



Shelby Life

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

Volume 37, Issue 2
April 2012

President's Corner

2012 SAAC-MCR Holiday Party

Text by Steve White and Photos by Rich Tweedle



2012 SAAC-MCR Holiday Party attendees on the Eleanor and Edsel Ford House entrance hall staircase.

The green flag has dropped on another MCR season, and we've already jumped off to a great start diving into Turn 1.

In January, we had our annual (post) Holiday Party. This year it was at the Edsel and Eleanor Ford House. We had visited once before in 2006, but it's always a treat to go back, and get refreshed on history or learn new history that a different docent

shares this time, or just to revisit the features and history you remember and enjoy revisiting. Of course if you've never been before, it's all a fresh experience. This year we were able to negotiate very reasonable costs, and we were able to come up with a lower and more reasonable cost for both workers and non-workers with less differential be-

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President's Corner (Continued)

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tween the groups, to encourage non-workers to be able to participate and experience the event, while still providing a significant discount to thank those that had helped out at club events last year. Overall it was a very popular event and quite a success!

Next up, rounding into Turn 2, was our annual winter swap meet at Gorno Ford in Woodhaven in early March. This was the first event with our new swap coordinator, but long-term swap meet veteran as both a seller and buyer at many swaps, John Yarema. He is taking over for long-time swap coordinator Kurt Frederickson who pulled up his Michigan stakes and moved out to warmer and dryer climate in Las Vegas with a career change.

Our new Vice President, long-time member Ed Ludtke, and his ever tolerant and patient wife Lori will host the Spring Chili Challenge at their house in Pinckney in mid April.

On May 12th, we will have another club dyno day. We held one in 2009 at a west side lakes area shop, and this year we will hold one on the east side at Alternative Auto Performance in Clinton Township. Owner Lidio Iacobelli is a nationally known tuner of serious performance Mustangs, having his cars or customer cars appear in NUMEROUS late-model Mustang magazines. Matt Foley stepped up to organize this event, and is a perfect example of member participation in making new events happen!

Bringing our season to the mid way point of the year, is our premier event, Show & GO 37. We moved our date back (forward) two weeks more in line with traditional timing, along with a significant push in advertising (and associated budget and costs) to try to get a big turnout this year. Subsequent to our date selection and initial notification, The Detroit Grand Prix announced a return to Belle Isle – on the same date as our event! The Board of Directors discussed this complication, but while there are some enthusiasts who try to absorb any form of automotive event and might be lost to our event by the DGP, overall the vast majority that go to our event are not IndyCar fans, so the impact is expected to be minimal – time (and weather) will tell ...

We'll check back in with you in our next issue on how the first half turned out, and what lies ahead for the second half of the season.

In the meantime, Get out and DRIVE!

2012 SAAC-MCR Winter Swap Meet at Gorno Ford. Michael Elwood keeping company with Mike Riemschneider as he sells rebuilt carburetors.



Right: Show & Go Flyer (See full page flyer on Page 15)

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION
37TH ANNUAL SHOW & GO
 June 3rd & June 4th 2012
ALL FORD CAR SHOW / SWAP MEET & TRACK
 Sunday June 3rd Car Show & Swap Meet

Ford Motor Company World Headquarters
 4000 Ford Road
 Dearborn, Michigan
 Open to the public: 9 am till 5 pm
 Swap Meet set up begins at 7 am
 Car Registration to 5:30 PM noon

SAAC-MCR
 HOTLINE: (734) 956-1636
 Show Registration form can be found at: www.SAAC-MCR.com/vec

ENTRY FEES
 Spectators: \$3.00
 Car Show: \$15.00 Pre-registered
 \$20.00 Day of the Show
 Swap Meet: \$15.00 Pre-registered
 \$20.00 Day of the Show
 Car Card: \$10.00 (any vehicle)

COORDINATOR
 Pre-Registration ends May 20th
 Motor Card pickup in late May
 and will be returned to
 Show & Go 37
 4000 Ford Road
 P.O. Box 11273
 Troy, MI 48061-0123
 (313) 770-4833

Monday June 4th Drive & School & Track

WATERFORD HILLS ROAD RACE COURSE
 Oakland County Department of Public Safety
 4700 Waterford Road
 Waterford, Michigan
 Open to the public: 8 am
 Track open: 10 am till 5 pm
 Any make vehicle allowed to run

CONVERSIONS MUST HAVE A ROLL OVER PROTECTIVE STRUCTURE (ROPS)
 Tech open from 8 am to 10:30 am ONLY
 ALL DRIVERS MUST WEAR SEATBELTS, SAFETY HELMETS / NO Motorcycle Helmets
 (limited number of helmets available for rent)

ENTRY FEES
 SAAC-MCR Members: \$30.00
 Non-Members: \$10.00
 Limit to 50 Vehicles
 \$20.00 off if pre-registered by May 28th.

7:00 HOUR LIMIT
 YOU MUST HAVE MUFFLERS - NO OPEN EXHAUSTS

For the Track Registration forms, go to:
<http://saac-mcr.com/tracktechform.htm>
<http://www.detroitgrandprix.com/registration>

For Track Event, make checks payable to: SAAC-MCR and send with registration to:
 Date: July 31st
 11000 Reynolds St.
 Livonia, MI 48150



Left: Get ready for Dyno Day, May 12th, at Alternative Auto Performance.

Lidio Iacobelli owner of Alternative Auto Performance reviewing dyno output data.



Membership Report by Rich Tweedle, Membership Dir.

SAAC-MCR Membership Status: We Have 101 Members

New members include: Adrian & Cheryl Clements, Ron & Joan Mack (Long-ago members), Ken & Mary Lynn Lube (Long-ago members),

Sebring Endurance Classic March 3, 2012

Text and Photos by Mike Nyberg

Penny and I spent a wonderful day at the Sebring Endurance Classic, in my unbiased opinion. The weather was very hot, however a strong breeze kept us cool. The races were exciting and loud, we wore earplugs. I especially enjoyed the Group 6 races which included early Mustangs, Corvettes, Camaros, Porsches and a Jaguar XKE and a Cougar.

We were able to participate in the lunch time break touring laps in our Sable, with about 30 other cars. A pace car lead us around the track at a very fast pace. We were doing 80 MPH in the straights. Turn 7 is almost a hairpin turn and we almost lost it the first time through. Realize the Sable doesn't have very good brakes for open track. The picture directly below is of 10 Corvettes from a club in Orlando that did the touring laps with us, similar to what we try to do at the Labor Day Classic.

Penny bought two pair of dance shoes a couple of weeks ago, so she let me buy a pair of race shoes. Black will go good with yellow.



An Englishman from Oxford England raced this GT350 with a 348cid engine. Notice the windshield banner, Oxford, is the sister city to where Penny and I live.



Sebring International Raceway Layout. Notice Turn 7 is almost a hairpin turn.



Start for the Group 6 qualifying race. The front row Corvette and Camaro were in a different class than the Mustangs.



Robertson's were letting their cars cool off before the next race. They have participated in SAAC-MCR open track events at Waterford Hills Race Course.



Cobra Automotive Inc. serviced several early Mustangs and a Cougar for customers.

Meet the Member: Ed Ludtke

This article is based on an e-mail interview where Ed Ludtke (EL) answered questions submitted by Mike Nyberg (MN).

MN. When did you join SAAC-MCR?

EL. I joined SAAC-MCR in 1977, the same year I joined the national SAAC club.

MN. How does the club differ now from when you joined, initially?

EL. The biggest change I see is the number of late model Mustangs and Shelybys of the current members. When I first joined the club there were a larger number of original Cobras, Shelby Mustangs and even Ford GT's in the club membership, after all the club came from the Cobra owners club in the beginning.

MN. Did you own a street BOSS 302 before you bought the Bud Moore T/A car you restored?

EL. Yes, I bought my first Boss 302 from the original owner in 1973, that Boss came from the Ford dealership in Ann Arbor that became Varsity Ford. I drove it as my daily driver for a few years before I was able to get another vehicle. I then began to repair rust and prep the Boss for a repaint. I began to collect parts for a track/racing preparation. While buying those parts, I found a complete Bud Moore T/A racer in Wisconsin for sale, that was currently running in SCCA GT-1 class. I purchased the rolling chassis and spare parts in 1982.

MN. Tell me about the Bud Moore restoration, briefly.

EL. I began my research soon after my purchase and began the full restoration in the fall of 1982. I completed the restoration in time to show my Bud Moore T/A Boss in the 1986 Detroit Autorama. The Boss beat out 4 other Corvettes to win first in class.

MN. Did you buy a '65 GT350 with race history after you sold the Bud Moore car?

EL. Yes, after I sold the Bud Moore Boss, I found a 1965 Shelby GT 350 that was raced in SCCA B/Production almost since new, out of Iowa.

MN. What did you do with it?

EL. I ran at the Meadowbrook Historic races the first year I owned it and all the following years of ownership. My best finish there was second place. I was also able to race my Shelby at many of the famous tracks like Watkins Glen, NY and Road America in Elkart Lake, WI. Tim Allen even gave it a test drive at Waterford Hills Race Course in Clarkston, MI.

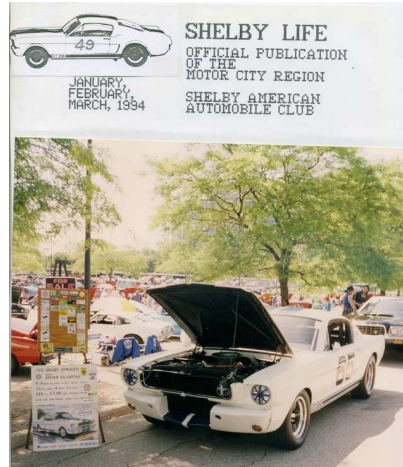
MN. Did you own a Hot Wheels 'cuda clone?

EL. I found a 1970 AAR Cuda racer for sale after I sold the Shelby. Working at Chrysler, I thought I would give my favorite Plymouth a try. The seller was trying to sell it as the "missing" factory AAR racer, when I disproved that and told him I was not interested he called me back in a few weeks with the real story of his Cuda and a greatly reduced price. So we struck a deal and I prepared to get the AAR shipped from California to Michigan.

MN. What did you do with it?

EL. Once I got the AAR home, I began to sort out what I had and the 3 crates of parts that came with it. I had a lot of work to do and more parts to find for the Cuda. It did have some good work done already like a full roll cage installed, it was a great copy of the AAR factory roll cage. I worked on the project for a few years and then finally realized that I could of nearly restored two Mustangs for what I had into my Cuda. I saw an original 70 dash pad for \$1,200 at a

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Ed's 1965 Shelby GT350 on the 1994 Shelby Life newsletter cover. The photo was taken at the SAAC-MCR Show 19, located at Ford World Headquarters.



Ed and Tom Green at Meadowbrook Historic Races, Waterford Hills Race Course.



Tom knows why Ed wanted to include this picture, which was taken shortly after the one above.



Tim Allen driving Ed's car at the Meadowbrook Historic Races.

Meet the Member *(Continued)*

(Continued from page 4)

swap meet, I realized this project was not for me. So I stopped my plans for the Cuda and sold it, and at least made a profit for all my time and work and all those expensive parts.

MN. Tell me about your current BOSS 302.

EL. I spent over two years looking for a Boss 302 that would be the right Mustang for me and a great starting point. So when I found one that had many of the modifications I wanted already done, I knew that I had found the right Boss for me.

MN. What are your plans for the car and how are you modifying it?

EL. I have done a number of modifications over my years of ownership, including the 17" wheels and tires last summer and I plan more suspension tweaks this year. The plan is doing some open track events along with cruise and show events. I want to make this Boss into what I had envisioned with my first Boss 302 and never finished.

MN. Tell me about your involvement in the Mustang Road Racing Registry.

EL. I began the registry after I did all the research on my Bud Moore T/A restoration and the other race Mustangs I took photos of over the years. I helped other vintage racers with history and documentation. Soon I was getting calls for research and doing appraisals. There are over 100 Mustangs currently in the racing registry. The factory Trans-Am Mustangs are in the Registry and I have tried to find all the "missing" ones and the story of what happened to those that did not survive. After my ownership and restoration of several cars and involvement with factory Trans-Am Mustangs, I will always have a love for the 69-70 Pony Cars.

MN. You have just been elected to the office of the SAAC-MCR Vice President. Have you had a chance to think about what you want to achieve in that position?

EL. I have a few ideas of what I want to do as VP, just helping the club anyway I can, will be a starting point.

MN. Would you like to include information about your family in the article?

EL. I share my love of cars with my lovely wife Lori and one of our first dates was to the Detroit Gran Prix.

We have two girls, Shelby, Carly and our son Matthew. We are also blessed with our first granddaughter Matilda Rose.

MN. Would you like to say anything about your career?

EL. I have been employed in the automotive industry for 34 years and have seen many ups and downs.

MN. I thought you indicated you were involved with some interesting projects related to performance cars during your career.

EL. My most interesting and rewarding position was the Team Viper (as it was called then). I was build coordinator for the Viper GTS Coupe. I spent mornings at the assembly plant and attended daily launch meetings making sure that engineering was covered. As the program moved toward racing Vipers, I got involved with the build-ups and was then able to help with the Daytona and Sebring builds. It was a great time to be in Viper and I was able to attend some of the races. The best year was when we won class at LeMans, truly a once in a lifetime event for a car and racing nut like myself. It was the best job I have ever had in my career. Unfortunately all things do pass and as the racing ended, so did my time in Viper. I'm very pleased to hear that a new Viper is in the works at Chrysler. Sounds like it will be another awesome sportscar.

Hopefully, this interview will enable you to start an interesting conversation with Ed the next time you meet.



Bud Moore #16 at the 1986 Autorama - winning 1st place and beating out 4 Corvettes in Ed's class!



Ed's current 1970 Boss 302 at 2011 Boss Reunion.



Ludtke kids, Carly, Tillie (granddaughter), Shelby & Matthew.



Viper GTS-R at Daytona - Winner 24hr.

SAAC-MCR Holiday Party

Text and Photos by Mike Nyberg

The 2012 SAAC-MCR Holiday Party was January 14th at the Edsel and Eleanor Ford Estate. We arrived at the entrance to the estate, at 1100 Lake Shore road in Grosse Pointe Shores, at 5:30 pm. You must past through the Gate Lodge Garage building that historically housed the Chief of Security's family and the Chief Chauffeur's family. A guard greeted us and made sure we were part of the SAAC-MCR group. We entered the estate and drove to the Activity Center which is a large facility separate from the Edsel Ford House, designed to accommodate everything from small retreats of 10 people to groups as large as 200 people. We were treated to hors d'oeuvres consisting of a variety of cheeses and an assortment of crackers. An open bar with beer, wine and soft drinks was also available. It was an opportunity to talk with fellow club members.

We were lead into the banquet room for dinner at 6:30 pm. Dinner started with a wonderful house salad. Next we went to the buffet, which had fresh seasonal vegetables, roasted garlic potatoes, Fettuccini Alfredo, grilled herb breast of chicken, roasted top sirloin. We also could choose German chocolate cake or cheese cake with raspberry sauce for dessert. Dinner was another opportunity to have conversation and tell stories. We were also able to view historical videos of past SAAC National events recorded by Rich Tweedle.

SAAC-MCR President, Steve White gave a brief welcome speech to all who attended the event. We then left the banquet room to get our coats and board a bus to take us to the Edsel and Eleanor Ford House. We entered the house and gathered in the entrance hall. Small groups of about 12 people were guided through the house by very informed and interesting docents.

Our docent indicated the Edsel & Eleanor Ford House tells the story of the home life of a prominent American family. The Fords were cultural, social and economic leaders in an era of great optimism, as well as a turbulent time of economic depression and world war. They were nationally prominent and they owned more than one house, but Southeast Michigan was their home. Here they built their final residence along the shores of Lake St. Clair, at a place known locally as Gaukler Pointe. Their impressive yet unpretentious home is where they raised and nurtured their four children - Henry II, Benson, Josephine and William - in a safe and loving environment. Our docent pointed out how the estate and house were designed for security to prevent kidnapping. The house reflects their love of family as well as their mutual passion for art and quality design.

The house was designed by Albert Kahn to resemble a cluster of

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Right: 1934 Brewster Town Car. Edsel didn't like its original ugly heart shaped grill, so he had the car modified with a more elegant Ford style grill.

Entrance to the Eleanor and Edsel Ford estate, called the Gate Lodge Garage.



We couldn't see the new \$4 million roof covered with snow. We arrived at the home after dark.

SAAC-MCR President, Steve White welcoming everyone to the Holiday Party and thanking the attendees for contributing to the success of the club.



Holiday Party *(Continued)*

(Continued from page 6)

Cotswold village cottages, complete with stone roofs (which were recently replaced at the cost of \$4 million), vine-covered walls and lead-paned windows. We strolled through the thoughtfully decorated halls, and came face-to-face with a stunningly diverse collection of art, antiques and furniture that revealed the Fords' progressive and educated tastes in art and design.

The Ford House grounds are a work of art in their own right. Designed by famed landscape architect Jens Jensen, the meadow, rockwork and water components appear to be almost completely natural but were meticulously planned. However, we were not able to see this due to darkness. We could come to the next Eyes on Design car show in June to enjoy the estate landscaping.

We could tell the estate provided a place for the Fords to relax, raise children and pursue personal interests, shielded from the demands of their public lives. Thanks to the generosity of Eleanor Ford, one of their most treasured resources - their home - remains to enrich the lives of future generations.

The entire group assembled in the main stair case for a group picture, after the house tour was complete. We then boarded the bus to go to the Gate Lodge Garage to see three classic automobiles owned by the Fords and each customized to Edsel's personal specifications. They included: 1934 Brewster Town Car, 1938 Lincoln K Brunn Brougham and 1941 Lincoln Continental Cabriolet. The docent indicated Edsel drove to Florida in the 1941 Lincoln Continental and made sales for 200 of the total 400 built. That shows that superb styling sells cars.

We boarded the bus for the trip back to the Activity Center, where our cars were parked. On our trip home we reflected on what a great SAAC-MCR Holiday Party we had experienced.

Right: 1934 Ford Model 40 Special Speedster at the 2012 NAIAS. The car would have normally been at the Gate Lodge Garage

The Speedster's extensive restoration by award-winning RM Auto Restoration in Ontario, Canada, revealed the stunning, custom made "one off" as it originally looked in 1940 after its final redesign by Edsel and designer E. T. Gregorie. The revelations uncovered during a year-long restoration have resolved many long-held assumptions about the illustrious vehicle's journey over time. But more than a story of restoration, the vehicle provides a glimpse into the early years of Edsel Ford's design and automotive styling as President of Ford Motor Company and its luxury Lincoln line.



1938 Lincoln K Brunn Brougham, which features modifications that reflect Edsel's strong opinion about matters of style.



1941 Lincoln Continental Cabriolet. When Ford Motor Company President Edsel Ford returned from a European vacation in September 1938, he asked designer E. T. 'Bob' Gregorie for a special car that would be 'strictly continental.' Clean uncluttered lines, elegant styling and a nod to art deco were the result. Production in 1941 was 850 coupes and 400 cabriolets. Note the statues of Edsel supervising Bob Gregorie's designs on the right side of the photo.



2012 SAAC-MCR Winter Swap Meet at Gorno Ford

Text by John Yarema and Photos by Rich Tweedle

As the SAAC-MCR Swap Meet Coordinator, I began preparing for the Sunday, March 4, 2012 Winter Swap at Gorno Ford dealership in Woodhaven several months in advance of the event. The morning of the event I arrived at the dealership at 7:00 am with the club trailer I had retrieved from the storage site the day before. Bud Koss helped me unload the club trailer through the side because the rear door lock was seized up.

Gibson Nichols made coffee and set out the food sales table as the vendors started pouring in. I ran around frantically telling vendors where to put their goods. Bud was opening and closing overhead doors to let vendor vehicles in and out. There were 25 vendors using 33 rental spaces in the repair bays of the dealership. Some vendors were walk-ins and others didn't show.

Gibson brought chips John brought 3 dozen donuts and a mixed bag of apples, oranges and bananas. Gibson was selling everything not nailed down. Phil Jacobs and Tom Krcmarik were taking money at the door from 7:30 on. Rich Tweedle handled sales of SAAC-MCR merchandise and club member's stuff.

The food and coffee was selling well and before I knew it Gibson had sold all the donuts, most of the fruit, chips and was making more coffee. We had enough help that most of the workers had a chance to relax a while and look around. Parts were selling so fast I didn't get a chance to buy all the good stuff.

10:30am was our busiest time. Later in the day I asked most of the vendors if they had a good day in sales. All the vendors I asked said yes. 12:36pm there were a very few attendees and fewer coming in. Some of the vendors started boxing up unsold parts. I put one of the club sales tables back in the trailer. Tom went and got the signs and I helped put them away as the clock ticked by.

The vendors were moving out and the volunteers were cleaning up and I was loading the trailer. Ryan McFadden was looking after the dealership and at 2:16pm he said we could go and he would finish up.

Six volunteer workers went to a late lunch or early dinner at Amigo's on Eureka to celebrate the successful SAAC-MCR Winter Swap Meet. The food was great as well as the camaraderie!

I drove to the trailer storage area after lunch where Mike Riemenschneider met me to put the trailer away. Mike got the rear lock to open with some lubricant. He poured about 2 oz. of water out of the lock and put it back on the trailer.

Who would of thought the well laid plans would need to include checking if the club trailer rear door lock functioned before arrival at the event? All the planning did result in a very successful SAAC-MCR Winter Swap Meet.

SAAC-MCR is very grateful for the generosity of the Gorno family and the Gorno Ford Management Team.

One of the signs identifying where and when of the SAAC-MCR Winter Swap Meet. You can see there was no snow to stop Ford car enthusiasts from attending the event.



Tom Krcmarik collecting swap meet entry fees from a couple of shoppers.



This photo must have been taken around 10:30am, the busiest time of the day. Lots of stuff to sell and a lot of buyers. Recipe for a successful swap meet.

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.

Call 1-800-521-6104 for your restoration parts needs.



The SAS Group sponsored the Best of Show Fairlane Award.

Firearms Instruction
www.sasccw.com
(586) 776-4836



Superformance sponsored the Best of Show Shelby Award.

Superformance now has a facility in Wixom, Mi. Contact Todd Andrews, Vice President at: 949-900-1959 or todd@superformance.com



Hagerty Collector Car & Boat Insurance supplied the goodie bags.
Call 1-877-922-9701 for your classic car insurance needs or go to www.hagerty.com

TOTAL PERFORMANCE

Sponsored the Best of Show Other Ford Products Award.

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

17th Annual Amelia Island Concours d'Elegance

Text by Mike Nyberg & Jeff Burgy and Photos by Jeff Burgy & Shannon Schneider



Left to Right: Daytona Coupe designer Peter Brock, Charlie Agapiou, chief mechanic and crew chief, Carroll Shelby Racing Team, Race car driver Bob Bondurant, Mauro Forghieri, considered one of Ferrari's greatest designers and credited with the 250 GTO, Luigi Chinetti Jr, imported Ferraris into North America, but he is also known for the one-offs built to his own specification and Panel Narrator Sam Posey, former racecar driver and sports broadcast journalist.

Penny and I attended the 17th Annual Amelia Island Concours d'Elegance on Friday March 9th where they were celebrating the 50th Anniversary of the Shelby Cobra and the Ferrari GTO. We attended the "Cobra vs. Ferrari, The Battle for the World Championship for Sports Cars" seminar, located in the Ritz Carlton Hotel Grand Ballroom. The seminar panel consisted of 6 men who were closely associated with the battle. The panel included Daytona Coupe designer Peter Brock, Charlie Agapiou, chief mechanic and crew chief, Carroll Shelby Racing Team, Race car driver Bob Bondurant, Mauro Forghieri, considered one of Ferrari's greatest designers and credited with the 250 GTO, Luigi Chinetti Jr, imported Ferraris into North America, but he is also known for the one-offs built to his own specification and Panel Narrator Sam Posey, former racecar driver and sports broadcast journalist. There were 6 cars arranged in front of the seminar panel platform. Three Ferraris on one side and three Cobras (Daytona Coupe CSX2299 from the Larry Miller Collection; CSX 2433 from Canepa Design finished in dark Blue with Comp flairs and their signature Black-painted wheels; CSX2384 in bright Red from Billy Weaver with only 9,000 original miles on it) on the other.

The panelists had many interesting stories about the battle for the FIA Championship. I was surprised to learn that Shelby Team and the Ferrari Team were not enemies during the battle. They shared drivers and occasionally helped one another. This occurred even after Ford tried to buy Ferrari and Enzo backed out of the deal at the last minute.

Mauro Forghieri talked about the development of the 250 GTO and how tight money was. Enzo Ferrari had to depend on selling street Ferraris to support the racing effort. Sales didn't always coincide with



Daytona Coupe CSX2299, the second coupe built and the first coupe whose body was fabricated at Carrozzeria Gran Sport in Modena, Italy

development requirements.

Peter Brock also indicated he told Carroll Shelby they needed to develop an aerodynamic body to beat Ferrari. Carroll said go ahead, but didn't indicate how to pay for it. Ken Miles, a highly respected driver and development engineer from England, understood what Peter was up to and lent his considerable influence in convincing Shelby that the project was worthwhile. Carroll was able to provide the financial support and the Daytona Coupe was designed, developed and built in 90 days before the first race at Daytona.

In a number of entries, the new Ferrari GTO dominated the field at

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Amelia Island Concours *(Continued)*



(Continued from page 10)

Daytona, but the sole coupe ran off and left them all. At about the two-thirds point the coupe was 5 laps in the lead, when a disastrous pit fire took it out of contention. It had, nevertheless, shown the world that there was a new international player in the game and it was really quick, quick enough to embarrass Ferrari's latest and best offering. After Daytona, the press began to call it the Daytona Coupe and the name stuck. The Daytona Coupe fared better at Sebring in March, taking its first win in the GT class.

The competition then moved to Europe. By then Ford had discretely agreed to back Shelby's bid to win the World's GT Championship. The plywood body buck was sent to Carrozzeria Gran Sport in Modena, Italy (Ferrari's back yard) where the other five coupes were built. The first of the Italian coupes, CSX 2299, was built before Peter arrived to supervise. It was modified by the Italian craftsmen, who believed they were "improving" on the Californian's design. They, like the members of the Shelby team, had never seen a car with such a radically shaped tail and thought they were correcting a mistake! They added an additional two inches of headroom in error. This turned out to be somewhat of a blessing as it allowed Dan Gurney's sizeable 6'2" frame to ease into the very snug cockpit that had originally been designed around a much smaller Ken Miles. The error was corrected for the remaining coupes.

The Daytona Coupe displayed in the Grand Ballroom in front of the seminar panel is currently owned by the Larry Miller family. Bill Rhinehart, who manages the Miller Motorsports Park Performance Driving Schools was asked by the Miller family to care for Larry Miller's car collection after he passed away. Bill indicated CSX2299 was Larry's favorite car in his collection. Bill told me some interesting facts about car. It was entered in eleven races and had four wins. Wins were at Daytona, Sebring and Le Mans. It did 197 mph on the Le Mans Straight powered by a 289 cid producing 485 hp. Not bad for a striking body shape that was never tested in a wind tunnel and its drag coefficient never determined.

Left: One of the Ferrari 250 GTO's located near the seminar speakers panel in the Ritz Carlton Hotel Grand Ballroom. Actually it is a 1962 Ferrari 330 LM, in the collection of Jim Jaeger from Indian Hill, Ohio and was a former Hemmings Sports & Exotic Car feature subject. It is an update version of a 250 GTO with a larger engine. It looks like a 250 GTO when the hood is closed. This car also won "Best in Show" for Competition Cars at the Amelia Island Concours d'Elegance.



Claudia and Jeff Burgy next to the Bordinat Cobra (foreground) and Cougar II concept (background).

Claudia and Jeff Burgy also attended Amelia Island Concours d'Elegance. Jeff was very excited to attend, first because he had never been to the event before, and second because he had talked to Bill Warner (Chairman of the Amelia Concours) about getting the Bordinat Cobra and Cougar II concept cars in the show as part of the Cobra 50th Anniversary display. Mr. Warner was looking for unusual Cobras that not everybody had seen already, and the Bordinat Cobra and Cougar II certainly fit that criteria. Jeff managed to get in a little bit early, and get some shots before the crowds made it nearly impossible. He hung out with the Cobras, and didn't really see much else of the show – he was having too much fun telling the tale of finding the cars after several years of research, cleaning them up and repairing damaged details to make them presentable for SAAC 29 in Detroit back in 2004. Several people remembered seeing the Cougar II from the World's Fair, or the MPC model of it, but hardly anyone (except other SAAC members) had ever seen or even heard of the Bordinat Cobra.

It is truly a small world when two SAAC-MCR members see one another at a car event 1,400 miles from home.

Suncoast Mustang Club Car Show

25th Annual Mustang-Shelby-Ford Show in Pinellas Park, Florida

Text and photos by Mike Nyberg

Penny and I attended the Suncoast Mustang Club Car Show on March 17, 2012. The car show was in conjunction with the Country in the Park annual event in Pinellas Park, FL, located between Clearwater and St. Petersburg, FL.

The Country in the Park attracts more than 10,000 people. It appeared to have something for everyone, including Ford powered car enthusiasts. There were over 30 arts and crafts vendors selling things like jewelry, woodworking, stained glass, photos, honey and even snake oil that would cure any pains you might have. There were many different charities selling food to raise money for their causes. There were activities for children, including a book tent, horse back riding and inflated bounce experience. The local chamber of commerce had two big festival tents, showcasing the wares and services of their members and the area's non-profit organizations.

We focused on the car show before lunch. There were about 125 Ford powered cars in the show. Participants could have their cars judged if they paid for that service in advance. Judging was in 5 categories, Concours, Occasional Driven, Daily Driver, Modified Driven and Un-restored. The '10-'12 Mustangs were popular vote only.

We noticed there were a few Shelby Mustangs in the show, so Penny and I decided to interview the owners. The first Shelby Mustang we saw was a 1966 GT350 owned by Tom O'Connor. His car was not being judged because he was a judge. He got a message indicating he was needed to judge a car, so he couldn't spend much time with us. He said his car was an early 1966, so it was a "half breed". It has some of the 1965 features, such as relocated upper control arms (aka the "Shelby drop") and traction bars were over rider vs 1966 under rider. Also it has 15" "65 GT350 wheels instead of the 14" wheels that most 1966's had.

The next Shelby Mustang was 1968 GT500 Red Convertible owned by David and Kathy Wilson. David was not available, giving us an opportunity to talk to Kathy about the car. They purchased the car 18 years ago. They made mechanical improvements and installed a new convertible top. A previous owner changed the color to red from the original Lime Gold.

At the other end of the row we found Don Forte's 1967 Shelby GT500. Don has owned this car since 1983. Actually he had known who owned the car since 1978 and finally convinced him to sell it to Don in '83. The car is currently Acapulco Blue, originally Lime Gold. I asked him why people do not like Lime Gold? He indicated "that color loses the body lines". The car is stock except for the Cobra Jet heads and mono-leaf fiberglass rear springs.

(Continued on page 13)



Tom O'Connor's 1966 White Shelby GT350 (6S062). It is an early '66 "Half Breed".



Left to Right: Penny Nyberg and Kathy Wilson standing next to David and Kathy Wilson's Red 1968 Shelby GT500 Convertible (8T03S115953-00069).



Don Forte standing next to his 1967 Acapulco Blue Shelby GT500 (670057A 01642).

Suncoast Car Show (Continued)

(Continued from page 12)

Don has owned a stable of Mustangs. He used to take his two sons to school each day in a different Mustang. His father had an automobile repair business in the '60's that gave him access to all the Ford repair literature and other Ford memorabilia. Don has saved all that memorabilia and car magazines with road test for that era. He has been a resource for Donald Farr when he needs historical road test data.

Not far away was a beautiful Red 1966 Shelby GT350 Hertz owned by Donald van Weezel. He bought the car two months prior to the show. I asked why did he buy a Shelby GT350? He said he likes the fact the car was related to Shelby Racing and Engineering. He feels the car and Carroll Shelby are icons. He is proud the car is a real Shelby and it was a "Rent a Racer". He also likes the low tech feel of the car, it reminds him of how cars felt in his youth.

Nearby was a 1967 Mustang Fastback that had been converted into an Eleanor by Steve Richmond. It took him three years to complete the task. The paint job was first class and he did it in his residential garage. He block sanded the car four times, then painted it single stage gloss black to check straightness. He block sanded the black, then painted the car red base-coat clear coat. The engine compartment components were mill aluminum and had won the Lark Bragg award, which is named after a MCA judge who recently past away.

Finally we saw a vehicle we thought was unique. It was a 1965 Mustang Coupe that had been converted into a pick up owned by Matt and Sheri Clarke, called a KangaRute. The conversion and restoration was completed November 2011. The "ManChero" as Matt likes to call it is powered by a 427 cid Ford engine through a Tremec 5 speed trans and 4.11 9" differential.

We were hungry after looking at all the cars in the show. It was time for lunch. We had a hot dog and soft drink to save room for dessert. Strawberries are in season during March in Florida, so we had to have strawberry short cake with whipped cream.



Matt and Sheri Clarke's Red 1965 Mustang Pick Up, called a "KangaRute".

We thought we had better walk after that big dessert, so we toured all the arts and craft vendors. Penny ended up buying a colorful space age glass pendant to balance the BOSS 302 hat and patch I had purchased. We had a great time at the event and enjoyed talking to the car enthusiasts.



Left to Right: Mary and Donald van Weezel next to their Red 1966 Shelby GT350 Hertz (6S976).



Above: Steve Richmond next to his Red 1967 Eleanor, which was been featured on the cover of Mustang Magazine.



Steve Richmond's award winning engine compartment with mill aluminum components.

Spring Stored Car Start Up Tips

Text by Mike Signorello

Now that Spring is here it's time to take the covers off and ladies and gentlemen.... start your engines! In order to make sure your car, truck, bike etc. is ready to go cruisin' or just make a pass around the block, some important steps must be taken. Make sure these tips are followed and not taken lightly:

1. Remove covers and tarps.
2. While being stored, the battery should have been disconnected, taken out, or had a battery tender hooked up. If not put a slow charge (trickle charge) on the battery to help bring it back to a full charge. **MAKE SURE** the battery cables are disconnected during the charging process.
3. Check **ALL FLUIDS** before attempting to start the engine. If possible change the oil and filter with the proper filter and your choice of oil. Make sure the coolant level is up and make absolutely sure the brake and or clutch fluid is up to the proper level. Too many people take for granted the brake fluid is good, but you will have problems if the fluids are low or empty
4. This step seems like a no-brainer, but check and make sure there is gas in the tank. A lot of times fuel gauges work incorrectly and you would be surprised how many people think there is a major problem with the engine and it turns out to be simple as having no gas in the tank. (Duh!)
5. Check the air pressure in the tires, and make sure there are no leaks. Sometimes from sitting and temperature change tire pressure can become low.
6. After all fluids are checked and brought up to the proper levels, take the coil wire off of the distributor cap and set it off to the side. Now that your battery is charged up and all your levels are correct; connect your battery cables and tighten them. Turn the key on and crank the engine and count to ten (10). Stop and turn the key to the off position. Go and put the coil wire back into the distributor cap and make sure it's pushed into the cap all the way. Now you have brought the oil pressure up to start lubricating the engine parts and also this brings gas up into the carburetor so the engine will start fairly easy.
7. After your vehicle is started, let it warm up to operating temperature before moving it.
8. Once everything is operating properly, now is the time to move it slowly and check the brakes to make sure they are in working order. Don't blow the tires off it immediately. Go for a short cruise and make sure everything is proper working order.
9. Now that you are back in the saddle and having a blast and you feel winter was never here, enjoy your vehicle as much as possible.
10. The last and one of the most important things is to clean your vehicle and make it shine and look its best for the first cruise night or show. **Now you are ready for the April 28th SAAC-MCR Spring Cruise.**

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION

37TH ANNUAL



SHOW & GO

June 3rd & June 4th 2012

ALL FORD CAR SHOW / SWAP MEET & TRACK

Sunday June 3rd Car Show & Swap Meet

Ford Motor Company World Headquarters

East lot off of Michigan Avenue
Dearborn, Michigan

Open to the public 9 am till 5 pm

Swap Meet set up begins at 7 am

Car Registration is 8:30 till noon

SAAC - MCR

HOTLINE: (734) 956-1636

Show Registration form

can be found at:

www.SAAC-MCR.com/ec

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ENTRY FEES

Spectators \$3.00
Car Show \$15.00 Pre-registered
\$20.00 Day of the Show
Swap Meet \$15.00 Pre-registered
\$20.00 Day of the Show
Car Corral \$10.00 (any vehicle)

Pre-registration ends May 28th
Make check payable to: SAAC -MCR
and send with registration to:

Show & Go 37
c/o SAS Group
P.O. Box 1123
Troy, MI 48099
(588) 778-4838

Monday June 4th Driver's School & Track

WATERFORD HILLS ROAD RACE COURSE

Oakland County Sportsmen's Club

4770 Waterford Road

Waterford, Michigan

Open to the public 8 am

Track open 10 am till 5 pm

Any make vehicle allowed to run

Convertibles **MUST** have a roll bar or hard top

TECH INSPECTION REQUIRED

Tech open from 8 a.m. to 9:30 a.m. ONLY

ALL DRIVERS MUST WEAR SNELL SA00SA05,

SA10 HELMETS / NO Motorcycle Helmets

(Limited number of helmets available for rent)

ENTRY FEES

SAAC-MCR Members \$140.00

Non-Members \$160.00

Limit is 50 Vehicles

\$20.00 off if pre-registered by May 28th.

75db NOISE LIMIT

YOU MUST HAVE MUFFLERS - NO OPEN EXHAUSTS

For the Track Registration forms, go to:

<http://saac-mcr.com/te/techform.htm>

<http://www.dariusrudis/saacmcr/registration>

For Track Event, make check

payable to: SAAC -MCR

and send with registration to:

Darius Rudis

31038 Mayville St.

Livonia, MI 48152

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



Dedicated to the preservation, care, history and enjoyment of the automobiles by Shelby American and/or Ford Motor Company

Monthly meeting, first Thursday of every month, 7:00 pm at Pasquale's, 31555 Woodward Ave., Royal Oak, MI 48073

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Technical Editor: John Logan

We're on the Web!

www.saac-mcr.net

2012 Events Calendar

April

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

May

- 12 SAAC-MCR Dyno Day**, Alternative Auto Performance, contact Matt Foley, mpfoley3@comcast.net

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

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**

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3



"Club President Steve White on his recent Hawaii vacation in front of the web-claimed "Iolani Palace" & King Kamehameha statue used as the Hawaii Police Department HQ building in the opening scenes of both the original & current "Hawaii 5-0" TV series, with his own version of Hawaii 5.0".

October

- 7 SAAC-MCR Harvest Happening Open Track Event**, Waterford Hills Race Track, Clarkston, MI
13 SAAC-MCR Fall Colour Tour & Chili Party, John & Trish's Autodrome, Lake, MI

***** Check the SAAC-MCR website at:**

www.saac-mcr.net for the latest information about events.