



# Shelby Life

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

Volume 38, Issue 2

April 2013

## President's Corner

### **“Membership Has It's Advantages”**

*by Steve White*



**SAAC-Members enjoy the annual Holiday Party. Volunteers who help with club events and tasks benefit by getting a discount when attending the Holiday Party.**

We've touted the benefits of club membership for quite some time, but does everyone really grasp the bang for the buck membership in SAAC-MCR brings? For your \$20 per year, you receive four quarterly issues of the fine newsletter you're reading now. That alone would be worth the price of membership.

For those who attend the monthly general membership meeting, the club picks up a portion of dinner, providing an all inclusive price for attendees of all you can eat and unlimited non-alcoholic drink refills, and tip, for \$10. The club picks up the rest (~\$5). So if you attend most of the meetings, you'll save quite a bit just in meals.

If you're a track dog, you can save \$20 per event over non-members. Considering we have three track events per year, if you're a trackaholic and participate in each event that adds up to a significant cost savings, that might pay for a tank full of

high test fuel at today's prices!

If you volunteer at any of our events, there are other savings that come as a reward for helping the club out. After the Winter Swap Meet, and also after the Show portion of Show & Go, volunteers are treated to a Mexican dinner - and we're not talking Taco Bell here! Also, and as a big thank you for helping make our events successful, we offer a significant discount for volunteers and their guest at our annual holiday party. Even if you don't have a chance to volunteer but want to enjoy our Holiday Party with us, we price the event at a significant savings so all can enjoy. The club picks up around 50% of the total cost of the party as a thank you to the members for all their support throughout the year.

If you were to add all that up, the an-

*(Continued on page 2)*

## **Inside this issue:**

<i>Membership Report</i>	<i>2</i>
<i>What's on Your Mind?</i>	<i>3</i>
<i>Survival Motorsports Tour</i>	<i>4</i>
<i>Holiday Party</i>	<i>6</i>
<i>2012 Show 37 Sponsors</i>	<i>9</i>
<i>Factory Five Racing Cruise-In</i>	<i>10</i>
<i>Orlando Mustang Car Show</i>	<i>12</i>
<i>Bondurant's 45th Anniversary</i>	<i>13</i>
<i>Winter Swap Meet</i>	<i>14</i>
<i>I Felt the Earth Move</i>	<i>15</i>
<i>2013 Calendar of Events</i>	<i>Last</i>

## **2013 Club Officers**

- **President: Steve White**  
(248) 363-0731  
swhite9255@aol.com
- **Vice President: Ed Ludtke**  
(734) 878-0727  
ludtke.ed@gmail.com
- **Secretary: Jeff Grice**  
(586) 489-5990  
jjgrice55@gmail.com
- **Treasurer: Craig Shefferly**  
(248) 698-8825  
thebullitt@comcast.net
- **Events:  
Seeking a Volunteer**
- **National News: John Guyer**  
(989) 588-0424  
jguyer\_autodrome@yahoo.com
- **Membership: Rich Tweedle**  
(586) 791-0279  
rtweedle@comcast.net
- **Editor: Mike Nyberg**  
(248) 969-1157  
tangobythelake@yahoo.com
- **Tech Exchange &  
Competition: Phil Jacobs**  
(248) 703-7766  
shelbyta68@yahoo.com

## President's Corner

### "Membership Has It's Advantages"

(Continued)

(Continued from page 1)

nual savings for the cost of membership is huge!

And this is just the monetary benefit of membership.

Financial benefits aside, consider all the technical and social benefits you can experience. At each event, you have the opportunity to intermix with like minded car crazies. The wealth of technical knowledge in our club is virtually unparalleled, probably no doubt strongly impacted by our location in the Motor City with a high level of members who work in or have retired from jobs in the auto industry. And don't forget the between meetings e-mail communications chock full of interesting information, general membership and board of directors meeting minutes, and cars and parts for sale or in search of, or technical assistance requests. The social benefits cannot be understated.

Considering all one gets from membership, it's hard to beat such a bargain. This deserves reminding, as we often take it for granted, or lose sight of it. It is also helpful to remember so that when you are talking to potential future members, you can relay all the benefits.

Comparing our membership to other local and national member dues, we are still considerably less costly, and our rates haven't been raised in quite a few years. But as things go, we likely will have to make a minor dues adjustment next year to continue to balance costs and revenue, but it will still be a bargain compared to other clubs, so no need to panic. Make sure you take advantage of all the benefits offered by membership in one of the greatest local Shelby clubs around!



**The annual SAAC-MCR Winter Swap Meet is an opportunity for members to buy and/or sell stuff. It also provides income for the club.**



**SAAC-MCR arranged tours of interest to members is an excellent benefit for members.**



## Membership Report *by Rich Tweedle, Membership Dir.*

**SAAC-MCR Membership Status: We Have 108 Members**

**New members include: Richard Teeple, Dave & Kelly Swanson, Tom & Jenny Curtis and James & Susan Shelton**



## What's On Your Mind?

We Heard You. We Wondered. We Asked. You Responded. We're Acting!

By: Jeff Grice

During the course of the January 2013 SAAC-MCR Board Meeting a number of topics were discussed that originated from the "minds" of the Membership. Often an issue is assessable based on known data, decisions can be made and then acted upon. On the other hand sometimes the pathway is not so clear. This was one of those times.

The topics that we "heard" from you included:

- Suggestion to change the timing of the General Membership Meeting to enable more members to attend.
- Desire to expand the Club events with more diverse and ad hoc activities.
- Enabling members to communicate with other members on Club matters.

So we "wondered", during the course of the Board Meeting, what the outcome would be for each of these topics. Your Board of Directors had opinions on each of these. Sometimes diverse. Sometimes in alignment.

The one thing for sure was, and always will be, is that it is our job to do the right thing for the Club and its Members!

So while we had opinions on the proper direction for each of these topics we, however, wanted to engage the Membership to participate in the direction. So we "asked".

On February 4th, 2013 we circulated a brief online survey and during the course of the week following over 50% of the Membership base spoke-up and you were "heard"!

This is what we "heard" and will "act" on:

**The overwhelming response was that the timing of the General Membership Meeting accommodated the preponderance of the Membership base. And there was not a strong opinion of the merits of moving the meeting to attract new members.** We surfaced this question to evaluate if alternative days or weeks of the month would allow more members to attend and by moving would not cause a corresponding reduction in attendance.

**The Membership is very interested in expanding events; types and frequency.** This is very good news and consistent with the discussions we had during the fall regarding your input on other types of events that would stimulate the Club. And while on a percentage basis few offered to lead new events the fact of the matter is over 15 members said they would! That is fantastic!!! And well over 80% of the Members said they would participate!! *So we have our marching orders and expect that during the course of General Membership meetings specific ideas will be surfaced and we will seek your help in arranging...even simple things like informal cruises, attending car shows, etc.*

**To help facilitate activating events we ask if the Members would like to share their e-Mail addresses for Club activity. Overwhelming the response was Yes.** So we will design into the 2014 Membership process a confidential statement so every Member agrees to safeguard Member information and for those interested to make their e-Mail address available to other members this can be done as an option. *Since the 2013 Membership drive already started, expect an opt-in e-Mail in April that will accomplish the above.*

**We'd also asked if Members would like to receive offers from Club approved vendors.** The consensus was that there is little interest in this option. Accordingly we will not pursue.

**And lastly, you expressed interest in multi-year Membership.** Many Clubs and other organizations provide this option. *Your Board of Directors will evaluate this during the summer months and propose a multi-year membership plan for 2014.*

Expect increasing interaction on Club business matters. *This is Your Club.* Your Board of Directors are stewards of your needs and the best interest of the Club!

Thanks for your input and support!!!



## Survival Motorsports Tour

*Text by Walt Berti and photos by Rich Tweedle*

The club's tour of Barry Robotnik's business, Survival Motorsports, was a very enjoyable and informative experience. I was able to personally catch up on where Barry is on engine technology today.

I actually was part of a bunch of guys in high school that were motor heads and we still are. Some of us turned that common bond into careers and some turned it into a personal business. I first met Barry through a mutual friend. We would talk about the latest car trends and learn about what each of us was attempting to do on our daily drivers (learning curve was big for some of us). We would meet on Woodward and talk about what worked and what our next modification was going to be (within our budgets).

I worked at a Penske Dealer part time, Barry worked at a Sunoco gas station. The gas station was a perfect hangout place, gas, hoists, stories of the weekend before, the smell of grease and oil with occasional burnt tire smell. At that time Barry was a little more reserved, but in a good way, a thinker that would play out to be where he is today. He always liked to have a good time, within reason.

As our lives changed some of us stayed in our career and some ventured to other automotive venues. The time flew between our mid 20 to 50's, but, I was able to hear of things the guys were doing or had done. Barry was working at Holley when one day I was in contact with him at the Seal Power display during the Dream Cruise. He invited me to be at a coffee shop at 13 and Woodward for a company party. We talked about what he was doing with his car, while thinking out of the box, for the best combinations of parts to develop more power. He would use his own car (from high school) to perform tests. There was street racing in secluded roads for testing, with enforcement personally keep-

*(Continued on page 5)*



**L to R: Phil Jacobs talking with Barry Robotnik owner of Survival Motorsports, which specializes in Ford FE engine modifications and power components.**



**Part of the group that toured Survival Motorsports**



**L to R: Eric Bensen, a C.A.R.S. club member, Barry Robotnik, Walt Berti (article author) and employee Marc Wiener, Survival's engine builder and Transmission Magician.**



**L to R: Gibson Nichols, Oscar Madison and John Yarema discussing some aspect of the all aluminum 351C engine.**

## Survival Motorsports Tour *(Continued)*

*(Continued from page 4)*

ing things under control. Barry was far more passionate and skilled in this then I could of imagined. He knew what he was doing and proving it. We talked about the missing years and how he was earning an income in Detroit where he was working at an auto parts store.

It was interesting learning about the Engine Masters Competition that Barry had been involved in, how he faired and what was on the agenda for future development. Big names were involved in the competition and Barry with his team had worked their way through the events and gained respect for their ability to perform at a very high level. The shop is evidence of that ability and attention to detail that Barry, his employees and friends displayed at all points and each work station in the shop. I hope to have the time to keep in touch with his latest engineering and will probably read about it in the future. His passion and overall good guy attitude is evident when talking to him.

I couldn't believe how the time went by during the tour of Survival Motorsports. I did observe how organized all the work stations were. The build rooms were very nice. I could see that the employees were enjoying explaining what they were doing. We learned valuable information on how to rebuild an engine as well as what modifications makes the difference for the durability of the engine. It was informative and entertaining for all our club members.

Tim Young had a wealth of information about the electrical set ups for the shop, as well as the equipment. The best part of the event, for most of us, was running the FE motor on the engine dynamometer. I think it produced 683 horsepower to my best memory.

I learned a lot, what a cram session of information. Nicely done tour. There were 40 plus people on the tour. Pizza and pop where enjoyed by everyone to top off the tour. A big THANK YOU to Tim Young for organizing the tour. Thanks SAAC-MCR for scheduling the event. Hope to have more time to keep up with how Barry and his Survival Motorsports enterprise is doing in the future.

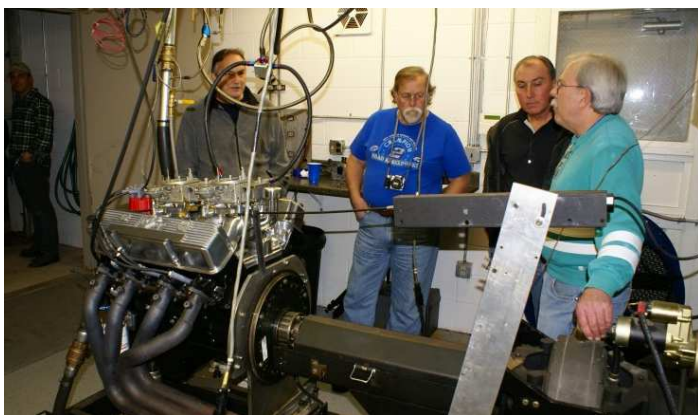
Keep up the good work Barry and best of luck in your future FE component power developments.



**Tim Young (back to photographer) is explaining the engine dynamometer set up to the group. A big THANK YOU to Tim for setting up the tour!**



**L to R: Steve White, Grandson Vincent, Bob Varcoe and Grandson Austin inspecting chassis and suspension modification to handle the extra power generated by Survival Motorsports modifications.**



**L to R: Gibson Nichols, Ed Ludtke, Bob Varcoe and Tim Young. Tim is explaining the dyno set up.**



**Clean engine assembly room.**



## SAAC-MCR Invades Kart2Kart for the 2013 Holiday Party *By Jeff Grice*

*Photos/Videos by Rich Tweedle, Darius Rudis and Sean Foltz*

How fitting is it for a holiday party to celebrate SAAC-MCRs deep racing heritage by showing, and developing, your racing skill in the comfort of an indoor high-speed kart track!

Even those Members who are "waxers" and not "racers" had a chance to see what the "other side" experiences during the various Go events!

46 club members and guests gathered and celebrated the year and the holiday season at Kart2Kart in Sterling Heights on January 19<sup>th</sup>, 2013. The evening started with a social hour for members to meet, get acquainted and share in the spirit of the holidays!

A grand buffet served by Crank's, opened to the delight of the group and to provide an added low center of gravity for the racers. Selections included roast beef, baked ham, chicken in sauce, potatoes and assorted salads,



The food was delightful! And dessert was custom ordered just for our club, with appropriate decorations!



Our President, Steve White, addressed the Members with a heart-felt holiday message and expressed appreciation to all those who contributed to the Club activities over the past year. In addition to the thrill of participation throughout the year, a benefit of volunteering is a special rate for the holiday party in recognition of your support.



### On to the main event – racing!

Aaron Bambach from Kart2Kart, and also a Shelby owner, held a race preparation meeting where he explained the festivities that we were about to experience. The serious racers donned their own personal gear. We knew they were serious!

For the next 3 hours the competitive juices were flowing. Three groups of balanced skill sets were formed to embark on and conquest the intricate Kart2Kart track. The instructions were simple. No bumping. Have fun. Did I say, no bumping? Don't need to brake other than at pit stops. Have fun. Did I say no bumping?

The first heat was to get familiar with the karts and the track



## Holiday Party (Continued)

The second heat was time trials in preparation for the third and final heat.



The results of heat 2 were used to organize the teams into 3 balanced groups, which led to the final competition. The final competition was a staggered start that made for some early congestion but after a lap or two the field spread out and all-out racing was on!

Everyone who attended was a "winner". But one group only was to be awarded the race winner of the evening. Group 1, picture below, demonstrated the fastest aggregate times for the evening. Congrats!



And the women of SAAC-MCR made a strong showing and provided plenty of competition in each of the three heats.



Continued on Page 8



## SAAC-MCR Holiday Party *(Continued from Page 7)*

Enjoy pictures of the evening through this link graciously provided by Rich Tweedle and helmet-cam videos taken by Darius Rudis and Sean Foltz.

Pictures of the Holiday Party: <http://tinyurl.com/aej953v>

Heat 1 Videos: <http://www.youtube.com/watch?v=Wju8oAWmqW8>  
[http://youtu.be/0\\_J1oPqoATU](http://youtu.be/0_J1oPqoATU)

Heat 2 Videos: [http://www.youtube.com/watch?v=bKh\\_MnUKZ58](http://www.youtube.com/watch?v=bKh_MnUKZ58)  
<http://youtu.be/h4tKiOQgYMo>

Final Competition: <http://youtu.be/f8jhX5udY-Y>

Everyone had a wonderful time! The crew left filled with great food, great memories and great racing!





## SAAC-MCR Show 37 Sponsors



Thomson Automotive sponsored the Best of Show Engine Award.

Call 1-248-349-0044 or [www.thomsonautomotive.com](http://www.thomsonautomotive.com)

*Service and Integrity since 1976*  
**National Parts Depot**

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.



**Fairlane Club of America**  
 340 Clicktown Rd.  
 Church Hill, TN 37642  
 Call: 1-423-245-6678



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](mailto: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](http://www.hagerty.com)

### TOTAL PERFORMANCE

Sponsored the Best of Show Other Ford Products Award.

Call: 1-586-3710 or [www.totalperformanceinc.com](http://www.totalperformanceinc.com)



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



**Russ Milne Ford**

24777 Hall Road, Macomb, MI 48042  
 Call: 1-866-353-6819



**Ohio Cobra Club**  
[ohiocobraclub.com](http://ohiocobraclub.com)



Pegasus supplied 300 catalogs.  
[PegasusAutoRacing.com](http://PegasusAutoRacing.com)

## Factory Five Racing Cruise-In *by Mike Nyberg*

Saturday, February 2, 2013 Factory Five Racing (the biggest producer of Shelby replica vehicles) scheduled a cruise-in at the Modified Mustangs and Fords (MMF) magazine's sales office in Tampa, Florida. Since my wife and I were wintering in Clearwater, we decided to attend the event. We arrived 15 minutes before the event was scheduled to begin at 10:00 am.

Dave Smith, the founder and president of Factory Five Racing (FFR) was making sure everything was set up for the event. He was putting the award plaques on a table that would be awarded to participants for various categories of excellence.

FFR had brought 4 cars to display including a Challenge Series Race Car, Blue Daytona Coupe, a surprise under a red car cover and a Red Mark4 Roadster (Shelby Cobra replica). Dave got into the Daytona Coupe and fired it before a lot of the customer built cars and crowd arrived. He drove it out into a vacant part of the parking lot and did several donuts. He created a lot of tire smoke and noise. What fun!

Dave let me sit in his Daytona Coupe, so I could check out how easy it was to enter and how much room was in the cockpit. He indicated it was his favorite car. He had two Daytona Coupes. One was a show car and the other was his daily drive, the one I was sitting in. He had to sell the show car during the depths of the financial crises. He kept the driver because it was dependable and so much fun to drive. He said, "I drive the snot out of this car."

Dave indicated there was another FFR Daytona Coupe in the MMF photo studio across the parking lot. I entered the all-white room to see a beautiful Black Coupe with a white center racing stripe. This Coupe is owned by a Delta pilot, Captain Garry C. Bopp who lives in Atlanta Georgia. It was powered by a 351W bored and stroked to 422 ci. Power was transmitted to the independent rear suspension through a TKO 5-speed transmission. Garry had several Russ Thompson accessories including sun visors, door sill plates and hinged rear side window. The engine compartment would make anyone proud to have. Garry told me the independent rear end was great for comfort and smooth ride. If you were going to use the car for a lot of open track, he recommended the 3 link solid axle, which I thought was valuable information.

We went back to the FFR display. By now, about 30 owner built replicas of various types had arrived and parked in a semi-circle. Dave Smith announced he was going to remove the red car cover for the special car. A beautiful Mark4 Roadster was revealed when the cover was removed. It was silver with a red stripe. The car was built by SKJ Customs in Washington, UT. The car was designed to display drivetrain and accessories Summit Racing has available for kit car builders. It was displayed in the FFR booth at the 2012 SEMA show. It had a 427 ci Windsor Ford Racing crate short block with Summit upper end components that produced 426 RWHP. The car is owned by the President of Summit Racing and likely would not see much open track or drag racing action.

We looked at all the owner built replicas and a Mark III Roadster painted Porsche Midnight Blue caught our eye. It was owned by Tip Franklin Jr. of Lakeland Florida. He indicated the kit was his



**Dave Smith, founder and president of Factory Five Racing, had a smile on his face after doing several donuts in the parking lot in his favorite car, a Daytona Coupe.**



**Garry Bopp's Black Daytona Coupe, which won the Modified Mustangs and Fords Magazine Editor's Choice Award.**



**Garry's beautiful engine compartment contains a 422 ci, 351W engine.**

70th birthday present to himself. He built the car in 15 months and a lot of that time was waiting for the body shop to finish the body and paint work. It was powered by a 347 ci bored and stroked Ford small

*(Continued on page 11)*



## FFR Cruise-In (Continued)

(Continued from page 10)

block that developed 425 flywheel HP. He utilized a fuel injection system that looked like a carburetor and indicated he gets 17.5 mpg on the highway. Power is transmitted to the 3.55 True Track rear end through a TKO 600 transmission.

There were so many beautiful owner built replicas and much engine compartment eye candy, it is hard to determine which car would be the best to build and own. My favorite was the Daytona Coupes due to their connection to the originals that won the 1965 FIA World Sportscar Championship.

It all happened on a beautiful warm February day in sunny Florida. It doesn't get much better than that.



Garry's interior photo shows the Russ Thompson aluminum door sill plate and the hinged rear quarter window, behind the curved plexiglass air scoop.



Tip next to his Blue Mark III roadster. A gift to himself on his 70th birthday.



Dave Smith, in the center, explaining the features of the Summit Racing FFR Roadster built for the 2012 SEMA show. He is the best salesman for Factory Five Racing products. Below: The top end of the Ford Racing 427 ci Windsor crate engine is all Summit Racing products.



Tip's dash is manufactured by Casey Design Products. It is a modular design that allows easy access to the wire harnesses (less time on your back). A Casey modular dash is also available for the Daytona Coupe. Also, notice Tip's convenient location of the emergency brake handle, on the left side of the trans tunnel.





## SAAC-MCR Members Gathering in Florida

By Mike Nyberg

Penny and I drove to Orlando, Florida from Clearwater, a 2 hour drive on Saturday, February 16, 2013. We wanted to attend the 16<sup>th</sup> Annual Mustang and Ford Roundup hosted by the Mid Florida Mustang Club at the Waterford Lakes Town Center. We knew Jeff Burgy, SAAC-MCR founder and charter member, would have his ERA 289 FIA Cobra in the show.

The Waterford Lakes Town Center is a very large shopping center. A large section of the parking lot was reserved for the car show, which included vendor and swap areas. Approximately 325 cars participated in the show. We were not charged an entrance fee to see the show cars. There appeared to be more late model Mustangs than first generation. I didn't see any first generation Shelby Mustangs. The only one there, was in an enclosed trailer owned by Orlando Mustang. I talked with Orlando Mustang owner, Pete Geisler, Sr., who indicated it was a shell that needed full restoration. Pete appraised my 1970 BOSS 302 in 2000, before I bought it in Orlando, small world.

We looked for Jeff's car and found him and Craig Shefferly, the SAAC-MCR Treasurer, very quickly. Craig and his wife Bonnie were visiting Jeff and Claudia in New Smyrna Beach for a week. This car show is one of Jeff's favorite. He and Craig enjoyed the car show while the wives shopped.

Jeff's Red 1965 ERA FIA 289 replica looked great. The Laser Red paint really popped in the Florida sun light. He had the hood closed concealing the BOSS 351 Cleveland engine. I had him open the hood to take a picture of the Weber carbs on top of the intake. The picture could not reveal the forged pistons, Carillo rods and special "Comp Cam" camshaft ground for the Webers.

At approximately 2:30 pm the Mid Florida Mustang Club started to announce the 200 awards. A very large percent of the participants got awards. What appeared to be rain clouds were gathering very quickly and Jeff needed to get the topless Cobra home, which was one hour away. He didn't want to start the car and interrupt the award presentation, so Craig and I helped him push the car out of the show car lot.

That capped off an afternoon where three SAAC-MCR members and their wives got to enjoy some friendship, great cars, and Florida sunshine in the middle of Winter.



**Three SAAC-MCR members together at the 16<sup>th</sup> Annual Ford Roundup hosted by the Mid Florida Mustang Club at the Waterford Lakes Town Center in Orlando, Florida. L to R: Craig Shefferly, Mike Nyberg and Jeff Burgy.**



**Above: Jeff Burgy's Laser Red 289 FIA Cobra replica.**



**Below Left: Jeff Burgy's BOSS 351 engine is slightly bored and stroked, and features a 4-bolt main Australian block, Carillo rods, solid lifter camshaft, Canton road-race oil pan, steel valve covers with extra breathers, all topped off with a set of 48IDA Weber downdraft carburetors. Very similar to what an original 289 FIA Cobra would run, except for a few additional cubic inches.**



# Bondurant School of High Performance Driving Celebrates 45th Anniversary

by Richard Zavodsky

As Bob Bondurant looks toward his 80th birthday April 27, the world-famous racing school he founded is celebrating its 45th anniversary.

The Chandler-based Bob Bondurant School of High Performance Driving has trained nearly 500,000 people — including professional NASCAR and Formula One racers, chauffeurs, military specialists, performance enthusiasts and day-to-day drivers, such as housewives and teenagers — to become safer and more proficient at handling the challenges of track, street and highway driving.

The Bondurant school recently celebrated its 45th anniversary by continuing to offer professional and everyday drivers the best track-intensive training in the world. "My objective is to save lives" said Bob Bondurant.

The school, which relocated from California in 1990 and is adjacent to Firebird Lake and Interstate 10, employs 61 and generates an estimated \$20 million a year — and has generated more than \$400 million during the 23 years the school has been in the state, according to a 2008 study by the W.P. Carey School of Business at Arizona State University, Tempe.

"The school has been a terrific attraction for many, many years, bringing people to Chandler and the region from all over the world," Chandler Mayor Jay Tibshraeny said. "It is obvious from the school's success that Bob and his staff have developed a winning product that has evolved into a tremendous tourist draw."

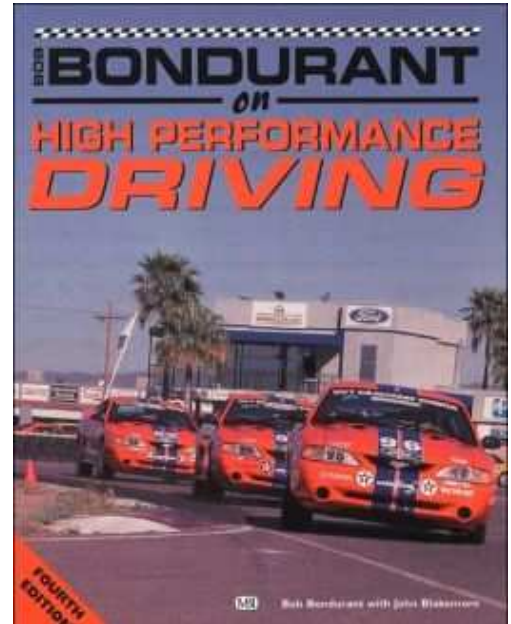
More than six decades ago, Bondurant began competing with dirt bikes in Southern California. He raced Corvettes in the late '50s, winning the West Coast SCCA B Production National Championship in 1959. He followed this with racing for Carroll Shelby, and competed at Le Mans in 1964 (finishing fourth) and Sebring the following year (also fourth).

For the Shelby American team, Bob participated in the 1965 World Manufacturers Championship, winning six of 10 races and besting Ferrari. This accomplishment gave Shelby American the honor of being the first American manufacturer to win the championship, with the Daytona Coupes, against the Ferrari domination in FIA.

Immediately, racing legend Enzo Ferrari offered him a job competing in Formula One races, which Bondurant considers his greatest thrill since he competed with racing legends such as Dan Gurney, Mario Andretti, Ludavico Scarfioni and Jackie Stewart.

"In 1986, I told Car and Driver magazine: 'I want to improve upon the completely inadequate level of driver training in this country'" Bondurant said, noting that he immediately included street courses, such as teen safety, which have benefited many Phoenix-area young drivers.

**Right: Bondurant's book about high performance driving written when he used Mustangs for training purposes.**



**Dr. Audrey Zavodsky in the center with Bob and Pat Bondurant at the 45th Anniversary Celebration of the Bondurant School of High Performance Driving.**

Late-night entertainer and car enthusiast Jay Leno offered his "humble reverence" for Bondurant's tremendous success and Maricopa County Sheriff Joe Arpaio presented him with an updated "special deputy" badge. Dr. Audrey Zavodsky, an instructor at the school and Leadership & Professional Development Program Manager at Ford Motor Company, was an invited guest and was on hand to celebrate this auspicious accomplishment. "This is a great experience for me and I am proud to be here."

In addition, Bondurant's longtime friend, Craig Jackson, CEO of the world-famous Barrett-Jackson Car Auctions, presented a video testimonial, and state and city proclamations from Gov. Jan Brewer and Tibshraeny was read, celebrating Bondurant's racing achievements and the instructional expertise of the school.

"This is a year we have all been anticipating," Pat said. "Bob and I and everyone at the Bondurant School are looking forward to celebrating both milestones with our cherished sponsors, employees, students and longtime friends from Arizona and throughout the world, and looking ahead to our great future in Phoenix."

## 2013 SAAC-MCR Winter Swap Meet

By Steve White

The Winter Swap Meet lived up to its name. Leaving for Gorno Ford in the pre-dawn hours, the temperature was 17°F, with a few random snowflakes falling. When I arrived, at 7:30AM, almost all the vendors were set up and looked ready to start selling – impressive since the doors for set-up only opened at 7:00AM & the doors for spectators were not “planned” to open until 9:00AM. To give an idea of how cold it was, I noticed as I drove up that there was only one lawn sign and the A-frame sign to announce the location – it has been so cold in Michigan for so long that the ground was too frozen to stick the signs in and their wasn't enough snow to plant the lawn signs in either, so the one sign that was in place was leaning up against a telephone pole wedged under a nail that had taken up residence in the pole!

Two of the last vendors were pulling into the Service Write-up Area, leaving two end spots open for easy access open, that filled up a short time later. The Write-up Area was where mostly tools, memorabilia, and generally small parts you could hold in one or possible two hands were situated.

In the Service bay was mostly where the heavy duty parts, such as engines, transmissions, rear ends, exhaust, body parts, etc., along with more small parts, literature and memorabilia could be found. Spots were filled all along both sides with only two open spots short of a sellout, with the center section often used in the past unoccupied – but available for future expansion if they were needed.

A total of 36 vendors took a shot at selling their wares. From walking around and observing the action and interaction of buyers and sellers, it seemed like everyone was cheerful and happy with how the event went, with no grouching noted. This makes for a successful event!

While we couldn't get an accurate take on the number of spectators, as the refreshment money comingled with spectator money, our reasonable estimate was that we had 330 spectators come through the doors. This was a healthy turnout, but we have a goal of getting around 500 to the event. This year, we didn't have the luxury of being able to have flyers out at Autorama like years past, as this year the Autorama event occurred the weekend AFTER ours!

To show the dedication to the club, one of our members even showed up to lend a hand on his Birthday! Rich Tweedle arrived to take event pictures like he usually does, and he was presented with a special birthday cake from the members. The picture of Rich and his SVO with P-51 Mustang at last years Thunder Over Michigan event graced the cake, to capture Rich, his car, the club and his love of military planes as a former USAF member all in one.

Events wouldn't be successful without member volunteers, and along with Swap ring-leader John Yarema, Gibson Nichols helped out all day at one of the doors and with refreshments, Tom Krcmarik and Jim Tipling manned the other door, Phil Jacobs

helped out wherever was needed, Mike Elder and Steve White pitched in to plug holes as needed (hope I didn't miss anyone!). Other members stopped by to check things out, look for parts or sell parts, or to just chat. All would not be possible without the gracious use of the Gorno Ford building by their staff – THANKS!

Overall a very successful and smoothly run event.



**Swap meet shoppers in the Gorno Ford dealership write-up area.**



**Bargain hunter looking for treasures in the repair bays of the Gorno Ford dealership.**



**left: Rich Tweedle's birthday cake.**



# I Felt the Earth Move!

by Steve White



**2013 Shelby 1000.**

*note: this is a true story!*

This morning on the way to work, only about one mile from home, I was stopped at a light in the middle of a long line of cars. It was dark and raining fairly heavily at the time. I had been stopped for about 30-60 seconds, and then I felt a rumbling in my chest.

At first I thought the trusty 120K+ mile Explorer was idling rough, as could be likely impact of rain on the ignition system. I looked at the tach, and it was rock steady (but then factory tach's are usually filtered/dampened so as to not show all the inherent cycle to cycle variation), and the engine felt smooth and the vehicle steady.

I looked at the F-250 stopped ahead of me to see if it was a diesel or not, and noticed it had dual small exhaust pipes as a factory gasoline V8 engine would have of it's era, and thus not a diesel.

I then looked in the rear view mirror. There I saw a small compact car, but nothing out of the ordinary there and no rattling windows or mirrors that usually accompany bass infused stereo systems.

I was puzzled. Then the rumbling sound and feeling began getting much louder and like it was moving. I quickly re-checked the rear view mirror, as I was concerned the car behind me was moving forward and would hit me as I had no place to go, but it was still stationary.

Still the sound grew louder and approached. I checked the right side mirror and could see a car coming down the temporary right lane at a very slow pace. In my peripheral vi-



**2013 Shelby 1000 on the track at speed**



**The track-only version, the Shelby 1000 S/C, takes the 1000's engine modifications a bit further by bolting on a 4.0-liter Whipple super-charger, American Racing headers, and a Borla 3-inch exhaust system, resulting in the insane 1,100-horsepower number.**

sion I could tell that it was a dark blue late model Mustang. As it passed, I noticed 3 or 4 large light colored oval decals on the bottom rear corner of the door. When it pulled past to where I could see the rear of the car, it had a large white decals that read "1000". This was a 2013 Shelby 1000 (1000+ HP)! Why anyone would drive such a car in that weather I don't know, as it had been raining all night so not catching one by surprise. It also had New York plates, which made it even stranger - a connection I have yet to figure out.

The date? January 11, 2013 - the 90th birthday of Carroll Shelby! I think the old rascal was paying me a visit ( a ghost of Christmas yet to come?! )!!

**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

**Newsletter Editor: Mike Nyberg**

**Phone: 248-969-1157**

**E-mail: tangobythelake@yahoo.com**

**Technical Editor: John Logan**

**We're on the Web!**

**[www.saac-mcr.net](http://www.saac-mcr.net)**

## 2013 Events Calendar

### May

- 4 SAAC-MCR Spring Cruise,** Time and location to be determined

### June

- 2 SAAC-MCR SHOW 38,** Ford World Headquarters, Dearborn, MI  
**3 SAAC-MCR GO 38 Open Track Event,** Waterford Hills Road Racing Course, Clarkston, MI

### September

- 1 SAAC-MCR Labor Day Classic Open Track Event,** Waterford Hills Road Racing Course, Clarkston, MI

### October

- 6 SAAC-MCR Harvest Happening Open Track Event,** Waterford Hills Road Racing Course, Clarkston, MI  
**12 Fall Colour Tour & Chili Challenge,** at John and Trish's Autodrome, Lake,, MI (Near Clare, MI)

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3



**Mike Riemenschneider driving his dual quad, single distributor personal conveyance at the 2013 SAAC-MCR Winter Swap Meet at Gorno Ford. Notice Mike has two carburetor rebuild kits in the basket in case one of the carbs needs rebuilding, best to be prepared. See related article on page 14.**

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

**[www.saac-mcr.net](http://www.saac-mcr.net) for the latest information about events.**