



Shelby Life

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

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October 2013

President's Corner

“Ford Racing Enthusiast Club Program Outreach Event”

by Steve White



Raj Nair is Ford's current top product executive, as head of Ford Global Product Development overseeing 20,000 engineers worldwide.

The old saying “membership has its advantages” came to life in a special event arranged by John Clor of Ford Racing. SAAC-MCR was recently accepted into Ford Racing's Enthusiast Program. This was no small feat in itself, as we had been trying to get included for several years, but initially they only accepted national clubs. They have now allowed inclusion of regional clubs with significant stature.

On August 8, 2013, a select group of clubs representatives were invited to an event “Enthusiast Club Principals Meet Ford's Raj Nair”, or more succinctly “Meet Raj Nair”. As most know, Raj Nair is Ford's current top product executive, as head of global product development overseeing 20,000 engineers worldwide. Due to his heavy demand, our time with him in the overall event was brief, but very worthwhile.

Club representatives from MCR, MOCSEM, SVTOA, Team Shelby-West Texas region, Yellow Mustang Club, Red Mustang Club, Pittsburgh Mustang club, Focal Jet, Motor City Marauders and others accepted the special invitation. We met at the Ford Racing offices in Allen Park, where John Clor explained the motivation for the outreach. We were also introduced to Ford Racing chief Jamie Allison, who John credited with being the “godfather” of the club outreach program, and who without his support, this never would have been possible.

It was explained that the purpose of the outreach was our member's role as disciples of the Ford brand. In proposing the event, some questioned why they would bring in Ford enthusiasts clubs, as they are already deep Ford supporters and usually repeat Ford new product buyers. So why bring in these groups that are already “automatic sales”? This was considered “preaching to the choir”. It was recognized that our members are looked to by their families and friends for car purchase advice, and would be the best to extoll the advantage of one of the Ford products, and help “steer” the sale to Ford.

After our introduction, we all boarded one of two shuttle vans that took us over to the Ford Dearborn Prov-

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President's Corner *(Continued)*

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ing Ground facility. We were dropped off at the Product Research Center in the middle of the test track complex, and ushered into a meeting room and treated to a box lunch. About the time we finished our lunches, Raj showed up and quickly consumed his light lunch before we went into a brief introduction of our clubs, and Raj of his background (interestingly, just three days before I received the invitation, an article had appeared about Raj in the Detroit Free Press. <http://www.freep.com/article/20130721/BUSINESS0102/307210061/Ford-Raj-Nair-Mustang-F-150-auto>

Naturally the thing that everyone wanted to know about, but could not be discussed, was details on the 2015 Mustang. Raj did reassure the assembled group that it would be true to its heritage, and die hard enthusiasts would not be disappointed. He also stressed the understanding throughout Ford, all the way to the top, the importance of the Mustang brand and the importance of "getting it right".

After the lunch, introductions and brief comments, a few of us had a chance to ask Raj questions. In the interest of Raj's schedule, we all did not get a chance to ask him a specific question, so mine went unasked. What I wanted to ask, is what can we do with Ford, and Ford with us, to get the next generation involved in the auto hobby and profession? This is a topic we've long discussed in MCR. The auto companies are having a hard time getting new graduates interested in their field, as the industry is not viewed as "sexy" enough as the high tech and Gen Y touchy-feely work environments. An example I wanted to bring up was like Ford's involvement on the west coast with Haggerty Insurance to teach new drivers how to drive a manual transmission. Since I did not get a chance to ask it, I e-mailed it later to John Clor and asked him to consider it and pass it along within Ford. Coincidentally, the next week, at our pre-Dream Cruise event, representatives from Haggerty stopped by independently and talked to Mike Nyberg about such events. More to follow?

After the lunch and chat, we had a chance for 2-lap ride along in the tight and undulating handling course that encircled the PRC. We could have two different rides with SVT development engineers if we wanted, and could choose between three different cars – Shelby GT500, Focus ST and the newly announced Fiesta ST. My first ride was in the Fiesta ST and I must say the driver and the car suited that course well, we were flying! Near the end of the first lap, I began wishing I only had consumed half of my sandwich and not the whole thing! The GT500 set idle for quite awhile, as the keys were mysteriously lost unbeknownst in the pocket of the engineers, so the two ST's got quite a work out. I later went for a ride in the GT500, the course and car were not a match, as it overpowered the tight course, but still did amazingly well!

A film crew for Ford documented the event and interviewed a few participants (Marcie Cipriani from SVTOA, Mike Rey from MOCSEM, & John Clor of Ford Racing) for future internal Ford network use.

After the rides and networking, we were shuttled back to Ford Racing and our cars. John Clor gave the new clubs to the group, MCR and Focal Jet, Ford Racing Enthusiast Group banners we can use at our events. MOCSEM invited those of us that wanted to go to attend their event at Mike Berardi's car collection afterwards.

The event was a once in a life time experience and I was honored to represent SAAC-MCR. It will be interesting to see what comes next ...

Side note: It was mentioned that "Fast News", Ford Racings weekly e-mail, reaches 250,000 people, and so any information our club generates and is included in an issue reaches a very wide audience!



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 120 Members

New members include: *Douglas Belsis, Chuck Hedeem, Alex Zielinski, Marc & Denise Staudt and Howard & Angela Smith returned after many years.*

SAAC-MCR Labor Day Classic Open Track Event

Text by Mike Nyberg, Photos by Phil Jacobs and Mike Nyberg

Gene Kotlinski explaining the safe performance driving rules at the Driver's Meeting.



The 2013 SAAC-MCR Labor Day Classic open track event at Waterford Hills Road Racing Course was held on Sunday, September 1st. The morning was very cloudy and looked like a probability for rain. Gene Kotlinski was the manager of the event, since Darius Rudis was on vacation. He had set up the registration desk by 8:00 am and was ready to get everyone registered.

John Yarema was the lead Technical Inspector, assisted by Al Small. There were not many cars to inspect at 8:00 am due to the threat of rain. However, by the time the Driver's Meeting occurred most of the cars had been inspected and it began to sprinkle? 26 cars had been inspected by the end of the day.

Gene lead the Driver's Meeting. He covered the rules for safe performance driving and what each signal flag communicated. The Waterford Hills Corner Workers also indicated how drivers should respond to certain situations.



Fantasy Trans-Am participants. Left to Right: John Yarema, Mike Nyberg and William Kidwell.

The Fantasy Trans-Am participants on the track.



Labor Day Classic (Continued)

(Continued from page 3)

Open track sessions began at 10:00 am with each session lasting 15 minutes so the four different experience level groups could have two sessions before the 12:00 pm Lunch break. The rain had stopped by the first session and the Competition drivers dried out the track for the rest of the groups.

The first half of the lunch break was utilized for anyone who wanted to do parade laps on the track. The second half of the lunch break was set aside for the Fantasy Trans-Am parade laps and photo opportunity. The threat of rain kept the turn out of early pony cars to a minimum. Only three cars showed up for the event. The Shelby GT350 owned by William Kidwell developed a stalling problem 35 minutes before the event. We were down to two cars for the Fantasy Trans-Am. John Yarema came to William's aid. He thought the problem was ignition points. John cleaned the dual points with sandpaper, while calling Mike Riemenscheider to get the gap spec for the points. John set the points by eye and the car started and ran fine. William closed the hood at 12:25 pm, just in time to participate in the Fantasy Trans-Am.

Mike Kidd had planned to participate in the Fantasy Trans-Am event with his 1970 Pontiac Trans-Am, but blew a front automatic transmission seal the day before. Tim Young was helping a friend start his '63 Willys in Standish and arrived in his Red 1968 Mustang Fastback too late to participate.

The Labor Day Classic open track event was a clean event because there was only three off track incidents. I went into the Swamp turn too hot and too deep causing my 1994 Mustang to go off with all 4 wheels on the outside of the turn. I decided to not try to get back on the track. That usually causes the car to over steer and the car goes into the swamp tail first. I chose the infield which turned out to be very rough. It destroyed a \$350 front chin spoiler, maybe I should have chosen the swamp.

The Labor Day Classic open track event was a great opportunity for participants to have fun with their cars.

The gas cap on a 2012 Laguna Seca BOSS 302 at the event. Ford put the Laguna Seca Race Track layout on the gas cap so the BMW M3 cars would know where to turn.



Mike Nyberg had the biggest pit crew at the event.



Left to Right: Ed Frank's Gray 2009 Shelby GT500. He was happy with how the car performed with street tires. Ken Luba's Blue 2012 BOSS 302. He was testing the performance of several modifications he has made to the car.



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The Carroll Collection

Text by Mike Nyberg and photos Mike Nyberg and Rich Tweedle

SAAC-MCR members were invited to The Carroll Collection to witness the interview of an original Shelby American employee, Jerry Schwarz.

William Deary is the owner and custodian of The Carroll Collection, located in an 8,000 square foot building next to his and wife Cheryl's home in Southeastern Michigan. The collection started 7 years ago when William's wife Cheryl and his daughter Kynyn bought a Shelby GT500KR convertible for William's 50 birthday. The collection now includes seven Shelby automobiles, two Titan (Series 1) motorcycles and a BOSS 429. It also includes Shelby memorabilia, posters, pictures and an extensive die cast car collection.

William was able to convince Jerry Schwarz to allow him to acquire his Shelby American memorabilia for The Carroll Collection, since it would be on display for car enthusiasts to see. The collection is not open to the public; however, William regularly opens it to car enthusiasts. Jerry and his wife Oleen were visiting relatives close by in Kendallville, Indiana and made the trip to the collection to deliver the memorabilia and be interviewed.

William had arranged for a videographer to record the interview. William had several open ended questions which allowed Jerry to talk about his interesting career. Jerry started by talking about how he got interested in cars by reading car magazines at age 10. He talked about building a scooter and trading up to a motor bike, then to a motorcycle and finally to a '36 Ford flathead. That led to a discussion about the favorite cars he owned and modified before he went out to California and began working for Shelby American.

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Left to Right: Jerry Schwarz, William Deary and Oleen Schwarz.



Left to Right: Robert Vickery talking to Jerry and Oleen Schwarz.



Left to Right: Jerry Schwarz being interviewed by William Deary.

Aluminum 351 engine once owned by Jeff Burgy.



The Carroll Collection *(Continued)*

(Continued from page 6)

Jerry's school mate Ted Sutton moved to California where car racing was happening. He got a job at Shelby American and suggested Jerry should come to work for Shelby. Jerry told the story about how he had modified a GT350R rear wheel well in order to get the job. Over time he became the leader for the team that built the GT350R models. He also became the lead mechanic on the race team. He related many interesting stories about his experience at Shelby American.

Jerry said working at Shelby American was a very exciting experience. There were a lot of very talented people working many hours to achieve the successes Shelby American enjoyed. People shared their talents with each other. Bill Remington was the company engineer and could always show you a better way to make something. Bill Eaton was a talented English fabricator and Jerry's best friend. Peter Brock was a jack of all trades, he could do everything. It was a great collaborative atmosphere during that time at Shelby American.

In 1968 Ford called the shots and built the engines that failed on a regular basis. It no longer became fun to work at Shelby American. Jerry Titus went to Trans-Am racing Pontiacs and Jerry Schwarz went with him. After a year there Jerry went to Roy Woods as the Chief Mechanic and was involved in Indy racing, Can Am, Formula 5000, Grand National and a lot of Trans-Am. He worked for Roy Woods for 10 years.

Prior to the interview we had an opportunity to view the extensive collection and have a wonderful lunch. We could talk with Robert Vickery, who had been the Parts Manager at Shelby American and currently

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Beautiful Guardsman Blue continuation Cobra CSX6062.



Carroll Shelby's autograph on the CSX6062 glove box door.



This is the car that started the collection. An unrestored, 17,000 mile 1968 Shelby GT500KR Convertible. Purchased May 20, 2006 and given to William Deary by Cheryl and Klyn, as his first Shelby as 50th birthday present.



Robert Vickery and Craig Shefferly talking with Cheryl Deary.

The Carroll Collection *(Continued)*

(Continued from page 7)

lives in Howell and is a member of our club. He told some interesting stories about his experience at Shelby American. He is a pilot and used that skill when he worked for Shelby. When Carroll Shelby was testing a GT40 at Riverside, he called Robert back at the LA facility and said he needed a radiator shipped down ASAP. It would have taken 2 hours to deliver by truck. Robert put the radiator in his small plane parked behind the LA facility and flew it to Riverside and landed on the track. Shelby could not believe how quick he got the part and said, "Now that's what I call service."

William Deary has created a world class Shelby collection and the SAAC-MCR members present had a world class experience. William has indicated each attendee will receive an autographed photo plaque commemorating the event.

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This is a Shelby Series I "the only car ever produced by Carroll Shelby from a clean sheet of paper and built from the ground up." The car is CSX 5213 and is one of twenty that were factory supercharged.



Left: Craig Shefferly, John Yarema Mike Nyberg and Steve White discussing the significance of the 1965 GT350 to the left.



1969 BOSS 429 on a hoist to display concours details chassis and drive train. Below: Steve White, Richard Teeple and Ed Ludtke are inspecting the details



1965 Shelby GT350 advanced prototype SFM 5012. It was the May 1965 Car & Driver magazine test car.

The Carroll Collection *(Continued)*

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Thank you William Deary for inviting SAAC-MCR members to view The Carroll Collection and your interview of Jerry Schwarz!



1970 GT350 Shelby "Paxton" 1 of 1. Owned and supercharged by Carroll Shelby. The Carroll Collection purchased the car from Carroll on February 2, 2011.



Two Shelby Series I Titan motorcycles that are powered by a 112 cubic inch, 115 HP engine. The Shelby company offered buyers of the Series I the chance to purchase a Titan Shelby with a VIN matching their car's.

The White 1966 GT350 next to the motorcycles was Lew Spencer's, (Shelby Competition Director), lease car – his daily driver in 1966, (#369).



Display case of Carroll Shelby artifacts and die cast models.



Left to Right: Sharon Madison, Cathy White and Bonnie Shefferly relaxing for a moment.



Above: People gathered in the kitchen area of the Carroll Collection museum.

Henry Ford's 150th Birthday Celebration

Text by Catherine Duling, photos by Detroit Free Press & recipe courtesy of Chef Kristin Jablonski

Henry Ford Community College's Culinary Arts Program was proud to participate in the Celebration of Henry Ford's 150th Birthday which was held at Henry Ford's Home, Fair Lane. Students and faculty from the college provided a chocolate chip, soy pound cake as the centerpiece of the celebration and displayed in the Pool Room. A soy pound cake was chosen to highlight Henry Ford's work with the soy bean. Below is the recipe used compliments of Chef Kris Jablonski

In addition the Culinary Arts Program was pleased to provide a brunch to the Ford Family and invited guests. Some of the attendees were: Mayor Jack O'Reilly, Ford Motor Company President Alan Mulally, Representative & Mrs. John Dingell, State Representative George Darany, and Senior Ford Motor Executives

Henry Ford 150th Birthday Cake Recipe

Soybean Lemon Cinnamon Chocolate Chip Pound Cake

Yield: 2 – 8" Loaf Pans

Unsalted Butter	8 oz		Soy Bean Flour	1 1/4 cups
Soybean Margarine	8 oz		Cake Flour	3 1/2 cups
Granulated Sugar	1 3/4 cups		Baking Powder	1 tbsp + 1/2 tsp
Salt	1/4 tsp		Nutmeg	1/2 tsp
Egg (Whole)	12 lg. eggs		Cinnamon	3/4 tsp
Lemon Extract	1 tbsp		Chocolate Chips	1/2 cup

Procedure:

1. Cream together the butter and margarine with whip attachment till light and fluffy. Add vanilla, and salt to above mixture and then add a little at a time the eggs and blend till incorporated and light in color. About 10 minutes.
2. Add a little of the sugar to above mixture and make sure to scrape down the bowl as needed.
3. After the butter and margarine mixture is light and fluffy add the lemon extract and blend.
4. Sift together the soy flour, cake flour, baking powder, nutmeg, cinnamon, add to the above mixture and blend till incorporated and clean. Do not over mix the batter because it will toughen up the cake batter.
5. Fold in the chocolate chips.
6. Portion into two 8" Loaf pans and bake at 350°F for 30 minutes or until a skewer comes out clean from the center of the loaf cake.

Let cool before enjoying.



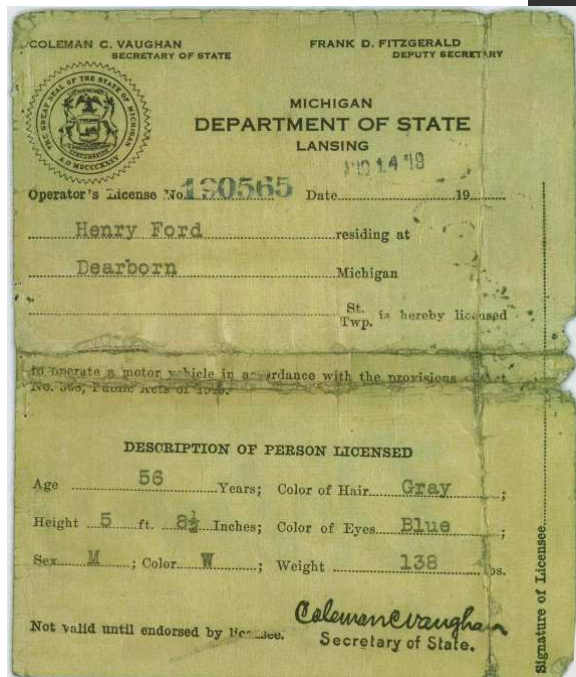
Quiz

Supplied by John Logan
Answers on the last page



Picture #1: Who are these two men?

Picture #2: Who are these three men?



Picture #3: Is this a valid Driver's License?

It must have been in Henry Ford's wallet for a long time. Note how frayed it is at the fold line.

SAAC 38 National Convention *by John Guyer*



The black and white patrol car pulled up next to me, "Excuse me sir, what are you doing?" I looked around with that "who me?" expression on my face. "I'm taking a picture of this street sign." (doesn't everybody?)



The officer continued to stare, trying to decide if he needed to call for backup. "Oh, I'm here at the Ontario Hotel with the Shelby American Automobile Club and I was just taking a picture of the sign because it's Shelby Street." Maybe not backup, perhaps the Old Folks Home? With a look of exasperation and a tone only a Californian can produce, he said, "Whatever!?" and drove off.



Welcome to Ontario and SAAC 38. First car in the lot looks to be a 2008 GT500 from Ohio no less. Turned out to be the "in famous" Howard Pardee. Always good for a conversation, especially since I remembered to bring my "Just Say No PARDEE" badge.

Arriving a day ahead of the actual start of the convention allowed us to shake off any jet lag, so we got to the track fairly early on Thursday



Open track means anybody can run and since they relaxed the Ford powered rule I thought there might be a lot of "other" cars. Outside of two Dodges and a Camaro that were practicing for the Trans-Am race I didn't see any.

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SAAC 38 (Continued)

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Our Fearless Leader, Rick Kopec, may have sold his R Model, but he can't help but challenge all comers, even when he's just made a wrong turn at the 9th hole.



Craig Shefferly was the only other member from Michigan since Jeff and Claudia Burgy are now from Florida. But after having gone to 38 of these events we have made friends with people from all parts of the country. Thursday evening had a social gathering at the hotel and a chance to catch up with what other members have been doing. If you ever visit saacforum.com you get into discussions with people you may not know and this evening was a chance to meet some of them face to face.



Friday was another Track Day, the Swap area had many interesting parts that I successfully avoided so I didn't have to figure how to get them home.



Perhaps President White would like to add another Hertz car to his collection, this one with a 427 SOHC.



The afternoon highlights were the Trans-Am and the Shelby Races. Enjoyable to watch, they are fun events with the winners receiving no more than the pleasure of driving fast and maybe bragging rights.



Friday evening dinner and program at the hotel was nice. They had the usual speakers, some

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SAAC 38 National Convention *(Continued)*

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good, some I don't remember. One was 21 years old in 1966 when his mother paid for a 427 Cobra so he could go racing. And you thought your mom was good to you.

Bob Bondurant talked about his days working for Shelby, then later after a bad racing accident when he was told he would never walk again he changed his path to open a high performance driving school.

Pete Brock was last to talk, what I remember from that was after he built a Daytona Coupe to drive, he built a second one to sell but his wife ended up driving it. Nice to have His and Hers Daytona Coupes.



If you have been to any of these evening programs you no doubt have seen many members wearing blue Shelby team shirts, I have one myself. But just to be a little different I have a pair of hickory striped overalls from J C Penney and red short sleeve button down collar shirt with a Ford crest patch on the sleeve. This was the team outfit for 1963 Sebring Race. As the program was winding down a gentleman from the other side of the room comes over and sits at a now empty seat next to me and asks about my shirt. I tell him I got it thru a guy in my local club (Craig). He says, "it's a lot nicer than the ones we had in Sebring." Then he introduces himself as Allen Grant. When you know these guys in black and white pictures when they were in their 20's they can sneak up on you dressed as a senior citizen.

“Pete Brock was last to talk, what I remember from that was after he built a Daytona Coupe to drive, he built a second one to sell but his wife ended up driving it. Nice to have His and Hers Daytona Coupes.”



He proceeded to tell me about how Shelby's wife or maybe it was his girlfriend came up with the idea for the overalls from Carroll's racing/chicken ranch days and red shirts with Ford patches on them. The fabric was so thin that they tore easily so it was only for that race, but he had kept his. This was the highlight of my convention.

Back to the track on Saturday. Concours judging and popular vote car shows ran about the same time but a bit of a hike between the two. You be the judge, look carefully at these two cars; '68 convertible and '68 fastback, right?

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SAAC 38 National Convention *(Continued)*

Continued from Page 14

And also the not so famous cars.



What if I told you they were both '67s. These were the engineering cars used for testing and early sales brochures.

Shelby factory drag cars are pretty rare, in fact there was only one in 1967.

SAAC38 had a '65, a '66, and the '67.



They finished around 3:00 PM and by the 5:00 official ending you could hardly tell we had been there. Another successful convention completed.

Sean from New Zealand was the last to leave, but then again aren't they a day ahead of us?



Popular vote show had its share of interesting cars. For those of you old enough to remember the movie *Gumball Rally* one of the two 427 Cobras used in filming was there.



2013 Concours in the Park

by Mike Nyberg

The SCAMP Concours in the Park Car Show takes place in beautiful Depot Park located in Clarkston, Michigan. All the proceeds for the car show support the SCAMP summer camp program for special needs children. The show is the Friday evening before the Waterford Hills Vintage Races. Each car show participant received a dash plaque and one general admission ticket to the Vintage Races at Waterford Hills.

Five SAAC-MCR members participated in the car show located on grounds that have connections to Ford Motor Company. Dave Swanson, Phil Jacobs, Dwight Kreuger, John Yarema and I had cars in the show; Eric Penn came to experience the event.

Henry Ford, maintained a summer home and weekend cottage on Main Street, in Clarkston. The building still stands today. Ford also owned a mill which operated on the water from what is now called "Mill Pond" in Clarkston. Ford converted the mill into a small plant. The plant opened in 1942, with up to 40 people making drill bushings, straps and seat covers. However, it had a short run and closed in 1947. The water exiting from the former Ford "The Village Industries program" plant travels through Depot Park via Millrace Creek.

Three of the SAAC-MCR attendees parked the cars next to the Millrace Creek in the park. The park has mature trees which shade the sun and keep the temperature cool on hot summer nights. It is a very relaxing experience. It is more like an ice cream social atmosphere. There are many unique cars to look at, which make the show interesting.

We knew that the Kid Rock's favorite Mac and Cheese from the Clarkston Union Bar & Kitchen would be available. We bought a huge bowl for \$5.00 and all of us commented about how great it tasted. Three large scoops of ice cream was also available for \$3.00. No one went away hungry.

Several judged awards were given out along with one special award. The special award was determine by the SCAMP special needs children that attended the car show. Club member Dwight Kreuger's 1951 Mercury Lead Sled was honored for the SCAMPER's Award. I think the SCAMPERS were just as happy as Dwight, when the award was presented.

We ate good, socialized and enjoyed the tranquility of the park. It doesn't get much better than that!



SCAMPERS and Dwight with the SCAMPERS Choice Award.



John Yarema's 1965 Shelby GT350 Replica.



Above: Dave Swanson's Cobra 289 FIA Kirkham.



Phil Jacobs' 2006 Red Mustang GT. My 1970 Yellow BOSS 302 is in the background.

2013 Waterford Hills Vintage Races

Text by Mike Nyberg , Photos by Mike Nyberg and Andrea Beaudoin

I arrived at the Waterford Hills Vintage Race on Saturday morning at the same time as Phil Jacobs. We decided to spend the day together enjoying the races and looking at race cars in the paddock.

One of the first cars we saw in the paddock was a beautiful green open wheel race car. It was a 1990 Reynard 90D F3000 with a Mugen 3.0L V8 owned by club member Rick Schans. Rick said it handles much different and better than the Superformance GT40 he used to own. There is a special procedure for warming the engine to operating temperature before starting it. Once it was started, they revved it in short bursts that sounded like Indy. It made your heart beat a little faster.

The paddock space across the isle from Rick had two Can Am cars. One of the race cars was driven by Teo Fabi in the 1981 CAN-AM Series. The car was a Budweiser sponsored Newman (Actor Paul Newman) Racing Team Car. It took two first place finishes, four pole positions and two fastest race laps. This car played a major part in Teo Fabi taking a second in the Drivers Championship and led all drivers in money earnings. Over time this car has had \$1 million spent on it by various owners. It is currently owned by David Niko-

las, owner of Nikolas Motorsport an Independent BMW Porsche Service provider located in Keego Harbor, Michigan.

The Can Am race car was too fast to compete in the vintage races. However, it did several 1.0X minute laps in a special tribute to Vern Roberts owner of Southern Motors, a classic car dealership in Clarkston. Vern Roberts, was a champion T1 Waterford Corvette racecar driver who passed away in February.

We saw former club member, Don Eichstaedt, who worked at Kar Kraft and supervised the build of the J-Cars, which became the Mark IV that were successful at Lemans in 1967. It was interesting talking to him about his experiences.

Phil went with me for parade laps during the lunch break. It was an opportunity for me to get information from Phil on how best to enter each turn. Phil has a lot of experience at Waterford racing with a vintage Trans-Am car he previously owned and restored. I feel I will be able to improve my open track performance based on his suggestions.

Club member Eric Penn was a corner worker at the event. We talked to him during the afternoon worker break. He is in the process of purchasing a Fiesta ST. He talked about what he plans to do in the future to improve the performance of the new acquisition.

We met club member Mike Kidd and talked to him for a while. He decided to do parade laps during the afternoon worker break. It started to rain during the break, so Phil and I decided to leave the event.



Left to Right: Phil Jacobs is talking to Rick Schans about his racecar, a 1990 Reynard 90D F3000 powered by a Mugen 3.0L V8.



Mike Kidd 's Blue 1970 Pontiac Firebird on the track during the afternoon break parade laps.



This race car was driven by Teo Fabi in the 1981 CAN-AM Series. The car was a Budweiser sponsored Newman Racing Team Car.

2013 Onsted Car Show

Text by Mike Nyberg and Photos by Phil Jacobs and Mike Nyberg



Left: SAAC-MCR members at the 2012 Onsted Car Show. Left to Right: Mike Radonovich, Phil Jacobs, Mike Nyberg, John Yarema and Glenn (Oscar) Madison. Rich Tweedle is not pictured.

Four SAAC-MCR members met at 7:00 am at the Tel Twelve Mall parking lot to caravan to the 2013 Onsted Car Show, which was located on the infield of the Michigan International Speedway (MIS). We were looking forward to traveling together on US12 from M23 to the track in Brooklyn Michigan. That part of US12 is scenic and has many curves through the Irish Hills.

We entered the MIS infield through one of three corrugated steel tubes. We had to rev the engine to hear the exhaust echo. We were able to park together. Shortly after parking, club member Glenn (Oz) Madison joined us. He had arrived much earlier to enjoy the pancake breakfast.

We walked around to observe the vast variety of vehicles. John Yarema was especially interested in the unique modification on a Rat Rod. A Hudson with a lot of patina reminded us of the 1950 Hudson Hornet, Dr. Hudson, in the movie Cars. I liked a yellow wrecker that was restored to show condition.

We bought lunch and ate it under a large canopy to get out of the hot sun. Mike Radonovich, Phil Jacobs and John told stories about car accidents they were involved in their youth. A couple of men who were sitting near us were disappointed when we left. They said, "Don't leave we enjoy your stories."

Trophies for Best of Show were presented beginning at 3:00 pm. They were presented by many sponsors and some sponsors gave out several trophies. That was followed by the popular vote presentation to the Top 100 Vehicles. John, Glenn and I received Top 100 plaques.

The final event of the day was an opportunity to parade laps on the MIS track. Approximately 300 cars went out in groups of about 40 cars. We were in one of the last groups. We were not to exceed 70 MPH with no passing. A couple of guys in the SAAC-MCR group, who shall remain nameless, didn't obey the rules. I was not able to catch them before the session was over.

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My favorite vehicle at the show. A 1930's Yellow Ford wrecker in pristine condition, the owner even took it out on the track.



This Hudson reminded us of the 1951 Hudson Hornet, "Doc Hudson", in the Disney Movie "Cars".

2013 Onsted Car Show (Continued)

(Continued from page 18)

Professional photographers took pictures of each car in hot pit lane and as they crossed the start/finish line. The photos remind us of the great experience we had at the 2013 Onsted Car Show.



Phil Jacobs thought this Yellow and White VW Crew Cab Pick Up was a unique vehicle that had been restored to concours condition, minus the Moon hubcaps.



Three SAAC-MCR members won popular vote "Top 100 Awards". Left to Right: John Yarema, Glen Madison and Mike Nyberg.



John Yarema thought this Rat Rod had some interesting modifications.



This is what happens if you don't follow the 70 MPH and no passing rules on the track. Glenn tried to bribe the officer with a coffee, however it didn't prevent him from being handcuffed.

2013 SAAC-MCR Pre Dream Cruise

Text by Tom Krcmarik and Photos by Mike Nyberg



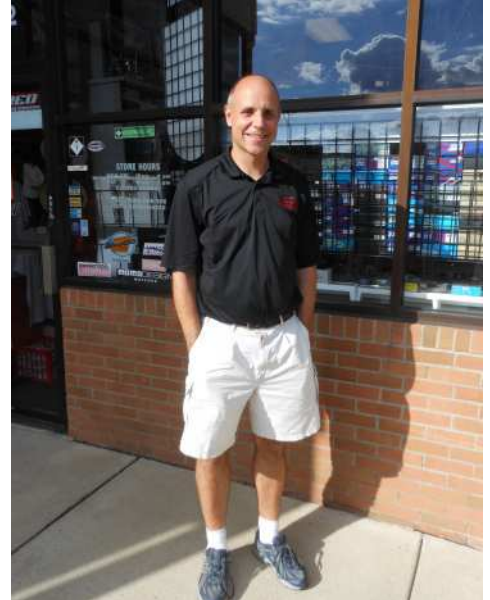
SAAC-MCR Pre Dream Woodward Dream Cruise located at Pasteiner Auto Zone Hobbies on northbound side of Woodward, 100 yards North of 14 mile road -just as you hit second gear!!

It's a clear night with anticipation building all around Detroit for another Woodward Dream Cruise. Steve Pasteiner had again permitted SAAC-MCR members use of his parking lot just North of 14 Mile road to gather, show their cars and have a prime spot to watch Detroit gear up with multitudes of favorite vehicles streaming by the sight.

MCR did excellent in getting friends and family to show up with at least 40 cars having been parked in the lot or along limited spots in front of Pasteiner's Autozone Hobbies and Books. We had a few friends of members show up for short periods with Ford's other than Shelby or Mustang vehicles just to say hello and show off their cars before going out to cruise. Visitors were in attendance from Florida, North Carolina and apparently California based on the plate for the ERA Cobra with a CS 427 Aluminum Side Oiler engine.

Certainly for many long standing members it was a good opportunity to visit with our club founder Jeff Burgy and wife Claudia. My knowledge of Jeff is more from continuing stories of members able to visit them now that they are settled in Florida, where they can take in car shows all year long.

My friends Carl and Kim Bishop from North Carolina have now made the Dream Cruise for 3 of the last 4 years. They really enjoyed the location for observing cars on Woodward. This was the first year they were able to join in with us. Carl expressed thanks to the club for getting a chance to talk to several of you about your



Steve Pasteiner, owner of Pasteiner Auto Zone Hobbies and provider of the facility for the event

cars.

Overall I would have to say all there did enjoy themselves. It is evident this club works well together and tries to make it good for the family to participate. There was nice mix of wives, children, and grandchildren doing a lot of talking about cars.

SAAC-MCR provided pizza for everyone to enjoy. People brought their water, soft drinks and chairs. No one went away hungry. We were able to watch the Pre Dream Cruisers in one of the best spots on Woodward Avenue.

Thanks to Steve Pasteier for providing SAAC-MCR members the opportunity socialize and view the pre-dream cruise activity.



2013 Pre Dream Cruise (Continued)



Barry Levey, 1966 Red Mustang 2+2



Dan Delaby, 2006 Red Mustang GT



Dwight & Sharon Kreuger, 2011 Blue Shelby GT500 Convertible



Left: Dean Ricci, 2003 Shadow Gray Thunderbird



Carl & Kim Bishop visiting from North Carolina as guests of Tom Krcmarik, next to their 2008 Vista Blue Shelby GT with vanity plate; MI\$RESS



Bill Cook, 1970 Medium Blue Metallic Blue BOSS 302



Craig Shefferly, 1967 Night Mist Blue Shelby GT500



Gary Gumushian, ERA Cobra with a Shelby CSX aluminum 427 Side Oiler.



Doug, Ilene & Andrew Beers, 1966 White Shelby GT350

Left: Claudia & Jeff Burgy visiting from Florida, Jeff is the founder of SAAC-MCR in 1975

2013 Pre Dream Cruise (Continued)



Jerry Ostalecki, 1966 Green Supercharged Shelby GT350



Howard Smith, 1970 Shelby GT350



James & Susan Shelton, 2013 Sterling Gray BOSS 302 Laguna Seca



Mark DeLuca, 1965 Blue Cobra Replica.



Joe & William Kidwell, 1966 Blue Shelby GT350



Greg Cragel, Red 2004 MadaSpeed Miata MX5



Mike Pikelis & Shelly Servis, 1964 red Galaxie



John Guyer, 1968 Dark Green Shelby GT500KR Convertible



Ken and Mary Luba, their Blue 2012 BOSS 302 is in the background



Mike Radonovich, 2000 Red Mustang Cobra R



John Heflin, 2009 Silver Shelby GT500



Ken Costella, 1967 Lime Gold Shelby GT500

2013 Pre Dream Cruise (Continued)



Robert & Kathleen Varcoe with Grandson Austin, Late Model Red Mustang GT



Steve White, 1996 Black Mustang SVT Cobra



Walt Berti with son Anthony, 1970 Calypso Coral Mustang Mach I



Mark Storm, 1988 Black Mustang GT Convertible



Rich Tweedle, 1985-1/2 Black Mustang SVO



Tom Krcmarik, 2007 White Shelby GT



Phil Jacobs, 2006 Red Mustang GT



Mike & Penny Nyberg, 1970 Yellow Mustang BOSS 302



Tim Young, 1968 Red Mustang Fastback



Phil Huff & daughter Sarah Casette, 1968 Shelby GT500KR



John Yarema, 1966 Silver Blue Mustang Convertible



Ted & Michelle Judson with Trish Judson holding grandson Zack, 2008 Blue Shelby GT500 Convertible

Ford GT Reunion in Dearborn, MI, August 8-11th

Text and photos by Jeff Burgy

Joe Limongelli, aka "GTJoey" assembled an all-star cast to join an enthusiastic group of "new" Ford GT owners (the ones built for 2005 and 2006) in Dearborn in August. Tied in with the SVTOA (Special Vehicle Team Owner's Association) and MOCSEM (Mustang Owner's Club of SouthEast Michigan), GT Joey, Marcie Cipriani, Bill Chapin, and Craig Zygmunt put together a four-day weekend that was guaranteed to excite any red-blooded GT enthusiast. Events on Thursday, Friday, and Saturday were hosted in Dearborn at the Automotive Hall of Fame. Saturday featured an all-day car show in Dearborn, with an "all-Ford" car show, vendor alley, and parts swap meet in the Ford World Headquarters North parking lot.

Inside the AHoF were a number of Ford GTs on special display, including 5-0037, the Yellow "Nardo" car (the back-up car from the speed trials in Nardo, Italy, that resulted in defining the new Ford GTs top speed as 211.89 mph), the "Around the World GT" 5-0360

(Continued on page 25)



The Automotive Hall of Fame (AHoF) sits across the street from the Ford Design Center in Dearborn, MI



More GTs



GTs line up in front and to the side of the AHoF



Even more GTs



Front entrance of the AHoF surrounded by GTs

Ford GT Reunion *(Continued)*

(Continued from page 24)

(the car Joe Limongelli and Chris McGregor have driven Coast-to-Coast and all over Europe, and virtually "Around the World"); a very early GT mule (with no VIN or production parts or panels); 5-0515, the GT race car of David and Andrea Robinson; and 1964 Ford GT40 P104 (the car Bob Bondurant drove to victory at Daytona in 1965) freshly restored to 1965 Shelby-American racing livery, brought to the event by Antoine Crettol of Autosport Designs in Huntington Station, NY. Out in the lobby was spec-racer proposal put together by Jim Dunham (Ford Engineer who spearheaded the group of Ford engineers that restored Ford GT P-1032 for the Indy Museum) using a new Coyote BOSS 302 engine mated to a Ford GT chassis tub. In the foyer entrance to the dining room sat the stripped hulk of Ford GT 5-0054 on a platform for Reunion participants to autograph.

There were so many activities packed into four days, it was difficult to decide which ones to attend. Things got kicked off on Thursday evening with a Cocktail Reception and Strolling Dinner at the Automotive Hall of Fame. Participants were able to get up close and personal with the GTs on display, and mingle with retired Ford engineers, designers, and Program Managers who had worked on both the "original" Ford GT program in the early sixties as well as many of those involved with the new car launched in 2005. Friday morning it was back to the AHoF for breakfast and a guest speaker session

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SAAC member Ralphie Lehotsky drove his GT in from Mammoth Lakes, CA. This was his third or fourth driving trip to Dearborn with his GT



Another heavily modded GT belongs to Kurt Grates of Utica, MI – car is lowered, sports wings front and rear, and features Black powdercoated rims



You never know when some knucklehead in a Z06 is gonna pull up next to you and challenge you – David Ziminski is always prepared – he's got his race tires with him



Pete McClain's very sinister Black on Black with Black rims and no stripes

Jeff Larson of Renton, WA drove his GT all the way from Washington state – no trailers for this machine!



Mark McGowan arrives in his recently acquired all Black/no stripe GT decorated with "workhorse" decalmania



John Bailey of Maryland and Ralph Lehotsky of California brought their GTs to the Reunion



Bailey's GT, nicknamed "Mellow Yellow", one of the more heavily modified GTs, with twin turbos, aftermarket wheels, graphics and rear wing



Fred Smith drove his Heritage GT in from Boerne, Texas



Jim Dunham of Plymouth, MI tried something a little different with his GT – a Grabber Blue paint scheme instead of the factory colors of Gulf Blue or Midnight Blue

(Continued from page 25)

with many of the people responsible for making the new GT a success. For lunch, the group toured the Edsel and Eleanor Ford House in Grosse Pointe. Tours of the Henry Ford Museum and the Ford Rouge Plant were offered Friday afternoon. Friday evening, the SVTOA folks hosted a dinner at the Best Western Hotel in Dearborn, with guest speakers including Lee Holman, Donald Farr, and John Clor.

On Saturday morning there were tours of Watson Racing in Brownstown, and The GTGuys facility in Flatrock. Chuck Watson developed Watson Racing, and they do a lot of work helping to keep Ford's late-model Mustangs in the limelight at drag strips across the country. Rich Roback and Denis Breitenbach of the GT Guys LLC are guys who worked on the line at Wixom when the Ford GTs were built, and have developed a business that can maintain or restore your new Ford GT back to stock, or modify it (as far as your pocketbook can handle) to any level you desire.

Lunch was served at the AHoF, and Seminars for SVT enthusiasts and GT owners were held. Saturday evening there was a delicious sit-down dinner at the AHoF, and plenty of guest speakers to entertain even the most jaded GT owner. Chris Theodore (former Ford VP during the GT Program), Fred Goodnow (GT Program Launch Manager), Kip Ewing (GT Package Engineering Supervisor), Camilo Pardo (chief designer of the new Ford GT), Mose Nowland (Ford engine engineer on the GT40 Program); Lee Holman (Holman-Moody), Mark McGowan (GT Vehicle Dynamics Supervisor), Cindy Lena (Material Control Manager at Wixom Assy Plant), Bill Scheffer (engine builder on the GT engine "niche" line at Romeo), Ron Renaud (Program Manager at Saleen), and Mike Zerlinski (Plant Manager at Saleen in Troy) were all in attendance, and related a number of interesting stories about the development and production of the new Ford GT.

We also heard from Dave and Andrea Robertson of Robertson Racing about how they acquired one of the Doran race cars, built it up, campaigned it, and achieved a remarkable podium finish (3rd place in GTE Am) at

(Continued on page 27)

Ford GT Reunion (Continued)



GT 5-0037 the "Nardo" car that was tested for high speed runs in Italy



Front end of one of the early GT test mules



An original Ford GT40 – the one that Bob Bondurant drove at Daytona in 1965



The tub from 5-0054 at the dining room entry of the AHoF, that GT owners autographed



The "Around the World GT" has travelled thousands of miles over several continents



The Ford GT race car campaigned by Dave and Andrea Robertson



Jim Dunham's GT racer proposal with a BOSS 302 Modular engine



The lobby entry just inside the AHoF

(Continued from page 26)

LeMans in 2011 with none of the factory support like the "big guys" get. Their car no longer meets the rules for GT2 competition, so they have retired the car to Vintage racing. We all wish them well in their continued adventures to keep the Ford GT in the limelight of motor racing.

A very special milestone was reached and celebrated at the dinner. Jeff Larsen of Renton, WA, turned over 100,000 miles on his GT on this trip back to Dearborn. To highlight this milestone, Mark McGowan made arrangements to have Jeff's car photographed on Ford's Dearborn Test Track just as the odometer reached that magic six digit number. Mr. Larsen's car is believed to be the first GT in private ownership to pass 100,000 miles of driving. GTJoey made sure to commemorate the event by having a special award plaque made up, featuring a Ford GT speedometer, which was presented to Jeff at the evening program Saturday night. GTJoey had a number of surprises up his sleeve, and several autographed collectibles were auctioned off for charity during the evening program.

On Sunday, the whole day was spent in the North lot of Ford World Headquarters, where about fifty Ford GTs were on display with over one-thousand Mustangs and Ford powered cars. The GTs were parked together at the front of the show, where you could see at least one of every color GT built, and compare the bone stock ones with some of the more heavily modified versions. Once again the hulk of 5-0054 was on display for GT owners to autograph. The weather was perfect, and the GTs really gleamed in the afternoon sun. Later in the afternoon, you could hear the exciting sounds of stock and turbo-charged Ford GTs firing up and heading back home.

Many thanks to GTJoey for his continued dedication to the preservation and edification of the "new" Ford GTs of 2005/2006 that so eloquently pay homage to the incredible legend of the Ford GT40 of the sixties. The naysayers said "....they built too many of them for them to ever be collectible".....ha... ha...HA! Don't they wish they had bought one when you could still get one for MSRP?

Ford GT Reunion (Continued)



GTJoey MC's an afternoon Q & A session with Cindy Lena and Ron Renaud who both worked at Ford when the GTs were in production



Joe Limongelli, Chris Theodore, and Jeff Larson



Mose Nowland, Joe Limongelli, and Lee Holman, pose for pictures



GTJoey gets everyone together to pose with Jeff Larson to celebrate his unique achievement of being the first one to complete 100,000 miles of driving in his Ford GT



Rich Brooks of the GT Guys, LLC is responsible for maintaining, modifying, and repairing a lot of new GTs. He and his partner Denis Brietenbach, worked on the line at Ford when the new GTs were in production



Chris McGregor and Fred Goodnow exchange stories about the Ford GT



Andrea Robertson poses with the Robertson Racing GT that she drove across the finish line at Le Mans to a third place finish in class in 2011 – an amazing feat for a privateer



Portion of the fifty-plus GTs lined up in the North lot of Ford WHQ for the "Mustang Memories" car show that topped off the Ford GT Reunion in Dearborn

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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We're on the Web!

www.saac-mcr.net

2013 Events Calendar

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)

16 Club Movie night—Rush @ AMC 20 Livonia, Haggerty between 7&8 Mile Roads

November

7 Place names in nominations for 2014 club Officers

December

5 Election of officers for 2014



What are these people so happy about? See the related article on page 16.

Quiz Answers

Picture #3: Yes, even though it wasn't signed

Picture #2: Carroll Shelby, Dan Gurney and Peter Ustinov

Picture #1: Carroll Shelby and Zora Duntov

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

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