR Abridged Meeting Minutes

By Cathy White and Kurt Fredrickson

April 2011 Meeting Minutes: Mtg. called to order @ 8:00PM. Total number of attendees: 42

Welcome & Recognition of new faces: -Butch Sharples -Larry, 2002 Miata -Brian and Chris Kulwik (Mark's sons) -Phil Smith -Jerry Mudione

Financial Report: \$8,222.00

Editors Report: Latest issue has been mailed – Thanks for all articles

Membership Report: @95 members

Club Library: n/a

National News and Insider Info: -SAAC cruise to Caribbean – dozen couples attended

-65-66-67 Registry - \$225.00 -National newsletters – book of the four quarterly issues free w/annual registration

Competition Report: -June 13th official date for Waterford -National Convention in May at VIR – caravanning possibilities -July 30-31 is having vintage races (not as big as Meadowbrook used to be)

Show / Event Report: -Chili challenge in March, 2nd place to Wendy Binder/receiving 5.0 Alarm Mustang sauce -@ \$1,200.00 at Gorno Ford/light on people turn out -Bill Holbrook guest speaker for May mtg. – 60's Torino Talladega development -Show 'n Go/8-9 pre-registrations, volunteer signup sheet, coloring contest from Mustang coloring book

-April 30th breakfast to John Yarema's/cruise to Will's Museum in Marysville/lunch at St. Clair Inn -Indiana Spring Fling/May 21-23 -Some members attended talk on Physics of NASCAR at Lawrence Tech

Advertising Report: -Cruise News/1/2 page ad for Show 'n Go -Mustang and Ford Magazines

Tech Exchange: -2001 Mazda Tribute has problems with starter hanging up, stays in ON position – may need a new ignition switch & have locksmith rekey tumbler to have door keys & ignition the same.

New Vehicle Report: -Gibson Nichols wife 2008 Shelby GT350/15,000 miles/Vista Blue

-Jeff Burgoyne/2002 T-bird/12,000 miles (for Claudia) -John Yarema's friend bought a Ford Ranger pickup for \$5 -John Logan new Explorer/dark blue

Club Website Report: Waiting for conversation with Dean.

Swap 'n Sell: Rich Tweedle will send out list.

President's Report: Bill Holbrook to be guest speaker at next meeting.

May, 2011 Meeting Minutes: Mtg. called to order @ 8:00PM. Total number of attendees: 34

Welcome & Recognition of new faces: None

Financial Report: \$7,200.00

Editors Report: List of proposed articles-need volunteers for articles for upcoming events

Membership Report: 106 members

Club Library: No additions – Craig Shefferly to donate DVD recorder

National News and Insider Info: -SAAC 36 May 27, 28, 29 at VIR -Windshield banners – SAAC-MCR.COM - \$30-\$40 a banner (for letters only – 4" decal)

Competition Report: -K&K Insurance – pick and choose the package-cut cost in half from \$1500 to \$756, includes trailer and medical beyond personal insurance. All set for 2011 season. -Long tech lines expected at VIR so get there early

Show / Event Report: -All had a good time at John Yarema's cruise. -Show 'n Go – license from Ford required to be on property -Superperformance – vender – design for plaques contest ends May 11th -Sign volunteer sheet, volunteers should be there by 7:00 a.m.

Advertising Report: -All set for Show 'n Go

Tech Exchange: -Darius Rudis 1999 Ranger – ABS goes off at abrupt stop – kicks off for 10 feet -John Yarema's clutch exploded on way home from cruise

- Jim Binder experienced \$900 paint damage from car wash – how to get the car wash pay damages? -Craig Shefferly fixed oil burning problem on his '67 GT500 – had wrong size piston rings

New Vehicle Report: Darius brother-in-law - Peterbilt 18 speed overdrive - cabover, that Darius can borrow to get to track events!

Club Website Report: n/a

Swap 'n Sell: Rich Tweedle will send out

President's Report: SAAC-36 caravan possibilities for attendees? SAAC-MCR.COM windshield banners in several colors to be available before SAAC-36.

Bill Holbrook was guest speaker

Meeting Minutes: Mtg. called to order @ 8:00PM. Total number of attendees: 37

Welcome & Recognition of new faces: None

Financial Report: Craig says we have \$6500.00 but still have to pay K&K Insurance

Editors Report: Mike reviewed the status of the proposed content for the next newsletter.

Membership Report: Rich thinks we will have more members sign up at Show@Go 36

Club Library: No additions

National News and Insider Info: Jeff talked about SAAC36 at VIR

Competition Report: Darius talked about his track experiences at SAAC 36 at VIR and preparation for SAAC-MCR GO 38 at Waterford Hills.

Show / Event Report: Jim has been driving all over town, lots to doand getting everything set for a GREAT Show 36.

Advertising Report: Mike has placed all the free ads a month ago and is carefully placing paid ads.

Tech Exchange: Phil along with others was helping out members with their car problems and other issues.

New Vehicle Report: Kurt Fredrickson bought his wife a 2004 40th Ann. Mustang Convertible V-6 while in Las Vegas and the car is super clean.

Club Website Report: Dean has been keeping the site fresh.

**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.

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

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



2011 Events Calendar

July

- 29 SCAMP Concours in the Park Car Show, Clarkston, MI
- 30-31 Waterford Hills Vintage Races, Waterford Hills, MI
- 31 Concours of America, St. John's, Plymouth, MI

August

- 7 MOCSEM Mustang Memories All Ford Car Show and Swap Meet—BOSS Reunion, Ford WHQ, Dearborn, MI
- 17 SAAC-MCR Woodward Pre-Cruise
- 20 Woodward Dream Cruise, Pontiac to Ferndale, MI

September

- 4 Labor Day Classic, SAAC-MCR Open Track Event, Waterford Hills Racing Course, Clarkston, MI
- 18 SAAC-MCR Equinox Cruise, Dearborn Heights to Chelsea

October

- 9 Harvest Happening, SAAC-MCR Open Track Event, Waterford Hills Racing Course, Clarkston, MI
- 15 SAAC-MCR Fall Color Tour and Chili Party at John and Trish Guyer's Autodrome, Lake, MI

Steve White's 1996 Mustang Cobra with the SAAC-MCR banner on the windshield and club logo stickers at each end of the banner. They are available from Craig Shefferly. The banners are available in White, Red and Yellow at \$8.00 each. The club logo stickers are available at \$2.00 Each.

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