



Shelby Life

Shelby American Automobile
Club – Motor City Region

Volume 37, Issue 1

January 2012

President's Corner

“2011 Through the Rearview Mirror”

Text by Steve White photo by Rich Tweedle



Rearview mirror photo of some of the cars that participated in the Equinox Cruise.

It's hard to believe, but 2011 has now passed us by. By the time you are reading this, another bitter Michigan winter will have settled in. With that in mind, looking back over all the fabulous events we've had the past year is appropriate.

The year started off with our annual post-Holiday Party to recognize all the members who've worked at our events that helped make the previous year's events a success, along with all members and guests who want to have a unique get-together compared to traditional car events. Last year's event was held in the frigid cold of January at the Automotive Hall of Fame in Dearborn, next to the Henry Ford complex. As tradition with our Holiday Parties, it is a dressy affair, compared to the laid back attire at our car events. This gives everyone the chance to fancy up a bit over the normal jeans and t-shirt mode. The Hall gave us the opportunity to learn more about the many automotive icons that have made automotive history, and to even learn some new facts about those that we thought we knew all about. As is standard with our holiday parties, club videos of past events were shown.

The Holiday Party would not be complete without another fabulous dinner!

On a Saturday in February, we held a tech seminar at Powergrid in Novi, maker of adjustable spherical end sway bar links. These special pieces allow for freedom of movement as the suspension goes through its travel, compared to the resistance of typical "pogo stick" style end links. They also allow some level of preloading of the suspension, to compensate for drivers weight, or to add bias to a vehicles corner weight to assist with handling

on various tracks. Skip Minich explained all the technical details, answered questions, showed us his shop & special projects underway, and gave a history of his past projects including his time at Roush & work on the famous SVT Boss.

Next up in our series of events was our early March swap meet at Gorno Ford in Woodhaven. While we had a decent turnout and profit, the continued downward trend was present. It has been debated for some time the viability and survival of swap meets in the presence of eBay, as all area clubs (and outstate and bigger regional swaps as well) seem to be suffering from fewer sellers, and consequently fewer buyers. We made some advertising tweaks, and this year we plan to make more significant changes in advertising and organizing to see if we can improve upon this direction.

We also snuck in another Winter Chili Challenge at Craig & Bonnie Shefferley's house the week after the swap meet, to stave off the winter blahs. Special prizes of Mustang & 5.0 Alarm hot Sauces were presented to the first and second place winners – John Guyer & Wendy Binder.

April brings the first car-centric event of the season for the club, with the annual East Side

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President's Corner *(Continued)*

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Spring Cruise organized by John Yarema. Starting off with a breakfast and bench racing at John and Sandy's Grosse Pointe Farms home, we embarked on a cruise along the mostly shoreline roads tracing the Lake St. Clair and the St. Clair River to Marysville to visit the Wills St. Claire museum. Wills was one of Henry Ford's first employees & was his Chief engineer who developed vanadium steel, the planetary gear set for the Model T transmission, and surprisingly to most all of us, he was the creator of the Ford script, which lives on today as one of the top most recognized corporate logos in the world! A short cruise from the museum to St. Clair for a stop at the St. Clair Inn overlooking Lake St. Clair. During lunch we watched the early season boaters, which capped off the day.

At our May general meeting, we had Bill Holbrook as our guest speaker. Bill was involved in many of the special vehicles projects in the Experimental Vehicles garage at Ford during the Total Performance years, including the development of the prototype Torino Talladega. We're fortunate by our location to have access to many of those individuals involved in Ford's performance history. We have invited several of them to be guest speakers at our monthly club meetings. It is interesting to see how their paths crossed at points during their careers. Some of them have become club members and has given them a great opportunity to reconnect with old colleagues!

While not a MCR event, Memorial Day weekend brought the SAAC National convention to VIR, and about half a dozen members participated in open track, with another half dozen attending to absorb all the other aspects of the convention. Running three days of open track on the 4.2 mile course in the advanced run group was definitely a high point in the season for me personally that still lingers now. The timing of the convention was not without consequences, as it caused us to shift our traditional date for Show & Go to several weeks later.

Show & Go 36 was in mid-June last year, due to the aforementioned VIR event, as opposed to our traditional Memorial weekend/first weekend in June event. It's hard to say definitively, but the general consensus was this was the reason our attendance was down slightly over past events. We still had a successful event with over 200 cars in the Show, and a breakeven Track event. In order to remind people we are still around, back on track as far as dates, and to also grow the event, we have plans for bigger advertising this year - already in process.

Summertime brings somewhat of a lull for MCR spon-

sored events, as there are so many other events to choose from. However, mid-August heralded our 2nd annual of which has rapidly become one of our most popular events. On the Wednesday prior to the Dream Cruise, we had our own pre-Woodward Dream Cruise gathering at the Autozone book and memorabilia store at 14 Mile & Woodward. We had an even bigger turnout than the first years overflow crowd, with cars filling the spots out front of the store and neighboring stores, with the everyday cars for those of us not able to bring our toy cars taking up station in the back alley, in addition to the jam packed main lot. Many new members and cars showed up, making for a great meet and greet opportunity for members to mingle and learn about each other and their cars. Some newer members were even able to be part of a local TV stations pre-cruise coverage the following Friday morning to talk about their cars, the cruise, and Shelby history!

Fall brings a flood of season ending events. Labor Day weekend brings our 2nd of three open track events of the season at Waterford Hills. Following two weeks later, was the Fall Equinox West Side Cruise organized by John Logan. The Cruise started out at the private collection of Rick Linder in Dearborn Heights. Afterwards, a leisurely drive along mostly Hines Drive and later along countryside roads and lakes, brought us to Chelsea, for a photo op along the old train depot across from Jiffy mills, and then lunch at an Irish Pub.

Our last track event of the year was the Harvest Happening in early October. Unusually fantastic and consistently warm and dry weather for the week leading up to the event and predicted for the few days afterward, insured that there was no chance for bad weather the day of the event, meant the best turnout we've had in years! The big turnout helped make the year a financial success, which it otherwise likely wouldn't have. Another short week away and it was the fall color tour and chili challenge at John & Trish's home at their mid-Michigan Autodrome.

November's general meeting brought another quest speaker in Barry Rabotnik. Barry has worked at Holley, Federal Mogul, and other companies in their performance programs and currently owns his own company, Survival Motorsports. Survival's specialty is killer stealth FE series Ford engines that have shocked many at the Engine Masters engine builders competitions year after year. Barry also has written a book on how to build up a performance FE engine.

And with that, we go WHEW!, another year has sped on by. While we have a solid schedule of annual events, there's always ideas to make the next year's events even better! As you can see, we have a wide range of events to fit a variety of members interests, which I feel is one of our strong suits as a club which we want to continue to exploit. So pull those seat belts tight and get ready for another great year in 2012!!



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 117 Members

New members include: John & Linda Gray and Scott & Lisa Hoag

Harvest Happening Open Track Event

Text and Photos by Mike Nyberg

The weather the entire week prior to the October 9, 2011 SAAC-MCR Harvest Happening open track event at Waterford Hills race Course was excellent, with the weather forecast for the day of the event sunny and in the high 70's, and the forecast for the days following the event clear too, making it a virtual guarantee that even with Michigan's shifting weather patterns the day of the event would be superb. The great weather and the fact it was one of the last opportunities this year for open track, made it a well attended event. Most of the participants pre-registered, and we had a fantastic turnout of 50 people. It was a full house, but everyone got a lot of track time. There was a wide variety of new drivers, ranging from new rookies in brand new cars, to experienced racers with race vehicles.

Several first generation Mustangs were at the event including: Glenn Madison's Black 65K Code Fastback, Rob Borruso's 1969 Black Sportroof, Tim Young's 1968 Red Fastback, Gibson Nichols' 1966 Gray Coupe, Shaun Burgess' 1966 Black Coupe and John Yarema's 1965 Gray Coupe. They were all located at the north of the paved paddock.

John Yarema started technical safety inspection of participant's cars at 8:00 am. He was joined later by Al Small, Mike Pikelis and Greg Cragel who also helped with the technical inspection. Mike Kidd helped apply numbers onto participant's cars. Steve White assisted with later tech arrivals so John could get his car unloaded off the trailer for his runs.

Monika Rudis ran registration, assigning numbers to the vehicles, Darius just made sure they signed waivers. Darius didn't bring his Mustang, as it was out with broken TKO-II transmission. Monika went out with a few drivers in their cars, namely Jim Demmer's 2012 Boss302.

The Driver's meeting was conducted by Darius Rudis under the old oak tree at the north end of the paved paddock. He covered the need to drive safe and have fun. He also reviewed the message each different flag that the corner workers use to send messages to participants on the track. A new feature was to "fly" the run group color flag at paddock exit to hot pit lane, to help communicate to participants which group was on track.

Drivers who had never participated in an open track event were assigned instructors. Shaun Burgess, Steve White, Darius Rudis, Al Small and Mike Nyberg were instructors for the event. Some participants who had experience on other tracks, but had not been on the Waterford Hill Race Course, wisely chose to have instructors go out with them for the first session. The importance of this decision, or lack of it, was born out in one of the early sessions.

We had a few off-track incidents and a radiator fluid spill. Lost a lot of track time before lunch, due to these incidents.

A McDonald's lunch was made available for \$5.00 by Monika Rudis. She took orders and went to McDonalds to pick up the meals. Open track makes you hungry and the two hamburgers with French fries satisfied that hunger.

Many new comers were very pleased with the event, and promised to come back with us in 2012

The harvest Happening was a great opportunity to test our car performance and our driving skills. Many of us now have a list of things improvements we need to make this winter. Make those improvements and be ready for the SAAC-MCR GO 37 open track event, June 4, 2012.



Jim Demmer brought his new 2012 Red BOSS 302. He loves how it performs on the track.



Rob Borruso's 1969 Black Mustang. He was happy with how the 19"X9" wheels performed and provided room for large brake rotors and calipers.



Shaun Burgess' 1966 Black Mustang. He was checking out several of the chassis modifications he made this past winter. See related article on page 10.

Fall Colour Tour and Chili Party

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

Saturday, October 15, 2011: Penny and I headed to Lake, Michigan (about 20 miles northwest of Clare, MI). We left Oxford, MI at noon after the rain had stopped. The wind was coming out of the west and was so strong we lost half a mile per gallon in MPG. The rain and wind had caused the leaves to drop more than previous years. There was fall color, but not as brilliant as in the past.

We arrived at John Guyer's and Trish Judson's home just as the Chili Party was beginning. We joined 5 SAAC-MCR member couples and several of John and Trish's neighbors.

The Chili Party was on the second floor of John and Trish's "Autodrome", built across the road from their home. It is a two story structure that can store 6 cars on the ground floor and host parties on the second floor. The upper floor is completely finished. John installed and finished an oak floor which makes the space have a quality appearance. There was a fire in the fireplace which made it feel cozy.

The Chili Party consisted of a lot of eating and conversation. We started with hors d'oeuvres which included Taco dip, cheese & crackers, veggies and venison roll-ups. After eating too many hors d'oeuvres we began to taste each of the chilies to determine which was the best. Five SAAC-MCR chilies competed against eight chilies concocted by neighbors. We sampled a total of 13 chilies.

Voting for the best chili was performed with "secret ballots". While the votes were being counted we all ate dessert. The dessert table had many items including; a birthday cake, cheese cake with raspberries, cookies and apple pie.

John Guyer announced the winner of the Chili Challenge and it was Penny Nyberg. She was given two hot pads sewn and embroidered by Trish Judson. The hot pads have White with blue stripes 1967

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Trish Judson and John Guyer hosted the Fall Colour Tour destination and Chili Party at their Autodrome near Clare, Michigan.



John Guyer has a collection of SAAC T-shirts from all the national conventions.



Club members Ben and Jann Scheiwe came from Traverse City to attend the Chili Party.



L to R: Penny Nyberg, Bonnie and Craig Shefferly, Steve and Cathy White, Sandy and Rich Tweedle. They were enjoying hors d'oeuvres before the chili tasting event.

Fall Colour Tour (Continued)

(Continued from page 4)

Shelby Mustang on one side and "Chili Champ 2011" embroidered on the other. Penny hates to use the hot pads for fear of staining them.

The Colour Tour and Chili Party was an opportunity to have a relaxing weekend up north and eat too much.

We must give John and Trish a big Thank You. They put a lot of time and effort into making the event enjoyable for everyone.

Winning Chili Recipe

Ingredients:

- 2 pounds ground beef
- 1/2 onion, chopped
- 1 teaspoon ground black pepper
- 1/2 teaspoon garlic salt
- 2 1/2 cups Hunts tomato sauce
- 1 (16 ounce) jar Pace Picante Sauce- Med.
- 4 tablespoons McCormick chili seasoning mix
- 1 (15 ounce) can light red kidney beans
- 1 (15 ounce) can dark red kidney beans

Directions:

1. In a large saucepan over heat, combine the ground beef and the onion and sauté for 10 minutes, or until meat is browned and onion is tender. Drain grease, if desired.
2. Add the ground black pepper, garlic salt, tomato sauce, salsa, chili seasoning mix and kidney beans. Mix well, reduce heat to low and simmer for at least an hour.



John Guyer has the voting results for the Best Chili and is pointing to the pot containing it.



Penny Nyberg wins the Best Chili prize, Shelby GT350 pot holders made by Trish Judson.



Craig Shefferly is always first in line to get dessert and there were plenty of delicious ones available.

Below: This is a view of the Autodrome lower level.



Cars (Left to Right): John and Trish's son's 2010 Blue Shelby GT500 and their 1968 Green Shelby GT500KR Convertible along side their 1967 White Shelby GT350.



L to R: John Guyer and Craig Shefferly inspecting the engine compartment of the 1967 Shelby GT350.

Barry Rabotnick, Renowned Ford FE Engine Builder

*Text by Mike Nyberg and Photos by Mike Nyberg
and the Popular Hot Rodding Website*

Barry Rabotnick was the guest speaker at the SAAC-MCR November 3, 2011 monthly meeting. Barry worked in sales and marketing at Holley Performance for 10 years. Next, he managed the Speed-Pro division of Federal-Mogul for 12 years. During that 22 year career he developed many contacts in the aftermarket performance industry. During this period Barry owned approximately 50 cars, including 10 that were Ford FE powered, many of which he modified and drag raced.

Barry at age 50 was laid off from Federal-Mogul and wondered what he would do to make a living. He had collected a lot of Ford FE parts during the previous 22 years. He decided to start Survival Motorsports, a small business selling FE parts. Prior to leaving Federal-Mogul he had decided to enter the Jegs Engine Master Challenge. He built a serious FE engine and entered the contest in October of 2005. The 505ci engine made over 750 HP on 91 octane gasoline. His friend, SAAC-MCR member Tim Young, was with him when his engine finished 8th out of 50 entries. This achievement as well as others has elevated him to an industry and technical expert that has been quoted in many automotive performance publications. It has also promoted his business; he has now expanded into building Ford FE engines. He is currently building 15 engines for customers consisting of mostly 445 cubic inch 390 based stroker engines, as well as 427 based engines up to 520 cubic inches..

Barry has utilized his performance industry contacts he developed before he went into his own business. He is developing FE engine improvements that had not been considered because the performance enthusiasts had lost interest in the engine. He is developing a market for the FE performance engine and is able to convince suppliers to make performance parts to improve their sales. His development process and success is making the 40 year old Ford FE engine into a "new competitive motor". He specializes in building FE engines that look stock on the outside, but are much stronger inside.

Barry has expanded his business into a 10,000 sq. ft. facility located at 4202 Pioneer Drive, Suite E in Commerce Township, MI 48390 (notice the appropriate last 3 digit of the zip code). He will have a new engine dynamometer cell by the time you read this. He has also ordered all the necessary equipment to bring all engine machining work in-house.

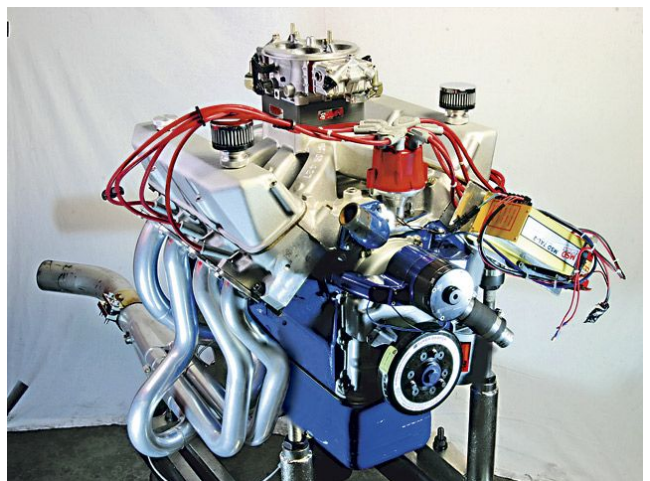
You can check out his website at: survivalmotorsports.com. He can be reached at: (248) 366-3309 shop/fax or his cell phone is (248) 931-0358.

His development process and success is making the 40 year old Ford FE engine into a "new competitive motor".

Barry Rabotnick was the guest speaker at the SAAC-MCR November monthly meeting. He is holding the book he wrote titled: How to Build Max-Performance Ford FE Engines.



Barry proudly stands next to an FE engine he built for the Jegs Engine Master Challenge.



Barry specializes in building FE engines that look stock on the outside, but are much stronger inside.

SAAC-MCR Show 36 Sponsors



Thomson Automotive sponsored the Best of Show Engine Award.

Call 1-248-349-0044 or www.thomsonautomotive.com



National Parts Depot sponsored the Best of Show Early Model Mustang, Best of Show Late Model Mustang AND the Best of Show Truck Awards.

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Superformance sponsored the Best of Show Shelby Award.

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TOTAL PERFORMANCE

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Call 1-586-3710 or www.totalperformanceinc.com



Twenty Five Greater Detroit Area Ford dealers supported SAAC-MCR Show 36.



AutoTrader/Mark Storm supplied 300 copies of the Mustang & Ford AutoTrader Classic, May 2011 Issue.

1-800-548-8889
AutoTraderClassic.com



Pegasus supplied 300 catalogs.

PegasusAutoRacing.com
1-800-688-6946

Meet the Member: Dave Swanson

Text by Mike Pikelis and Photos by Dave Swanson

Dave Swanson will be profiled in this month's "Meet the Member" article. Dave was born in Geneva, IL and lived most of his childhood in Naperville, IL. After he graduated from Augustana College, where he played football and ran track, he moved to the metro Detroit area. His career started on a manufacturing path as a chemical manager at a large OEM, but he found his calling in sales. Dave can talk to anyone, about anything and make it entertaining. He currently sells specialty chemical additives for Munzing North America (mainly antifoam additives) which are used in many products that you may use both in commercial and in consumer products. He is also a multiple "Salesman of the Year" award winner.

Dave lives in Clarkston with his wife Kelly, son Drew (3.5 years) and daughter Madelyn (10 months). With a young family Dave doesn't have much time for himself but he does enjoy as many of the SAAC-MCR events as he can (Monthly meetings, Show 'n' Go, Woodward pre-Cruise, Waterford Track Events). Dave attended the 2009 Show 'n' Go with his Kirkham Cobra and was under the impression that you had to own an original Shelby to be a member of SAAC-MCR. This is a common misconception and after a quick tutorial from Jim Binder, Dave learned that you only had to have the enthusiasm and passion for anything Ford to be a member of SAAC-MCR. Dave has been a member of SAAC-MCR since September 2010.

Dave has always been interested in anything with an engine, from 4 wheel drive Jeeps, dirt-bikes, and snowmobiles have all been in Dave's life. Every year when the snow flies he is up north snowmobiling, and when the snow melts you can find him in the woods on his dirt-bike. But when Dave really wants to drive something exciting he gets behind the wheel of his 289 FIA Kirkham Cobra replica. Dave always wanted a Cobra but, like

(Continued on page 9)



L to R: Kelly, Madelyn, Tim (Dave's brother), Dave and Drew Swanson at the 2011 SCAMP Concours in the Park car show.



Drew Swanson in a Cobra go kart



KMPS-033's Vehicle identification tag



Dave inspecting his car after delivery

Meet the Member *(Continued)*

(Continued from page 8)

most of us, he couldn't afford a real one. He decided to pursue a replica and after researching many different types of replicas Dave decided he wanted a Kirkham. The next problem was a finished Kirkham was still out of Dave's price range. Still determined to get his car Dave kept looking and one day came across a listing on eBay. Dave really wasn't sure how eBay worked but he placed a bid anyhow. The auction was for an unfinished car, just the body, frame, windshield, wiring harness and steering column. After Dave placed his bid he forgot about it and his job took him out of town. While out of town he received a call from one of the Kirkham brothers and they wanted to know when he was going to pay for his car and when was he going to arrange for shipping. Dave was slightly shocked that he won the auction, but enthusiasm for the build project took over and he made the arrangements to have the car shipped to his house. With the help of many friends, a lot of research, patience, and time the car was completed in 2005. Dave's car has some unique features. He wanted it to be as close to an original FIA Cobra as possible. It has a 289 with 48 IDA Webers on top. The Weber intake manifold even has the Shelby name cast into it. The car is also one of 63 Kirkham built that have a transverse mono-leaf suspension. The car is bare aluminum and Dave intends to keep it that way. After completion Dave submitted the car to the Shelby World Registry. If you have a copy of the registry you can look it up, the number is KMPS-033. Dave is constantly refining his car but his biggest joy is taking his son, Drew, for short rides around the neighborhood in it. Once Drew is older I am sure you will see both Dave and Drew at many SAAC-MCR events in his Cobra.

Dave's current dilemma is his Cobra is only a 2 seat vehicle. With a family of 4 it doesn't quite work. His second favorite car is a 65/66 Shelby GT350 Mustang. He has been doing research on building a replica and I wouldn't be surprised if one shows up in his garage in the near future. I think the odds are pretty good now that Dave knows how eBay works.



KMPS-033 Finished



Dave's personalized license plate (The name is compliments of wife Kelly)



L to R: Kelly, Madelyn, Drew and Dave Swanson



Dave and Drew

Early Mustang Chassis Stiffening Project: Part I

Text and Photos by Shaun Burgess

1966 Mustang Chassis Stiffening Project

Objectives:

- Install Convertible inner rockers, seat pan and torque boxes into a 66 coupe.
- Modify roll bar to improve mounting, add additional chassis stiffness yet still be removable for when rear seat passengers are transported.
- Install full containment road race seat for race track duty. This seat needs to be securely mounted yet be removable for when 'comfy' road going seats are used.
- Move battery to trunk. Even though our Powermaster motorcycle battery weighs under 17lbs, moving it will help weight distribution and clean up some wiring in the engine bay.

This modification has been done for many years by road racers and car builders. It is way more involved than installing sub frame connectors but will ultimately provide more stiffness to the chassis. With this system the front end loads are carried down the front frame rail, through the torque box, into the inner/outer rocker and directly to the rear torque box. With conventional subframe connectors the forward ends of the subframe connectors are welded to the flimsy front frame rail extensions which deflect up and down as they are only spot welded to the thin floor. The Julian brothers at sn65.com have an excellent install article and tech on the improved chassis rigidity gained by this method. The neat thing about this method is that by purchasing a convertible carpet and kick panels, all the additional bracing can be covered up to look factory. Only the observant would notice what was under the carpet.

While ideally done on a non-painted car, with care, this can be done to a painted car and was on the pictures below.

Parts needed:

Convertible inner rocker LH	M112LH
Convertible inner rocker RH	M112RH
Convertible seat pan	M132CV
Convertible LH torque box	M114LH
Convertible RH torque box	M114RH
Convertible black carpet	CAR65-CV-BK
Convertible kick panels	C5ZZ-76023445BK

Tools used:

Angle grinder with 1/4" grinding wheels, 1/8" cutting wheels, knotted wire brush
 Air body saw
 1" wide chisel
 Ball peen hammer
 Drill with assortment of bits
 MIG welder

Spot weld cutter

Center punch

Assortment of wrenches, sockets, screwdrivers and miscellaneous tools for removing interior/front suspension etc.

Project Process:

First completely strip the interior by removing the seats and carpet. Next, using a spot weld cutter, remove the seat pans. Remove the front suspension to make the torque box installation easier and to make life easier sliding the convertible inner rocker in and out for fitment.

Using a 1" wide chisel, scrape off the seam sealer around the area where the torque box will install. Then, using a knotted wire wheel on an angle grinder, clean the area back to bare metal. Make sure to wear gloves, hearing protection and a full face shield as dust and debris will fly all over the place!



Left: Next cut a hole in the floor extension for the convertible inner rocker to slide through and a slot for the inner torque box piece to slip through into the interior. Using a spot weld cutter you'll also need to remove the flange that is spot welded to the outer rocker. This will enable the convertible inner rocker to sit flat against the outer rocker.



Left: Next drill a series of 5/16 holes in the floor 1" in from the outer rocker and 1.5" apart. These will be used to plug weld the floor to the underside of the convertible inner rocker. Separated the floor from the outer rocker by cutting along the edge 1/4" in from the outer rocker. Then using a spot weld cutter, remove the floor flange that was spot welded to the inner rocker. This creates a slot for the flange on the new convertible inner rocker to slide into and its flange to protrude beneath the floor.

Chassis Stiffening Project (Continued)

(Continued from page 10)



Left: To fit the convertible inner rocker to the hardtop rear torque box some trimming is required. The rocker on the left side of the picture is as shipped, on the right is the trimmed piece ready for final fitting to the drivers side.

At the **Right** you can see the rear portion of the convertible inner rocker being fitted to the driver's side rear torque box.



Below Clockwise: Cut off the flange on the inner rocker so that the outer torque box won't be pushed away from the outer rocker panel end flange. Close the end up to stop any road crud or water getting in. Next, plug weld the outer torque box to this end plate for added strength.



Right: Drill a series of 5/16 holes approx. 2" apart along the top and bottom flange to get ready for plug welding the inner rocker to the outer. Then paint the areas that would be covered up with weld through primer.



Left: Re-install the inner rocker and clamp it into position via the upper and lower flange and weld it in place.



Right: On this car for some reason the outer rocker forward of the door kicked upward slightly. This was the same on a 65 we had in the shop and confirmed by a few other internet forum members on their cars. We just lined up the inner/outer rocker flush from the front of the door rearward. If the inner rocker protrudes lower than the fender we can always cut off part of the inner rocker lower flange. We were not able to plug weld the inner rocker to the outer along the bottom flange so we plug welded the outer to the inner.



Right: Next plug weld the floor up to the underside of the inner rocker.

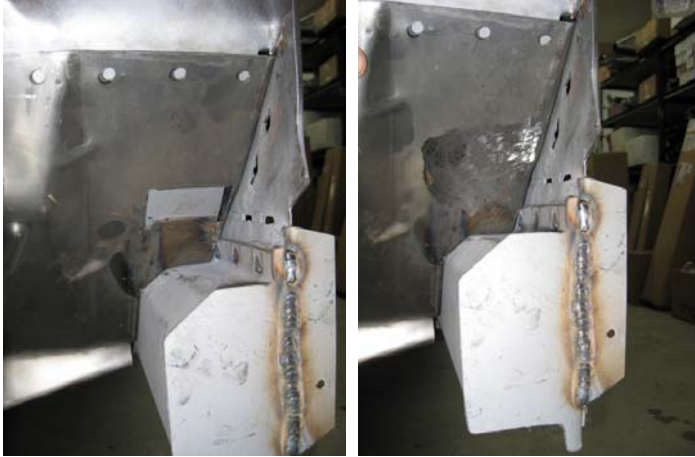


As a small side project and to enable the outer torque box to be plug welded to the frame rail extension we had to straighten out the frame rail extension from years of jack and jack stand abuse. To access the inside of the extension, cut a slot through the floor and used a 2" x 2" block of steel and a 5 lb hammer to straighten out the extension.

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Chassis Stiffening Project (Continued)

(Continued from page 11)



Above Left: Now to fit and install the torque box. To make installation easier, separated the 2 halves of the torque box. You can install them as one piece but its a lot easier in 2 parts. This also gives you the opportunity to paint the inside really well before sealing up the area.

Above Right: The inner portion of the torque box is a little short of contacting the top of the inner rocker, cut out a section, moved it down and patched the hole.



Above : Also, plug welded the floor extension to the torque box in a few areas to stop vibration.

Below Left: Here is the outer portion of the torque box complete with plug weld holes drilled and painted on the inside with weld through primer.

Below Right: The outer portion is installed.



Below: Here you can see the convertible seat pan and Ultrashield Full Containment Road Race VS Halo seat being test fit.



Right : The stock height of the platform was too high for us so it was lowered.



Chassis Stiffening Project (Continued)

(Continued from page 12)



Above: Cut out and flatten the pan out and make a new bend further out. It needs to be wider when mounted lower down.

Right: The downward pointing flange trimmed and fit/welded it to the base.



Right: Took out 1.5".



Left: Pieces like this were made for the sides and ...



Right: ...then plug welded them in from the backside and filled/ground at the front.

Right: Some 1/8" thick, 2" x 2" plates were welded under the seat mounting holes to hopefully prevent tear out if ever the car is in a shunt.

The underside, of the plates and floor underneath were painted and then welded it in. Now for test fitting the seat again.



Right and Below: A pair of Kirkey aluminum seat mounts were ordered and a few extra holes were added to make them some what more adjustable. This provided an inch or two forward/backward/up/down and quite a few degrees of tilt. Set the seat up for what feels good, the extra holes will allow you make adjustments at the track if need be.



Well, how is it I hear you ask? I ran the car at VIR in May 2011 for the SAAC36 event. It rocked! The chassis is much stiffer. I used to be able to feel the chassis flexing during steady state cornering loads, I no longer feel that. It feels much more predictable. The seat also made a huge difference. I cannot stress how important to learning to drive fast (and safety) a good fitting seat is. Ultrashield built this custom for me for a tiny amount of money more than the seat price. I'd say its well worth it!

Several other projects were performed during this process to make the favorable chassis stiffening results stated above. Those projects included shock tower reinforcement and roll bar improvements, which will be the subject of a future article.

2011 Goodwood

Text and Photos by Tom Greene

Ladies and Gentlemen, allow me to (re)introduce to you the absolute BEST vintage race in the world that I have experienced in any way.

As you may recall from past articles, Lord March has a great vision for how the vintage event "Revival of Speed" is to be formatted. The people wear period clothing – that is clothing representative of the 40s 50s or 60s. No vehicle built after 1966 is allowed to participate in the races. No car built after 1966 is allowed in the "up close" car park. No vehicle built after 1966 is allowed in the GRRC (Goodwood Road Racing Club) interior paddock AND it must be significant. The workers are all dressed in uniforms. The displays are relevant to the past history of events held at Goodwood. Most spectators are properly attired and the behavior is respectful for the venue and for each other. There is clearly a sense of belonging that surrounds you when you enter – and this goes with the sense of historic significance – and this goes with the sense of "OMG – LOOK AT THAT". In short, a terrific experience.



Lord March's estate includes a grass airfield from which MANY sorties were flown during WW-II. After the war, the perimeter road around the grass airfield was converted to a racing facility where enthusiasts could race their sports cars. The track uses much of the route of the perimeter road around the airfield that had been used to get fuel and ammunition to the aircraft. It makes a terrific race facility.

The 2011 event was significant in many ways, and from my experiences there, by far the best ever event. When something is TRULY deserving of the hackneyed title of "the best ever" (as opposed to liberally applying this term to that which is simply the next in a series), it requires the convergence of several factors. In addition to the cars, the motorcycles, the planes and the amazing period clothing dress by a VERY large percentage of the participants, there was a celebration of the 75th anniversary of the Spitfire, a celebration of the 100th anniversary of Ford of England AND the celebration of the 50th anniversary of the introduction of the E-type Jaguar AND the



inaugural races of vintage motocross bikes AND a celebration of the career of Juan Manuel Fangio that included two dozen of the cars he raced..... all this was additive to the ambiance that is the Goodwood Revival of Speed.

Vintage racing in England is a bit more competitive than vintage racing in the US and vintage racing at Goodwood in England attracts the very best automobiles (and bikes and airplanes) and the very best drivers, not "just" the owners, but drivers of international renown. A look at the drivers list shows folks who even the casual racing enthusiast recognize – Martin Brundle, Jackie Oliver, Derek Bell, Brian Redmann, Eddie Cheever, Alain de Cadenet, Barrie Williams, Emanuele Pirro, Desiree Wilson, Gerhard Berger, Jochen Mass, Rob Hall, and Tom Christensen and Kenny Brack. The displays, the races and the people combine to create a remarkable experience.

An overview of the trophy groups provides some familiarization with the Goodwood Revival of Speed classes:

Goodwood Trophy: This run group is comprised of both pre-war and post-war cars 1930 to 1950 such as ERA's, Bugattis and Alfa Romeos.

Earl of March Trophy: Formula 3 cars 1948 to 1959. These cars were powered by 500cc motorcycle engines. This was the entry-level class in which 19-year old Sterling Moss won his first race



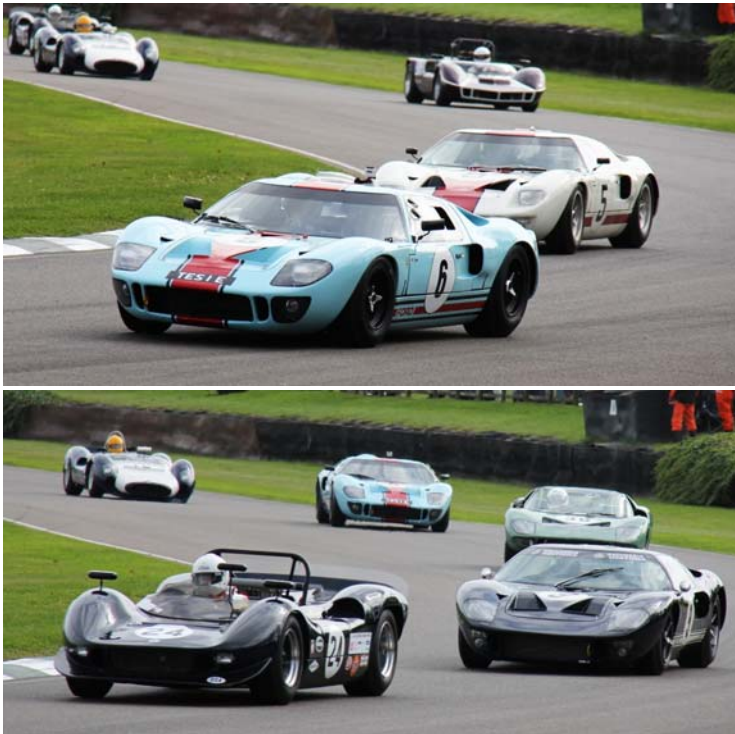
Goodwood *Continued from Page 14*

(Continued from page 14)

Barry Sheene Trophy: This year the motorcycles competing were built between 1962 and 1966 with 350 or 500cc engines. In this class, owners partner with pro riders who each ride ½ of two 45 minute race segments held on two different days, with the aggregate time totaled to determine the winner.

St. Mary's Trophy: Racing "saloons" (in American parlance, these are sedans) raced between 1960 and 1966. This class has the largest disparity in engine displacement from 1275cc thru 427 cubic inch. Watching the minis compete against 427 Galaxies offers a study in contrasts unequalled in other trophy groups. This race also is a two-race, two-day format, two-driver format.

The Whitsun Trophy: Prototype Sports Racing cars 1963 thru 1966. This is clearly a very fast trophy group and features Ford GT40s, Lola Chevs, Maseratis and Ferraris.



Fordwater Trophy: In honor of the 50th anniversary of the E-Type Jaguar, this year this group was comprised exclusively of Jaguars built 1961 thru 1966

Chichester Cup: Rear-Engine Formula Junior; Brabham, Lotus and Cooper 1.1L cars raced between 1960 and 1963

Freddie March Trophy: 1952-1955 Aston-Martin, Alfa and Maserati sports cars as those raced in the 9-hour Goodwood Enduro races

Madgwick Cup: Under 3.0L Sports-Racing cars as raced between 1960 and 1966.

Richmond Trophy: Front-engine Grand Prix cars raced 1950 – 1960 including the Maserati 250F, Aston Martin DB3s and BRMs

Royal Automobile Club (RAC) Tourist Trophy (TT): Closed cockpit GT cars raced from 1960-1964. This race was "The Race" comprised of a gaggle of Cobras, Ferrari 250s, Maseratis, Aston Martins, and the one Cobra Daytona Coupe.

Glover Trophy: 1.5L Grand Prix cars raced between 1961 and 1966. This is the race that Charlie refers to as same as watching the movie Grand Prix, but without James Garner.

Sussex Trophy: World Championship and Production Sports cars as raced 1955 to 1960.

Motocross: This is not a trophy group that raced on the track as the very nature of the motocrossers is that they race on the dirt. This was the inaugural event for the motocross group and they created a motocross track behind Lavant turn (and conveniently just behind the food and beer facilities and the loos). There were both motocrossers on Triumphs, BSAs and Nortons and rider pairs on side-car bikes.

When I was first riding motorcycles and doing scrambles near Rolla, MO, I had a Honda, and a friend with a Hodaka. We had heard about the bikes being scrambled in England. The hot setup was something called a Rickman Metisse, I hadn't associated the motorcycles with the genesis of the term, only that the Rickman Metisse was dominating scrambles in England. I now have the history – there are two brothers who modified the chassis on motorcycles to make them more competitive on the dirt scrambles tracks. The two creators are the Rickman brothers and their modifications became mandatory equipment if you wanted to win a scrambles (aka, Motocross in the US) race. These guys were THERE, and were riding their bikes on both the scrambles track, and during the demonstration on the Goodwood course they rode side-by-side with their bikes. It was modern history on display



directly in front of us

In many instances, the people motocrossing were the same as those who raced them in the 50s and 60s. One rider won his first championship in 1958 and he was there racing this

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Goodwood *Continued from page 15*



weekend, pulling wheelies and going VERY fast on the motocross track. I have captured his picture and he doesn't look or act 76 years old. I had the pleasure of talking to a 7-time British champion Gary



Withers [Gary] side car scrambler and his wife as they stood next to us at Lavant turn. When I asked if he was the bike rider or the side-car rider, his response was that he was the side car rider and had the scars and broken bones to prove it.



A look at the riding style of the side car riders shows how easily "body damage" can happen. The guys riding the sidecars are those who get my vote for being "wound a bit loose". I thoroughly enjoyed both the racing and the people who raced the bikes. We had unprecedented access to the bikes and the riders as their paddock was completely open to spectators and the riders were particularly anxious to tell us about their past exploits and their refurbished and very competitive machines.

The Centenary for Ford of Britain: As we celebrated the 100th anniversary of Ford Motor Company in the US in 2003 (the one at which my car was parked on the podium at the entrance), I had not considered there would be a celebration of the centenary of Ford of Britain. Lord March arranged for a fitting display of significant Ford products ranging from a Model T once raced by Henry Ford, a very unique 4wd tractor, and dozens of samples of street cars and race cars up through 1966. It was well done and I certainly enjoyed it.

The tribute to Juan Manuel Fangio included 24 cars, some of which were shipped in from his native Balcarce, Argentina, including the 1939 Chevy Coupe in which he won the race through the Andes – Buenos Aires to Lima and back – road race. This was well before he won his first of 5 F1 world championships.



The additional displays and parades of significant vehicles simply added to the enjoyment of the revival of speed. It was the races which drew us to Goodwood in the first place. England has terrific vintage races, and we all have heard that England also has a reputation for rain. The Revival of Speed combined amazing races in the rain in and in the sun with some terrific food, pints people and displays.

One of my favorite races of the weekend: the Royal Automobile Club Tourist Trophy, or the RAC-TT. This race had 10 Ferrari 250s, a very rare Maserati, eight (count 'em 8) Cobras, Aston Martins, and one REALLY bright star, the Daytona Coupe. The Daytona Coupe was co-driven by Kenny Brack and Tom Christensen. They put the Daytona Coupe on pole after qualifying in the dry. The event was run in the rain. The rain did not change the relative speed of the Daytona Coupe to the rest of the field as they took the Daytona Coupe to a win in a most exciting race. The celebratory parade lap was nearly as exciting as the race as the drivers allowed the Daytona to "hang out" on the wet track while making outstanding "lots of horsepower" noise thoroughly pleasing the crowd, and definitely pleasing me.



Goodwood *Continued from page 16*



(Continued from page 16)

The TT race alone was sufficient to make the entire trip worth while, but there was so much more to enjoy.

Another very exciting race is the St. Mary's Cup. It is comprised of (2) 45 minute races with a different driver for each of the two segments. The aggregate times of the two race segments determine the winner. In this race there were (3) 427 Galaxies, a gaggle of Minis, Lotus Cortinas, a Jag saloon, and BMWs. The list of drivers for this race also impresses and includes Eddie Cheever, Tiff Needell, Emanuele Pirro, Paul Radisich, Tom Cristensen, Stig Blomquist, Martin Brundle, Derek Bell and Jackie Oliver piloting the sedans. One could predict that with this list of talent, there would be some spectacular and aggressive drives – and that would be absolutely accurate. The pass that Jackie Oliver driving the BMW put on the 427 Galaxie piloted by Tom Christensen in Lavant corner was pure driving excellence demonstrating both a strong desire to win and incredibly precise car control. To be sure..... Talent shows, and there was LOTS of talent in this race. We were treated to a display of driving talent in a broad spectrum of cars. And despite the 427 Galaxie that I was mentally willing to prevail coming in 2nd to Jackie Oliver in a BMW, I still REALLY enjoyed this race as well.



The rain came and went through the weekend. Some races were run in the dry, and some in a deluge. Two races run in significant rain were the 1.5L F1 cars of the Glover Trophy race and the Richmond Trophy race. In the Richmond race, the display of talent for racing in the rain by the top 4 drivers was truly a thing of beauty – imagine driving a 30's or 40's ERA, Bugatti or Maseriti and then imagine driving it at 10/10ths in the rain. The spectacular racing by the owner drivers in the open cockpit F1 cars proved they were more than up to the challenge.

To round out the description of the total experience, here's a brief mention of the other attractions.

As you walk towards the entrance one gets to view the "up close car park". This is the area reserved exclusively for parking vintage vehicles. A glance at some representative photos show the range of vehicles that the "locals" drive to the event – the car park by itself provides a car show worthy of accolades.

There are many different groups of people invited to contribute to the ambience of Goodwood. There are motorcyclists throughout the viewing area who provided a most excellent representation of riders and bikes of the 50's.



There are hundreds of Piaggio riders with some scooters decked out with lights weighing as much as the rest of the bike. The scooter parade is held on the track, and when not parading, many of them can be seen touring around the track perimeter or parked in the show area.

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Nancy Sinatra's Boots were made for Walkin'.... Carroll Shelby's Cobras were made for Drivin'

Text and photos by Jeff Burgy

I had a very rare opportunity the other day to take an unusual trip that only a few people get to take. It started with a phone call from my friend Dave Wagner of Northville, MI. Dave and I both worked at Ford for over thirty years. Since retiring, Dave has been keeping himself busy restoring original Cobras and building Kirkham Cobras to period-correct specifications. Dave called and asked "... would you be interested in riding along with me in the chase vehicle for the 2011 Cobra 1000 tour?" What? Would I be interested in following and hanging out with a dozen or so original Cobras and their owners for a week? Did I get to Heaven already?

For years I have heard rumors about this clandestine 1,000 mile road trip that a group of original Cobras take in the scenic countryside of the West. It's a very special trip – if your Cobra's VIN doesn't start out with CSX2000 or CSX3000, you don't get invited. No replicas of any kind, not even Shelby's own CSX4000 or 6000 series cars are eligible to participate. If you were on last year's tour, and drove recklessly, or your wife complained and whined too much, you don't get invited back. I knew this was a unique opportunity, and I was delighted to get a chance to participate.

Most of the group are long-term Cobra owners from California. They have been doing this road trip for twenty-five years now. This year, there would be sixteen original Cobras making the trip. Dave and I would be driving an Econoline van filled with Cobra parts of every description, including spark plugs, light bulbs, master cylinders, a pin-drive spare wheel/tire, a spline-drive spare wheel/tire, and enough tools to rebuild a Cobra on the side of the road. Just in case, we had an open trailer hooked up to the back of the truck. If there was some kind of problem that Dave and I couldn't handle on the side of the road, we could tow a car to a nearby town where we could get the parts or facilities needed to affect a repair. I figured with sixteen fifty year old sports cars, chances were pretty good that our services might be needed somewhere along the trip. This year, the trip started out in Sun Valley, Idaho. Participants know only the starting point; details of the route and destination are kept secret, and only revealed each morning at the start of each leg of the tour. Obviously, a LOT of planning went into putting this tour together. The routes, hotels, gas stops, and lunch and dinner stops have all been pre-arranged and scouted out long before the actual trip starts. Some of the restaurants and hotels on the route would be places visited on past "Cobra 1000" tours, and some would be new. Each morning you had to be ready to go by 8:00AM, when everyone gathered together in the parking lot for the driver's meeting. Breakfast, packing, primping, car detailing, etc., all had to be done and ready before 8:00AM. At the driver's meeting, a Xerox copy of the area, with the day's route highlighted would be handed out. A separate sheet listing turn-by-turn directions and identifying gas & food stops was also provided.

Since Dave and I were going to be bringing up the rear with the chase vehicle, we were invited to attend a pre-tour briefing

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Brendan Finn leads the group out of the parking lot of the Sun Valley Resort on Day One. The chase van and trailer Dave and I were driving is off to the left.



Jim and Judy Barnes follow the pack, while Drew Serb cruises the left lane, signaling Cobras behind him that there's still room to make a safe pass.



Wide open spaces, light traffic, and lots of scenery. Easy to see why the group picked this area for their driving tour.

(Continued from page 18)

meeting with the organizers (Drew and Janet Serb) to go over the trip plans with the guy who would be driving the lead Cobra. Brendan Finn would be leading the tour in a Green 289 Cobra. Jim Barnes and his wife Judy would be the last Cobra, followed by Dave and I in the van. During the briefing, Drew mentioned that Brendan's wife, who would usually help navigate and read maps, was unable to attend this year's tour. He asked if I would be willing to ride along in the Cobra with Brendan after the first hour of the tour, to help him navigate through some tricky sections of the trip. I was only too happy to oblige.

The night before the trip started, we had a banquet at the Sun Valley Resort. One of the traditions the group has followed is a gift exchange between participants. The gifts are frequently things that are car related, or things that might come in handy on a road trip. Everyone, driver and passenger, gets a gift, so, for sixteen cars, you buy thirty identical gifts to distribute to all of the other participants. Among the items in the gift goodie bags this year were: an embroidered "Cobra 1000" shirt, a set of David Bull Cobra photo "Thank you" cards, an embroidered "Cobra 1000" microfiber towel, a set of Post-it pads with Cobras imprinted on them, a stainless steel water bottle with the "Cobra 1000" logo imprinted on it, and a bottle of Sonoma Valley California wine with a custom Cobra label on it. Some of the group were probably wondering if they'd be able to fit all of these goodies in the trunk of their Cobra with all of their other travel essentials.

The Driver's Meeting started at 8:00AM sharp the next morning. At that time, highlighted maps of the day's route were passed out, along with a one-page trip log indicating the planned stops for fuel, lunch, and dinner. By 8:15AM, a dozen multi-carbureted Ford V-8's were roaring to life in the once quiet Sun Valley Resort parking lot. I hopped in the van, and Dave and I drove out of the lot, and pulled off the side of the road to block traffic so the whole group could start out together. Once they were all on the road, Dave and I jumped back into the van and sped off after them. I guess I should have known that, once the Cobras hit the open road, well, let's just say that some of them started to "blow the carbon" out of their carburetors. The roads and scenery in Idaho were absolutely amazing. There was very little traffic on most of the roads we travelled, so we were pretty much able to keep the caravan together. Keeping the Econoline and trailer up with the Cobras was another story.

Whoever "brings up the rear" in a caravan of seventeen vehicles will almost always have to run a little faster than the lead car is cruising, especially once you come upon traffic that you have to pass to keep up. Passing a couple daydreaming motorists on a mountain road with a 289 or 427 Cobra is a pretty simple feat – you wait for an opening, put your foot in it, and blast by the numb-nut holding up traffic. With an Econoline and a trailer in tow, it requires a lot more thought, and quite a bit more highway. I have to hand it to Dave; he was handling that rig like Bondo at the 'Ring. Some of the curves reminded me of Highway 1 up the California coast – a little guard rail (that you know would never stop you), and a steep drop-off that you cannot see the bottom of. The Econoline was swaying and squealing tires trying to keep up with the Cobras. To Dave's credit, he was never more than a couple minutes behind the last Cobra to reach any rest stop. At the first gas stop (about one-and-a-half hours into the journey), they asked me to take a seat in the lead Cobra to help navigate a difficult portion of the trip. As it turns out, much to my delight, I spent

(Continued on page 20)

Cobras Continued

Shaun Lowry and Rich Avelar's Cobras pull in to the Shore Lodge.



Don and Amanda Lee, and Cobras as far back as the eye can see.



Lunch stop on Day 2. Peter DeSilva was stung in the neck by a bee during outdoor dining..... just the start of problems for Peter.



Plenty of twisty, curvy roads for Cobra drivin'.

(Continued from page 19)

the rest of the "Cobra 1000" riding in Cobras. Dave insisted he didn't need a navigator or co-driver, so I spent my time riding shotgun in one Cobra after another (I managed a stint in five of the sixteen Cobras).

At the second gas stop, shortly before lunch, we had a visit from the local Sheriff. Seems one of the daydreaming SUV drivers called the law after getting passed by all sixteen Cobras on twisty mountain roads. I specifically remember her, as she was driving very slowly (doing about 35MPH in a 45MPH zone), and obviously was not paying any attention to the traffic building up behind her. There were plenty of turn-outs for slower cars to get out of the way (local law specifies that a slow driver **MUST** pull over if there are three cars or more backed up), but she was totally ignoring them. I was riding in the lead Cobra, and I know that we and the first four or five cars passed her in a legitimate passing zone. When we blasted by her, the side pipes must have awakened and scared her, because then she slowed down to 25MPH. The rest of our group got impatient, and some of them passed her in no passing zones. She called ahead to the Sheriff's office and complained. Both she and the Sheriff pulled in at the gas station where we were refueling. The Sheriff asked her to identify which Cobras passed her in "No Passing" zones, and she said "I don't know...ALL of them!" He told her to go on her way, and he would handle the situation. He was quite understanding, and after posing with us for a few pictures and autographs, just asked us to "take it easy" on the rest of our trip.

After covering about 270 miles, we rolled into the Shore Lodge in McCall, Idaho. They were all ready for us, and had even blocked off a portion of their parking lot just for Cobras. I knew when we walked in to register that we were in for a good time – as we walked up to the front desk, each guest was offered a free glass of wine! The Shore Lodge is located on 5,300 acre Payette Lake in the West Central Mountains of Idaho. It was an incredibly spectacular setting, a place that you might like to spend three or four days relaxing. We had our first minor technical malfunction on this first day of the trip. One of the big-block Cobras arrived at the Shore Lodge on the trailer. We spent an hour or so trying to find something wrong with the fuel delivery system, but no faulty parts were found. In the end, we decided that the altitude and heat (we were in the high eighties in the afternoon) had probably caused the car to vapor-lock. The car was driven off the trailer in the morning, and made the rest of the trip with no issues.

At 8:00AM the next morning, we had another driver's meeting and map hand-out. The temperature overnight had dropped to thirty-five degrees. I didn't realize it at the time, but, nobody brought a convertible top with them – these guys (and gals) are hard-core – they just layered-up, pulled their gloves, caps and scarves on, and they were ready to roll. We headed out North toward Missoula, Montana, and covered about 320 miles that day. Our destination was the Double Arrow Lodge in Seeley Lake, MT. The Double Arrow was quite rustic compared to the Shore Lodge, but still a beautiful facility. We stayed in individual log cabins with no TV or phone. Our dinner this evening was a plentiful buffet in an open-sided pavilion on the property. On this night, a "white-elephant" exchange program took place after dinner. Everybody brought some kind of wrapped gift to exchange. One of the more unusual gifts was a hat that looked like an Egyptian Pharaoh's headdress. The "white elephant" gift that I received was actually quite nice – a stainless steel corkscrew affair with

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Cobras (Continued)

Gary and Sheryl Hunter pull in to the Double Arrow Lodge.



Cobras lined up outside the main lodge at the Double Arrow.

Peter DeSilva and Liz Naylor (who wore her tiara at most of the dinners) ham it up with the Pharaoh's crown after the white elephant gift exchange.



Lynn and Susie Park, all bundled up, and heading out for the day's adventure.

(Continued from page 20)

a knife-blade and a few other attachments. I knew, however, that TSA was never going to let me get on the plane with that thing, so I gave it away to one of the guys who were driving home instead of flying.

The third day was relatively short, only about 130 miles to the Fairmont Hot Springs Resort in Fairmont, MT. We got there early enough that we were able to spend the afternoon trying out the huge water slide and heated outdoor swimming pool. Nearly half the group hit the pool and slide. With promises of free "Cobra rides", one of our guys was able to secure nearly unlimited free passes for the water slide. So far, we had enjoyed delightfully beautiful weather, with very cool mornings (in the low thirties), but warming up every afternoon into the mid-eighties. We had seen some incredible sights of majestic mountains, rambling rivers, and uncrowded highways. Dave had worked on a few cars, adjusting points and valves, but, we still had all sixteen Cobras running, and the only parts we replaced were a couple of taillight bulbs.. It had been a dream trip so far, but Mother Nature had a surprise for us on the last day.

The weather forecast called for rain overnight, but it was expected to be light and clear up by morning. Well, neither was true. It rained overnight, and the winds blew hard enough to snatch the covers off several of the Cobras. We started the ceremonial driver's meeting in the dry, but, by the time we hit the road, it was raining, and not so lightly. Like I said before, no one had a top or side-curtains (no room for such amenities on a week-long trip in a Cobra with a passenger). The preparation for rain included covering the leather seats with black plastic garbage bags, and pulling on rain slickers and ponchos – everybody was prepared, except me, 'cause I thought I was going to be riding in the van. Well, I couldn't wimp out now, so I just hunkered down in the passenger seat, and took turns wiping the rain drops off the inside of the windshield. The last day driving from Montana back to Sun Valley was over 300 miles, and, unfortunately, it rained most of the day. An hour or so before we reached Sun Valley, the rain stopped, and the sun came out. We pulled into the Sinclair station in Stanley, ID (the same place we had talked to the Sheriff three days earlier) for our last fuel stop. Around three o'clock that afternoon, we rolled back into the parking lot of the Sun Valley Resort. All of the Cobras were still running nicely, but we had one driver who had to go to the ER. Peter DeSilva had developed a kidney stone problem this last day, and was doubled-over in pain all the way back to Sun Valley before seeking treatment. Fortunately, he got some good meds at the hospital there that allowed him to almost enjoy the barbecue that evening. The Mayor of Sun Valley, Wayne Willich (he's a car guy with a couple antique cars) and his wife joined us at the evening program, and presented Drew and Janet Serb with a "Key to the City".

The 2011 "Cobra 1000" tour came to a successful conclusion with no tickets, no accidents, no injuries, and lots of wonderful memories. Shaun and Suzanne Lowry were recognized for the "Long Distance" award, bringing their 289 Cobra all the way from Xenia, OH for the trip. There was no "Hard Luck" award, as nobody really broke down, but, Peter DeSilva would get me vote – his Cobra was the only one to get a trailer ride (later dismissed as merely "vapor-lock"), then the guy gets stung by a bee at lunch, and, on the last day of the trip, was doubled over in pain all day long due to a kidney stone – quite the trooper, he refused to go to the hospital before reaching the final destination. These guys and gals are doing what Carroll Shelby meant for them to do with these cars...*driving* them and *enjoying* them!

Cobras (Continued)



Lunch stop on day three; the Double Arrow sent us off with box lunches; we stopped at a roadside park for lunch, and gave a couple Servicemen their first Cobra rides.

Day Four of driving – most of the day it rained.



Finally cleared up in the afternoon

Gary Hunter introduces Wayne Willich, Mayor of Sun Valley, ID. The Mayor presents a "Key to the City" to Drew and Janet Serb.



Goodwood *Continued from page 17*

The display areas feature a fully operational carousel, the Goodwood curio shop, displays of vintage touring busses, and MANY vendors selling wares from clothing to cars. The "glam-girls" are all in their uniforms and are often seen with spectators posing in their midst (there was a very long line waiting for this opportunity, so the picture here is of someone we don't know). Also in the display area is the Bonham's auction house with the uniformed concierge / guard at the en-



trance. Bonham's featuring the vehicles that are to be sold to the well-heeled bidders.

There was a fabrication house that creates reproductions of everything from Blower Bentleys to D-type Jags. While we saw these places in passing, we chose to spend the vast majority of our time viewing the races, air shows motocrossers AND in the paddock area with up-close and personal views of the race cars. Ahhhhh, the paddock..... The paddock featured not only the race cars participating, the Mercedes 300 SEL which is usually on display only at the Mercedes



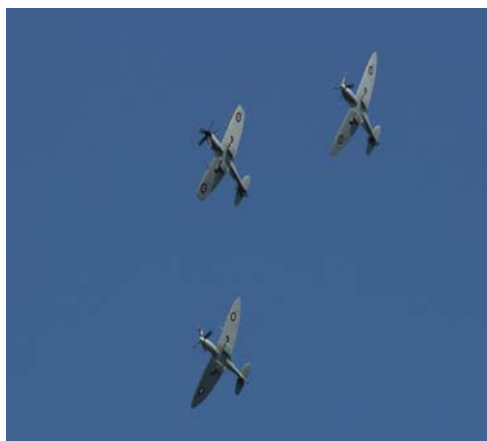
factory in Germany. The paddock is accessible only to period-dressed GRRC members displaying their GRRC credentials. The paddock is nirvana for the auto enthusiast housing an array of cars sitting in individually labeled paddock slips. The car-stars are there for up-close

views with no stanchions and no guards – depending on the enthusiasts to behave properly for a race paddock filled with multi-million dollar racing cars.

Also within the paddock we took a look at the military displays, the crews, the drivers, the other people viewing the cars, close to sensory overload at each turn. Within the confines of the track area we also had views of the classic aircraft – and we saw the pilots firing up the Spitfires in readiness for 10 Spitfires flying in formations to celebrate the 75th anniversary.



One didn't have to be in the paddock for the aerial displays. Needing only to look up – but not very high up – as the planes took off and landed directly in front of us on the same airfield that was used during WW-II. The simulated dog fights and aerobatic maneuvers were also performed at low altitude.



We had been treated to fantastic racing, fantastic scenery, fantastic atmosphere, fantastic displays, fantastic food – and the people were even better. We will be going back again.

2011 SAAC-MCR in Review



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
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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

2012 Events Calendar

January

- 14 SAAC-MCR Holiday Party, Edsel & Eleanor Ford House
1100 Lake Shore Road, Grosse Pointe Shores, Michigan
48236

March

- 4 SAAC-MCR Winter Swap Meet, Gorno Ford, 22025 Allen
Road Woodhaven, MI 48183-2252
- 24 SAAC-MCR Spring Chili Cook-Off, Ed and Lori Ludtke's,
Pinckney, MI

April

- 28 SAAC-MCR Spring Cruise, John and Sandy Yarema's, Grosse
Pointe Farms, MI

June

- 3 SAAC-MCR Show 37, Ford World Headquarters, Dearborn, MI
- 4*** SAAC-MCR GO 37 Open Track Event, Waterford Hills Race
Track, Clarkston, MI
- 7-9 SAAC 37, Watkins Glen International, 2790 County Route 16,
Watkins Glen, NY 14891

*** Tentative Dates, Check Website Below for Updates



**Rick Schan's Superformance GT40 and his crew at
the SAAC-MCR Harvest Happening open track
event. See related article on page 3.**

August

- 15*** SAAC-MCR Pre-Dream Cruise, Auto Zone Hobbies,
33202 Woodward Avenue Birmingham, MI
- 18 Woodward Dream Cruise, Pontiac to Ferndale, MI

September

- 2*** SAAC-MCR Labor Day Classic Open Track Event,
Waterford Hills Race Track, Clarkston, MI
- 21-23 SCMC Open Track Event, GingerMan Raceway, 61414
County Road 388 South Haven, MI 49090

- 23*** SAAC-MCR Fall Equinox Cruise

October

- 7*** SAAC-MCR Harvest Happening Open Track Event,
Waterford Hills Race Track, Clarkston, MI

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