



Shelby Life

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

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President's Corner

2013 In Review

by Steve White

Each year brings enjoyment, and challenges. From those challenges come opportunities that can hopefully be realized. That can describe last year and the upcoming year for SAAC-MCR.

Relatively early in the year, our then Secretary decided to step down from the position. Unfortunately, we were not able to get a volunteer for the position. Luckily, my ever understanding wife, Cathy, stepped in on an interim basis. That interim turned into the whole rest of the year, about eight months worth of duty. We were also fortunate to have Rich Tweedle volunteer to be back-up on those occasions when Cathy couldn't attend, as Rich always has his trusty notebook and pen in action – even on months when he's not filling the secretary role.

The opportunity to rectify that long term secretary position arrived last fall at the officers nominations, when Tom Krcmarik self-nominated for the role. Tom has also helped out a number of years at the Show directing entrants to their class parking spot and, starting last year, he supervised the parking team – with even more presence expected for this year. In addition to the aforementioned MCR roles, Tom is also a regional representative for Michigan in the Great Lakes Region of Team Shelby. If all of that doesn't guilt other members who are not as active, I don't know what does!

A huge challenge for last year, that also provided opportunities was filling the Event Director role. When Jim Binder needed to move on, we unfortunately didn't get anyone to step up. I kept waiting and begging, and then in critical time, stepped up and tried to do the best I could. This exposed me to the challenges of getting Best of Show sponsors. This ultimately proved fruitful, as we added two new sponsors in MRT and Ladd Road Collision, along with NPD stepping up to cover three awards!

We also committed to sticking to a defined

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Tom Krcmarik joins the SAAC-MCR Board of Directors as the new Secretary.



Mark Kulwik joins the SAAC-MCR Board of Directors as the new Events Director.

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President's Corner *(Continued)*

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time schedule. Key to that was the popular vote counting process, which Mike Nyberg spent considerable time perfecting. It all went off without a hitch. We did have to scramble to determine the Best of Show awards, pointing to an area of focus for this year.

In efforts to grow and attract younger members, we brought back the coloring contest, and added two kids choice awards, with each voter getting a Hot Wheels (OK this may seem like Chicago style voting, but it was a hit!). Another new feature was a Young Enthusiast award, picked from entrants under the age of 25.

This taught us a lot last year, but key was to have a dedicated Events Director and starting the planning well in advance, with serious efforts kicking off in January. We are very fortunate that Mark Kulwik succumbed to a little arm twisting from Craig Sheferly and myself! Mark has many years experience assisting the Indiana SAAC region with their Spring Fling, as well as lending a hand at some of our shows, so he will bring a much needed boost to the event coordination!!

Events come and go, and last year we unfortunately had to let a few of our historical events, the Winter Chili Challenge and the Fall Equinox Cruise, take a hiatus as no one stepped in to coordinate or serve as back-up. However, we were able to add three unplanned events. William Deary invited us out to his Carroll Collection to witness the donation of Shelby American race team crew chief Jerry Schwartz's collection of memorabilia. This was also an especially unusual year in that Hollywood actually released two theatrical movies based on historical racing rivalries – "Snake & Mongoose" and "Rush" based on the Nicki Lauda-James Hunt championship battle that achieved critical acclaim. MCR took advantage of this, and created our first set of "Movie Nights".

While there were times last year that led to future doubt, the challenges led to great opportunities for the coming year. I can't wait!



The Show 38 Popular Vote Tally Team helped keep the award presentation on schedule. The team included; Anthony Berti, Walt Berti, Trish Judson, Tom Krcmarik, Dwight Kreuger, Mary Luba, Jerry Ostalecki, Richard Teeple, Jim Tipling and Cathy White.



Shelby American race team crew chief, Jerry Schwarz being interviewed by William Deary, owner of the Shelby Collection.



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 123 Members

New members include: John Li, Stan & Judy Plecha, Timothy & Suzanne Kozra, Clay & Linda Stroup rejoined after many years, and Rob & Connie Schneider.

Harvest Happening SAAC-MCR Open Track Event

by Mike Nyberg and Mike Kidd

The SAAC-MCR Harvest Happening open track event was held October 6, 2013 at the Waterford Hills Road Racing Course. Rain was forecasted for early afternoon. That forecast kept participation low. Twenty one cars registered for the event including two no-shows. Thank goodness 13 (68%) non SAAC-MCR members were willing to participate. Twelve (63%) participants had non-Ford powered cars. What has happened to the Shelby road racing competitive spirit?

The weather was cool, cloudy and the track was wet from early morning rain, when we arrived. The Driver's meeting was conducted by Darius Rudis, with his Daughter Monika helping people understand the signal flags. Monika was home on leave from the military prior to leaving for a one year tour of duty in South Korea. It was great that she was able to come and help out, and we thank her for her service.

The first couple of open track sessions were helpful in drying out the track. However, by mid-day it began to sprinkle causing the track to get wet again. This presented a problem in Swamp Turn. Two cars went off track with all 4 wheels, toward the swamp side of the track, turning 180 degrees. Thankfully, the damage appeared to be cosmetic only.



Left to Right: Monika assisting dad, Darius Rudis, explain the signal flags at the Driver's Meeting. Monika was home on leave from the military prior to leaving for a one year tour of duty in South Korea. It was great that she was able to come and help out, and we thank her for her service.

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"The Subaru Group"; Left to Right: Nate Pace next to his 2002 WRX wagon, Curt Bagne next to his 2002 2.5 TS wagon and Bobby Whitely next to his 2007 WRX Sedan.

Harvest Happening *(Continued)*

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There was a group of three Subaru's, lead by Nate Pace, that were in the same run group. They all had onboard cameras. They were videoing each other during the session. The all wheel drive platform was perfect for the wet track. Nate plans to edit a YouTube video of the experience.

All in all it was still a great track event. Our events are very family friendly, so don't be afraid to bring out your kids/grandkids. They can not only watch from the tower, but they can partake in our touring laps at lunchtime and during breaks—the kids love this. Also, with our multiple run groups, you can be sure you will be on the track with driver's of similar experience. We offer in car instruction for novices and those that request one. It's a great way to get your car out on a track in a fun and safe environment. If you like driving your car fast on curvy country roads, you will love Waterford hills. Be sure to check out our website if you would like more details on participating in upcoming events at; <http://www.saac-mcr.com/te/> Hope to see you out there next year!



Plenty of room in the paddock. The rain kept the participation in the event down.



Jerry Dittrick's first open track experience. He enjoyed the event so much he was one of the last participants to leave the event.



Left to Right: "Corvette Brothers": Rory Williams next to his 2004 C5 and Kevin Williams next to his 2010 Grand Sport.



Passing was allowed on the Front Straight as well as the Back Straight.



A large group inspecting Bobby Whitely's Subaru after it blew a top radiator hose. Bobby normally participates in autocross events where the engine temperatures are not as high as open track. A quick trip to the auto parts store and Bobby was back in business.

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2015 Mustang Reveal Event - 1st Hand Experience!

Text by Steve White and Photos by Bill Cook

December 5, 2013 will be one of those dates long remembered by Mustang fans. It was the date that Ford revealed what its 50th anniversary design would be. This was long held attention of speculation, some widely, about what design and technical features it would have. A new design is no small deal for the Mustang, long known to retain basic designs for many years, with evolutions occurring throughout the generation. The new Mustang would be only its 6th design generation in 50 years, so it was a big deal!

While still a good year away from production, the reveal was much anticipated and coordinated at six locations across the globe, indicating the significance of this announcement. Cities launched were Dearborn, New York, Los Angeles, Barcelona, Shanghai, and Sydney. I was fortunate enough, along with club membership director Rich Tweedle, to get a special invitation from John Clor of Ford Racing, as part of their club enthusiast outreach program. I was so excited to be invited that Cathy and I got a hotel room in far away Dearborn to make sure I could get there well before the 7AM start! I noticed at least seven other SAAC-MCR members in attendance – club treasurer Craig Shefferley (Ford employee), Bill Cook (Ford employee), Mark Kulwik (Ford employee), Eric Penn (Ford employee), William Deary (special guest as custodian of the Carroll Collection), Jerry Ostalecki (Ford retiree) and Barry Levy (Ford retiree). Also noted in attendance was Donald Farr of Mustang Monthly, John McElroy of Ward's Auto World and Autoline Detroit, Mike Rey – President of MOCSEM with many other of their officers & members - many of whom provided cars for historical display, Marcie Cipriani of SVTOA, and many more.

The day started early, at the Ford Conference and Convention Center across from The Henry Ford and Greenfield Village, with check in and mingling while checking out the historic Mustangs, at 7AM! How historic? The Mustang I prototype, production Mustang serial number 1, and the first retail Mustang sold (accidentally, two days before the official launch) along with its only owner, Gail Wise! The whole range of Mustangs were represented, all the way to the car used in the yet to be released movie "Need for Speed".

At about 7:45AM, they lead us into the auditorium, where the reveal would begin. In Dearborn, Mark Fields, Ford Chief Operating Officer, led the festivities, while CEO Allan Mulally hosted the New York reveal, and other execs headed up other locations. Media, Mustang suppliers, Ford employees, and Mustang related club representatives totaled roughly 500 attendees at the home of the blue oval! Mr. Fields began the presentation with the significance of the Mustang in culture, from songs and movies, number of Mustang clubs worldwide, Facebook "Likes" and impact on millions of lives. One of those lives was retail Mustang customer #1, Gail Wise. Mark invited Gail up on stage to tell how she purchased her Mustang (that she still owns!) 2 days before the original official release of the Mustang. She has owned her Mustang (50 years), longer than she's been married (47 years)! Going through what Mustang means to each of us in our personal lives and has shaped what we actually are, I have to admit I got a bit emotional for a moment...

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A few of the historic cars on display. The Mustang I Prototype is at the left in the front row



Mark invited Gail up on stage to tell how she purchased her Mustang (that she still owns!) 2 days before the original official release of the Mustang.



The inspiration for the interior came from both past Mustangs and aircraft cockpit, as noted by the air vents and toggle switches. New will be a tilt and telescopic wheel, that current car doesn't

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Next, retiring Chief Creative Officer J Mays discussed the design features and what they were trying to achieve with this all new design – both platform and body. The inspiration for the interior came from both past Mustangs and aircraft cockpit, as noted by the air vents and toggle switches. New will be a tilt and telescopic wheel, that the current car doesn't have. While much has been made in the lead up about this Mustang being a global one, it was revealed that this didn't just mean the ability to sell the car overseas and not that they were expecting large global sales numbers, but that the Ford DNA shows through the Mustang and to their other cars that were their true global sellers.

The grill features a trapezoidal shape that blends in with other current Fords, with a traditional Mustang emblem in the center. This provides fusion of the Ford DNA, with Mustang DNA. A tri-bar light accent as part of the headlights mimics the reliefs in the headlight bucket area on the Gen 1 Mustang - a feature not talked about much and missed by most online reports. It adds a long lost styling feature, with functionality of daytime and accent running lights that many new cars have. You'll be able to tell this is a Mustang coming at you at night!

Muscular wheel haunches (reminds me of the real horses muscular hind legs - along with slit headlights reminding me of the squinting eyes of a horse running). Rear track width gained several inches. Two horizontal character lines run along the upper and lower sides of the car. Like the current car, and the Taurus, the upper character line disappears into the wheel arches, only to mysteriously reappear for about a foot after the wheel well – which always seemed an odd design feature to me. No side C-scoop - Ford said it was a DNA clue they considered but not needed. It has come and gone a number of times through the Mustang's design history. But the aforementioned tri-bar accent lights DNA was essential ... The rear quarters top body crease was reminiscent of '69-70 in execution, even though '64.5-66, and '67-68 had similar creases. The roofline also is now what is characterized as a full fastback, compared with recent models being classified as a coupe. While the later introduction of the convertible was not initially detailed, it was later indicated that both body styles would have unique deck lids - compared to shared deck lids in recent models, further emphasizing the coupe is now a true fastback. A minor area of stylistic debate are the quarter panels – the upswept end point similar to a number of Nissan and Infiniti coupes as well as the Hyundai Genesis. Height is several inches lower, while wheelbase remains the same and overall length is a whopping 1/5" shorter (to make it easier to sell overseas?). There will be an amazing 20 different wheel and tire package combinations, ranging from 17-20", available!

The rear treatment is much more integrated than the current car, especially when they cut the corners off that seemed contrived. A somewhat concave shape can be envisioned to harken back to the 1969 taillight panel. The fake gas cap style emblem is gone, replaced on the GT with the largest GT emblem ever on any Ford, but it looks like it belongs there. Non-GT cars get a large

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2015 Mustang Reveal (Continued)



A tri-bar light accent as part of the headlights mimics the reliefs in the headlight bucket area on the Gen 1 Mustang



Side view reveals muscular wheel haunches, two horizontal character lines, no C-scoop and lower overall height.



A somewhat concave shape rear treatment can be envisioned to harken back to the 1969 taillight panel.

Jeff Burgy Invited to the 2013 the Daytona Turkey Run

Jeff Burgy is the founder of SAAC-MCR in 1975. Jeff attended the Daytona Turkey Run for the first time ever. He was approached at a car show in Daytona last May by a promoter for the Turkey Run—he wanted to know if Jeff was bringing his car to the Turkey Run. The promoter indicated he would feature Jeff's car in the program. He kept his word and did a fantastic two page spread in the Turkey Run program. The following is the program article about Jeff's car. *Continued on next page*

Taste of the Turkey Run 2013

The car featured here is a fiberglass replica of a small-block competition Shelby Cobra known as a "289 FIA". The majority of Cobra replicas in the marketplace are replicas of the legendary big-block 427 Cobra. Although the big-block Cobras ruled the streets and dragstrips in the sixties, it was the small-block competition cars that conquered international road-racing circuits, bringing fame and accolades to Ford and Shelby American. Eventually this resulted in Shelby American winning the coveted "World Manufacturer's Championship" of auto racing in 1965.

Jeff Burgy worked at Ford Motor Company in Dearborn, Michigan for over thirty years as a Technical Illustrator and Technical Writer. He spent many years trying to acquire an original 289 Cobra before realizing that the prices of original Cobras were just escalating too fast for him to ever catch up with one. He decided to fulfill his dream by building a replica of one of the rarest and most successful racing Cobras, the 289 FIA. His research led him to ERA in New Britain, CT, who was one of only a few manufacturers that build a 289 FIA kit. In fact, Burgy was among a handful of enthusiasts who convinced ERA to offer the 289 FIA model, resulting in him getting the first one off the production line in 1995.

It took Jeff eighteen months to build the car, with lots of help from his friend Bob Craig of Garden City, MI. He ordered the car from ERA as a "roller" with all of the suspension and brakes installed, and the body permanently bonded to the frame. Burgy made three trips to ERA's shop during the construction of the chassis and body, where he was able to implement a few changes to the car to suit his own image of what the ideal Cobra would be. Although he preferred the body lines of the 289 FIA model, there were several detail touches from the 427 S/C model Cobra that Burgy wanted to incorporate into his car. Since ERA was not up to speed with full-scale production of the 289 FIA model, they were able to accommodate Burgy's special requests.

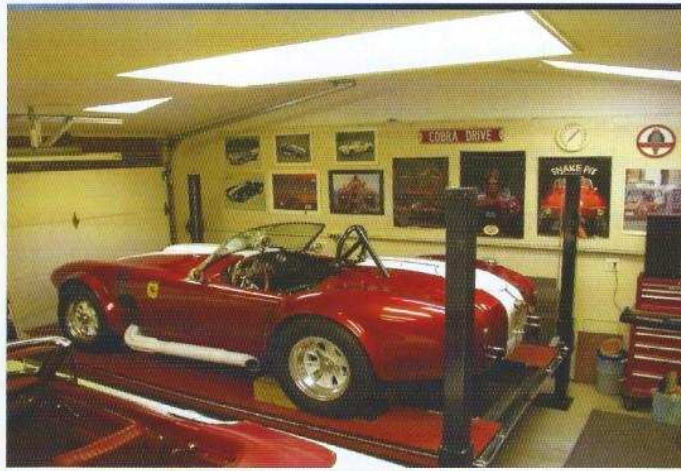
Jeff's car is powered by a Ford BOSS 351 Cleveland engine sourced from a 1971 BOSS 351 Mustang that his Dad purchased new. In the seventies, Burgy transplanted that engine into his 1968 Shelby GT500 convertible, and later into his 1972 deTomaso Pantera before pulling it out to save it for a Cobra kit car. The BOSS 351 was rebuilt with Carillo rods, forged pistons, and a Comp Cams camshaft ground for Weber carburetors. The quench chamber BOSS heads have been opened up a little bit to help the car run on today's pump gasoline. Burgy detailed the engine with modified steel 351C valve covers, and topped it all off with four Weber 48IDA carburetors that he used to run on his Pantera.

The car was painted by "Eddie O" of Garden City, Michigan in Ford Laser Red with White Pearl stripes and Sapphire Blue nose stripes. Detailing of the body included rounding off the edges of the cockpit, and finishing the underside of the fender flares so that inquisitive fingers would find no trace of fiberglass mat. The finishing details that Burgy added to the car from the 427 S/C bodystyle included a riveted-on hood scoop, side exhaust through the body, a rear braced roll-bar and a LeMans Gas filler in the right rear quarter panel. He also raked the windshield back like early competition Cobras did back in the day.

Stu Galbraith of Weldcraft in Livonia, MI, came out of retirement to modify the roll bar, add chassis bracing and side impact bars to Burgy's cage design. The interior is finished in bare aluminum with one racing bucket seat and one "street" seat, like most early competition Cobras were outfitted. The Halibrand knock-off wheels were custom machined at Weldcraft in preparation for polishing. A battery cut-out switch and Halon fire system were added to the car.

Burgy is very happy with the "retired race car" look and feel of his ERA replica Cobra. The car rides and handles very well and went together with no surprises. Apparently a lot of other Cobra enthusiasts agree, as Jeff's ERA has been featured in several national car magazines, won a Best Paint award at a local SAAC show, won its class as "Best Handbuilt Sports Car" at the Detroit Autorama, and has been awarded the trophy for "Best Cobra Replica" three times at SAAC National Conventions.

Taste of Turkey Run 2013



Peter Brock Autograph Session at Pasteiner's Auto Zone Hobbies

by Mike Nyberg

October 5, 2013 Peter Brock held an autograph session at Pasteiner's Auto Zone Hobbies in Birmingham, Michigan. Phil Jacobs reminded SAAC-MCR members at the October 3rd club meeting of the opportunity to obtain Peter's autograph.

I brought a red 1:18 scale Daytona Coupe model and a sunvisor for him to sign. I also bought a metal sign from Pasteiner's with a photo of the first Daytona Coupe being fabricated and Peter working with two fabricators. I also thought I needed a more traditional Guardsmans Blue Daytona Coupe 1:18 scale model, so I bought one for him to sign. The trick now is to find a place to display all these items.

A few other SAAC-MCR members brought items for Peter to autograph. The short conversations they had with Peter will be memorable to them. Peter is very easy to talk to and he was interested in what you had to say. I told him I was the editor of the local Shelby club newsletter. He asked how many members we had. He was surprised we had over 100 members. I told him our club was the first Shelby club and the national club was formed after ours. That surprised him, also. He asked me if I knew Austin Craig, I indicated I did. I asked him if he knew Jeff Burgy and he indicated he did. Small world!

The event was an opportunity for car enthusiasts to talk about items of similar interests. Some people brought their classic cars. The rainy weather, however, limited that type of car.

Steve Pasteiner Senior brought Advanced Automotive Technologies' Heldo concept of a performance road car. It is built around a 350 horsepower, 32V Cadillac Northstar engine, steel tube space frame, and composite bodywork. The Heldo reaches 0-60 mph in 4.1 seconds, the quarter mile in 12.2 seconds, and pulls over 1g on the skid pad, all while remaining a very civilized car to drive. The car was built in 2000, 13 years ago and still looks very modern. Steve said little kids love the car because it is very low and they can look inside and see the interior.

I finished off the morning by going to lunch with several participants at the Little Daddy's restaurant on Woodward near Long Lake Road. The topic of conversation was drag racing on Woodward during the early 1970's.

It was a great autograph experience and opportunity to talk with car enthusiasts.



Phil Jacobs with Peter Brock



Mike Nyberg with Peter Brock



Barry Levey with Peter Brock

Right: Mike Pikelis with Peter Brock. Peter autographed a photo of the first Daytona Coupe.



Left: Steve Pasteiner Senior brought Advanced Automotive Technologies' Heldo concept of a performance road car built in 2000

Colour Tour and Chili Party at Big Norway Lake, Lake, MI

by Rich Tweedle

October 12th dawned cold and wet but by time we left the rain had let up and we headed north. Colors in our area were still on the green side so we were hoping that we were on the right weekend for mid-Michigan. Got on I-75 and had smooth driving – until we hit FOG bad enough to impede our speed. Up near Saginaw we started seeing fall color in the trees and foliage and on US-10 towards Clare we had lots of color and light traffic.

We arrived in Clare a bit ahead of plan so our second floor room wasn't ready so we accepted the first floor room that was, and had to miss climbing the stairs. We plugged in the crock pot to start the chili warming and relaxed a bit.

We made the trip up to the Guyer-Judson Autodrome without getting lost. Club members Bonnie & Craig Shefferly and Mary Lynn & Bill Cook joined us along with John & Trish's friendly neighbors and helped set up. We enjoyed 7 different chili's with many side dishes and desserts. Once again, the award winning chili was a Mid-Michigan creation. She won an apron hand-sewn by Trish, using cloth decorated with 2012 Mustang Boss 302's and Mustang emblems.

After eating we enjoyed some conversation and then embarked on the traditional pontoon boat ride by carefully negotiating the wet leaves and the hill to the dock on Big Norway Lake and boarded the boat. We were treated to a sunny and warming day for our tour around the lake that came with commentary by Trish and the boat captain, Cap'n Andy, Andrew Young, accompanied by friendly banter by all.

Bill Cook brought the automotive focal point for the parking lot discussions, a GT500 he had borrowed from Ford for the weekend. We were all impressed that the 662 horsepower vehicle delivered 18.5 mpg overall for the 475 mile weekend and attaining 22 mpg at 80 mph/1500 RPM cruising on the highway. The under hood inspections showed a cooling system with which none of us were familiar.

After enjoying the lake adventure, we returned to the Autodrome and after helping tidy up and some more conversations, we returned to the motel, completing another really nice trip to John and Trish's home near Clare. The great event would have been even better had we had a larger turn out of club members. Their location is close enough to make it a one-day event if you prefer not having an over-night stay.

Sheyla Young, was a bit secretive about her chili recipe saying just that she browned a pound of hamburger with chopped onions and green peppers, added chili beans, a quart of tomatoes, some cubed acorn squash, then added chili powder and salt to taste and probably minced garlic as well and simmered for an hour. Her creation certainly benefited from her "season to taste" portion of the recipe as it won the 2013 best chili award.



Mary Lynn and Bill Cook enjoying the pontoon boat ride



Left to Right: The Ladies of SAAC-MCR; Sandy Tweedle, Bonnie Shefferly, Mary Lynn Cook and Hostess Trish Judson



Left to Right: Host John Guyer and Chili Cook Off winner, Sheyla Young. Sheyla is wearing the prize, an apron made by Trish Judson.

Window Treatments

By Steve White

The venerable Fox platform Mustang served us from 1979 to 1993. While the basic shape of the car did not change, there were many areas that evolved over model years to keep it fresh and interesting. One of those areas was the quarter window style and installation technique.

From 1979 thru 1986, the quarter window was smaller in appearance and had numerous design "sail panels" with a number of variations of louvers depending upon year and model. In 1987 and onward, a larger appearing and flush mounted window was used. The actual viewing window size did not change, but the glass now included the area once filled with one of the sail panels, for a larger, sleeker look.

Another difference in the two major design executions was that the earlier smaller window was installed from the inside and held in place with a series of seven mounting brackets. An external installed trim piece that snapped in place with clips was used. The sail panel was then bolted to the body through a series of studs and nuts. The later large window was installed externally with integral body seal/molding bolted in place with studs and nuts.

While not a direct bolt in, converting an earlier car's more cluttered, smaller window and louvered sail panel design to the cleaner one piece large window design can be accomplished easily with a few simple modifications. First, by removing the older window and sail panel, the newer large window can be preliminarily set into the body. Several of the sail panel body holes line up directly with later windows studs. There is one stud along the top that has no hole, so using the stud to mark the body's paint, or placing tape down to receive the mark, the location can be easily identified. Center punch and drill a 3/8" hole the same size as the other mounting holes and the window will fit. While the hole size (0.375") initially looks large for the small 4mm stud (0.156"), it is the factory technique and allows for tolerances and alignment.

The other modification that has to be made is to shorten the body "drip" molding by approximately 10.25" (Use your new later window held in place to mark where the cut needs to be made). You can cut this off carefully with a small cut-off wheel, while protecting the body, or you can remove the entire molding and cut it while off the car. Another option, that is a little more costly, is to just buy an '87 up molding and replace your early one with it to work with the later window design.

After all this is done, you'll have to fabricate three small mounting brackets to hold the front edge of the window to the body inside the car, as those studs on the later window don't contact the earlier body.

The end result, in my opinion, is a much sleeker appearance that allows you to mix and match design features over the Fox era.



Early Fox small window car with window removed, & new hole marked (tape area), & molding marked to be cut off.



Early Fox small quarter window & sail panel design.



Early Fox with '87-up large window conversion.

2015 Mustang Reveal

(Continued)

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grill-like Mustang emblem that seems a bit overdone.

The powertrain chief then discussed the powertrain options:

- all automatic cars (regardless of engine option) will have paddle shifters
- automatics stay with 6-speeds, even though many other cars are already in the 7-9 speed range automatics and double clutchers
- all 3 engine options will be in excess of 300 hp (still working on them, so final numbers not released yet).
- 5.0L rumored to be a flat crank design, but Ford officials dodged those questions. (Believed to provide higher output, like some high end race cars - will be interesting to hear the sound and hope it doesn't detract from that glorious traditional V8 growl!)
- the 4-cyl WILL be a **2.3L EcoBoost**, not the rumored 2.4L, so draws heritage to SVO's cars displacement
- Selectable traction mode will have 4 levels, including Normal, Sport, Track, and Winter, that will also alter suspension ride, steering rate, shift points, and throttle rate (a benefit of electronic throttle control).

Upon exiting the presentation, each attendee was provided with an 11" x 14" photograph paper quality print of the new Mustang as a keepsake of the experience. While I can't confirm it, there may have been a few attendees that exited more than once ...

After the media introduction, everyone had to depart the auditorium for various personal interviews to be conducted over the next hour. Later, Ford retirees were able to attend for their own version, which featured a discussion session with Gail Wise returning, John Clor of Ford Racing representing the enthusiasts, and four members of the Mustang development & marketing team. I guess I carry enough gray around now that I was easily able to slip back in with that group!

Overall I think it upholds the heritage of the 50 years of Mustang well. It was a tough job for the designers to do. It's easy to find critics on one feature or another on past Mustangs too, let alone this one, so you just need to focus on the overall Mustang experience! I was honored to be a part of it. Here's to another 50 years!!!



Left: Taillight close up view



The 4-cyl WILL be a 2.3L EcoBoost, not the rumored 2.4L, so draws heritage to SVO cars displacement



Europe and Asia only get the 2.3L and 5.0L engines. The base V6 will only be available in America.



5.0L rumored to be a flat crank design, but Ford officials dodged those questions. (Believed to provide higher output, like some high end race cars - will be interesting to hear the sound and hope it doesn't detract from that glorious traditional V8 growl!)

The Cars of Trans-Am 1966-1972 Racing *by David Tom*

(The article includes a car restored by Phil Jacobs, a SAAC-MCR Member)

Ford

Fresh off the 1967 season championship, Ford unknowingly elected to neuter the Shelby operation. In a decision they soon regretted, Ford committed to building their race engines in-house. On the surface this seemed like the wise way to go with all parts, engineering, and assembly under one roof. Operationally, however, they could not see the forest for the trees. Remember, Bud Moore had gotten the real data from the Chevrolet engine test and he did not share that with Ford, who had shuffled him back to NASCAR where his 1968 302s rarely failed!

There was no real market for Shelby 1968 Trans-Am cars because they had already built enough cars in 1967 to meet the customer and team needs. Shelby built only two all-new Mustangs for Trans-Am competition and upgraded the remaining 1967s to 1968 specs. Ford had been making changes in anticipation of a greater challenge from Chevrolet. The 1967 Mustang mule had been upgraded in many ways. For each improvement, Ford engineers produced parts that were available to build a 1968 Trans-Am Mustang or to upgrade a 1967.

Tire size growth had made it difficult for any team to fit the new tires into the stock wheel openings of the 1967 cars, so Ford actually produced new front and rear



Shelby was actually preparing five cars for the 1968 season. The fifth such car and one of the actual 1968 chassis was classified as Shelby number 5. This chassis was never fully completed until it was discovered by Phillip Jacobs, who after many years finished it. Because it was not raced it is a pristine example of what Shelby was building in 1968. (Photo Courtesy Phil Jacobs Collection)



Jacobs' accurate and complete revival of the "left-behind" Shelby Mustang shows in great detail how a factory 1968 Mustang Trans-Am car would have looked as it rolled off the transporter at any of the 1968 tracks. The interior, while updated with a nod to current vintage racing safety regulations, is a perfect example of the Shelby cockpit occupied by Jerry Titus, Ronnie Bucknum, Horst Kwech, Allan Moffat, and others. (Photo Courtesy Phil Jacobs Collection)



The business end of the Shelby Mustangs is representative of the mid-season state-of-the-art induction system. The air box is an adaptation of the GT40 ram air system. Clearly visible are the export bracing from the shock towers and the Monte Carlo bar at the front of the engine. (Photo Courtesy Phil Jacobs Collection)



The Phil Jacobs-revived Shelby Mustang at full song shows just how balanced the top cars were in the Trans-Am in 1968. They were clean, sharp, and cornered about as flat as their more sophisticated sister cars in later years. All the Mustangs lacked in 1968 were reliable engines. Shelby employees joked that it only took six engines to get through a weekend.

The Cars of Trans-Am (Continued)



In stark contrast to the Javelin's adjustable rear spoiler, Shelby Mustangs used no device to hold down the rear of the Mustangs. The fuel-filling caps are substantially the same on all of the factory race cars.



Ford produced these patch panels from lightweight sheet metal to make it easier to adapt 1967 and 1968 Mustangs to the larger tires and wider wheels for the 1968 season. Mike Sedlak owns these very rare pieces that were part of the Ford Trans-Am program. (Photo Courtesy Mike Sedlak Collection)

patch panels that could be fitted to existing stock fenders or patched into the existing stock sheet metal. These patch panels were considerably wider yet maintained the stock profile when viewed from the side of a car (required by the rules).

Much speculation has surrounded the thrashing defeat imposed by the Penske/Donohue Camaro team on the opposition in 1968. It was argued that the Penske team was that much better. Counterarguments were that Shelby's team imploded. A good case could be made for either of these viewpoints. Truth be told, it was more than likely that a combination of factors thwarted the Mustang effort headed by Carroll Shelby and Chuck Cantwell.

Some shenanigans are as legendary as they were successful. An example are those employed by Pontiac, Goddall, Fisher, and ultimately Titus to convince the SCCA that Canadian Pontiacs used Chevrolet engines. Therefore the Chevy 302 engine was legal in a Firebird.

At Kent the performance of the Firebirds was encouraging to Pontiac and Titus. Fisher, the "quiet man," was once again playing second fiddle even though it was he who had done much of the hard labor for Pontiac as he had similarly done for Chevrolet. Big-time auto racing was a tough business even in 1968.

This article is from the new 191 page book titled; The Cars of Trans-Am 1966-1972 Racing by David Tom.

This book has a great combination of pictures and text that will keep your interest. Reading about the people that built and maintained these cars is fascinating. This book will fuel your interest in cars, racing and restoration.

"One of the most complete histories and technical analysis of all the cars that participated in the SCCA sanctioned professional road racing series." -Victory Lane, October 2013

The author, David Tom is the Founder and Registrar of the Historic Trans-Am Registry. He has also owned more than ten historic Trans-Am Camaros, including the 1968 Smokey Yunick car, the Chaparral Camaro of Jim Hall, and one of the 1968 Penske/Donohue Camaros. Additionally, David restores historic racing cars in his Apache Junction, Arizona headquarters. He recently finished the restoration of Bud Moore's 1966 Mercury Comet, just in time for it to be on-hand for Moore's induction into the NASCAR Hall of Fame.

The book can be purchased at:
www.carttechbooks.com or Facebook Us!:
<http://www.facebook.com/CaRTechBooks>

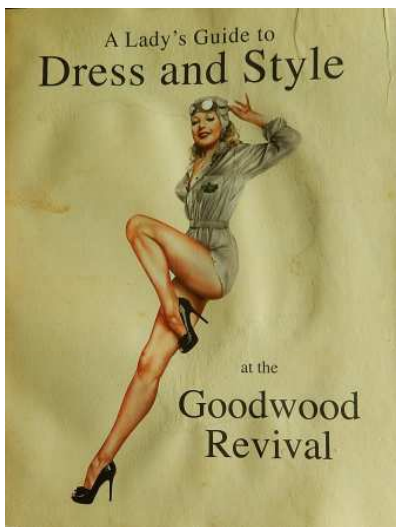
David Tom is offering signed and numbered book copies via his website (www.racepast.com) and via his e-mail address; david.tom16@yahoo.com

THE GOODWOOD REVIVAL OF SPEED 2013

by Tom Greene

Time certainly flies when one is having fun. It's been 2 years since we were last at the Goodwood Revival of Speed. My description of the race is that Goodwood provides the very best vintage racing in the world – and it comes with lots of extra attractions. The Goodwood Revival of Speed celebrates racing up to model year 1966, which was the last year of operation for the Goodwood circuit. Planes, cars, motorcycles, history and people are each well represented during the annual event.

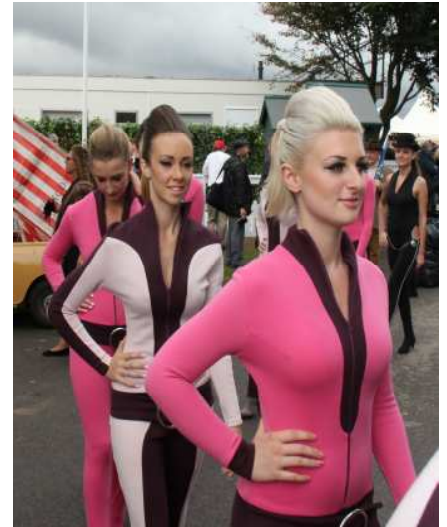
To gain admission to the paddock area, one must be dressed in “period clothing” which is defined as clothing representative of that worn in the 40s, 50s or 60s. There is a guide called *A Lady's Guide to Dress and Style* in the Goodwood shoppe.



The guide called *A Lady's Guide to Dress and Style*



Left to Right: Tom & Phillis Greene, Ellen & Charlie Safley and Mary & Steve Williams dressed in period clothes



Grid Girls in pink or white jump suits trimmed in black



Fur wraps were in style for women in the paddock



Steve Williams at the extreme right had his picture taken with the Glam Girls all dressed in red with matching caps

One could spend the entire weekend viewing the “people of the paddock” as reflected in the photos, but if one did only people and paddock car viewing, you would miss some fantastic racing.

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The Goodwood Revival of Speed 2013 (Continued)



7 Liter Ford Galaxies parked in the paddock



1959 Balchowsky-Buick, "Ol Yeller II" owned by Dr. Ernie



Green Aston Martin DB3



CSX2127 Factory Team Car, driven by Phil Hill, Ken Miles, Lew Spencer and Dan Gurney in 1963 Sebring and Riverside races



Ferrari GTO's



Gold GT40



Maserati 250F V12



Two GT40's in Gulf Oil livery



This looks like the quintessential British matron talking to her friends

(Continued from page 16)

As you may recall, the Goodwood Revival of speed is dedicated to the celebration of racing as it took place in the 20th century in Britain and specifically at the Goodwood circuit. The Goodwood track was originally the perimeter road around the RAF airfield used in WWII. The airfield is still used today – and used heavily during the race week to accommodate both the vintage aircraft for displays and the modern planes and helicopters delivering spectators and participants to the race. It is sobering to recall that in England, the wars were fought in people's front yards and the bombing raids from Nazi Germany landed bombs at this very airfield.

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The Goodwood Revival of Speed *(Continued)*

(Continued from page 17)

Our 2013 trip to Goodwood marked our first trip for couples. Previously our "American fans of Goodwood" outing was a bunch of car guys headed over for a total immersion in the racing event. In 2013, 3 couples went, Charlie and Ellen, Steve and Mary, Tom and Phyllis. The guys were still completely immersed in the racing event attending the races all day Friday, Saturday and Sunday with the couples headed out to the pubs for dinner and a pint in the evenings. The ladies did sightseeing on Thursday, Friday and Saturday, and we all attended the races on Sunday. I have a debt of gratitude to a good friend who is on a foreign-service assignment in England and dedicated her entire Saturday to "girls day out" around SW England and then joined us for dinner. Thank you Michelle, you are greatly appreciated.

On to the Goodwood events:

In 2013, the featured marque was the celebration of 50 years of the GT40, and there was one race dedicated solely to GT40s. In total, there were 38 GT40s present at Goodwood with 27 of them in the Whitsun Trophy race.

There was an on-track and narrated celebration with video clips shown on the jumbotrons of the career of Jim Clark. For many of us, Jim Clark was one of the drivers we remember as one of the best. For me, he clearly was – and I always wanted to see Jimmy Clark and Mark Donohue in the IROC series. There were 35 cars that he had driven paraded around the track from the DKW in which he ran his first race in 1956 thru the Indy 500 winning Lotus 38 that was on loan from The Henry Ford Museum, accompanied by the Executive VP and also the Curator of Transportation from the Henry Ford. The Granatelli Indy 500 turbine car that Jim Clark tested in was there, but the end of his career came

(Continued on page 19)



This is a file photo celebrating Jim Clark's win at the '65 Indy 500



Lotus 38 on loan from The Henry Ford Museum doing laps at the 2013 Goodwood Revival of Speed



Tom Greene (at right) shaking hands with Matthew Anderson, Curator of Transportation from the Henry Ford Museum at the Lotus 38 paddock stall

Goodwood (Continued)

(Continued from page 18)

before the '68 Indy 500 in which he was to drive it.

Here's an early Lotus Cortina driven expertly by Jim Clark – and I vividly recall seeing 6 Lotus Cortinas in the very first road race at which I had been a spectator at the Mid America raceways (which was where I saw my very first 427 Cobra in action – but that is a different story)



Lord March met Jim Clark when Jim was a school boy in boarding school and described Jim as a quiet, charming and thoroughly good guy who was a world-class driver. Jim Clark in a Lotus-Climax 25 and Jackie Stewart in a BRM P261 both hold the lap record at Goodwood set when both of them ran identical 1m 20.4 sec laps (over 107 mph average speed) on April 19, 1965.

The other tribute was to a British group of whom I had never before heard – the “dam busters”. There was a team of pilots and designers who figured out a way to drop a 55 gallon drum of explosives onto a river without it exploding on impact, then with practice, time the distance and the altitude so that the barrel skipped on the surface for a while before sinking. When it sank, it exploded at the base of the dam, fracturing the dam and flooding the downstream Nazi factories. This amazing feat was successfully accomplished 70 years ago. One team member was present for the ceremony. The war efforts and the part of history of fighting in one's own back yard gives me even greater admiration for the British people and their KCCO – Keep Calm and Carry On – approach to life adopted during the WWII bombings



“Dam Busters” plane dropping a 55 gallon drum of explosives to destroy a dam by skipping the drum on the water without exploding



The first skip as the drum of explosives skips toward the dam and explodes when it hits the Dam

There was a Tour-de-France bicycle exhibit with bicycles dating back to 1897 covering 2 laps of the race course; there was a race for Austin J40 PEDAL cars as they were raced from 1949 thru 1966 run on pit road. The pedal car race was run in two heats piloted by pre-teen children. We didn't see this race, but it was described as a spirited competition.

In addition to the air displays of vintage aircraft with particular focus on planes from the WWII era and other iconic British aircraft, there was dirt bike racing called scrambles in the UK. Unlike dirt bike races held here in the US in the 60's where Japanese motorcycles were the pre-

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(Continued from page 19)

ferred ride, the UK races featured primarily 4-stroke 650 cc BSA, Triumphs and Nortons – and these were raced both in conventional 2-wheel configuration and in side car configurations, the latter using 2-man teams – see pictures on next page.

The aforementioned motorcycle scrambles races were run the entire weekend – rain or shine – and fortunately, our primary vantage point was but a few hundred yards from the scrambles track. I was particularly impressed by the side car racers – those folks truly do “let it all hang out”. As you may recall, I met a 7-time British champion side car racer at the Goodwood event 2 years ago, and he was still quite agile, despite what must have been many, many injuries.



We stayed at a B&B where we met John and Susan Woodley from Australia. John was riding a Norton Manx 500 in the Barry Sheene Memorial race – there were 30+ bikes entered with the race run in two 30-minute races with a different rider for each race. The best aggregate finish determined the winner. John raced Grand Prix motorcycles in the 70s, owned many Suzuki Grand Prix bikes, and had podium finishes at the Isle of Man race. And to prove the racer never leaves the person, even though his career path is now forestry management, he and his wife came to Goodwood in order to ride Kevin Grant's Norton Manx.

On to that which is the named event of the weekend – the car races: I thoroughly enjoyed all the races, but my personal favorites are: The GT40 race because there were 38 GT40s present (and 27 of them in the race) – of the total of 127 cars ever produced; The RAC TT race where the value of starting grid approaches \$500 Million; and the Sedan race where the greatest disparity of car sizes and types competed head to head. The sedans ran the gamut from a 1200 cc Anglia, Mini Coopers, a Renault Gordini, several Alfas, and a Mercedes, up thru 427 cubic inch Galaxies – (3) of which were competing. The driver line up was very impressive, as it was for each and every race with top drivers from F1, Touring Car, Grand Prix motorcycles, sedan racing participating. A read through the program will show what I mean.

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ST MARY'S TROPHY PART 1

In memory of John Coombs. Presented by Schroders Private Banking
2.05pm Sat. 14th Sept.
First of two twenty-five-minute races for production
saloon cars of a type that raced between 1960 and 1966

No	Entrant	Driver	Year	Make and Model	c.c.
1	Rae Davis	Nicolas Minassian	1965	Renault 8 Gordini	1293
2	Andrew Buhari	Sir Chris Hoy	1964	Austin Mini Cooper S	1293
3	Stewart Imber	Derek Daly	1964	Mercedes-Benz 300SE	2996
4	Ross Warburton	Christian Horner	1965	Alfa Romeo 1600 GTA	1570
5	Ben Shuckburgh	Harold Primas	1965	Alfa Romeo Giulia T1 Super	1570
6	BMW Group Classic	Stephan Peterhansel	1964	Austin Mini Cooper S	1293
7	Jason Stanley	Raimo Aaltonen	1964	Austin Mini Cooper S	1293
8	BMW Group Classic	Johnny Cecotto	1965	BMW 1800 T1S4	1820
9	Richard Shaw	Jackie Oliver	1965	BMW 1800 T1S4	1820
10	Peter James	Steve Soper	1965	BMW 1800 T1S4	1820
11	Abarth UK	Rupert Keegan	1962	Fiat Abarth 1500S	1481
12	Crispin Schlaefli	Tony Jardine	1963	Ford Anglia 105E	1198
14	Alex Boller	Stuart Graham	1963	Ford Galaxie 500	7002
15	Kerry Michael	Mark Blundell	1964	Ford-Lotus Cortina Mk1	1558
16	Richard Bateman	Rowan Atkinson	1965	Ford-Lotus Cortina Mk1	1558
17	Arne Berg	Barrie Williams	1965	Ford-Lotus Cortina Mk1	1558
18	Alan Mann Racing Ltd	Darren Turner	1965	Ford-Lotus Cortina Mk1	1558
19	Mark Bevington	Alec Poole	1965	Isuzu Bellett	1584
20	Nick Swift	Oliver Gavin	1965	Morris Mini Cooper S	1293
31	Shawn Lynn	David Richards	1964	Ford-Lotus Cortina Mk1	1558
33	David Fitzsimons	Frank Stippler	1965	Alfa Romeo 1600 GTA	1570
41	Andy Harrison	James Martin	1963	Austin Mini Cooper S	1293
46	Andrew Higginson	Rob Huff	1965	Morris Mini Cooper S	1293



WHITSUN TROPHY

Presented by UBS

2.00pm Sat. 14th Sept.

Forty-five-minute, two-driver race for Ford GT40s and
related cars of a type that raced between 1964 and 1966

No	Entrant	Drivers	Year	Make and Model	c.c.
1	Richard Meins	Entrant/Rob Huff	1964	Ford GT40 Prototype	4727
2	Racing Team Holland	David Hart/John Hugenholz	1965	Ford GT40	4799
3	José Albuquerque	Entrant/David Franklin	1965	Ford GT40	4727
4	Gavin Henderson	Entrant/Bory Henderson	1965	Ford GT40	4727
5	Adrian Newey	Entrant/Kenny Bräck	1965	Ford GT40	4727
6	Manuel Ferrão	Diogo Ferrão/Martin Stretton	1965	Ford GT40	4736
7	Classic Autos	Nick Pinburgh/Chris Wood	1965	Ford GT40	4727
8	Vincent Bourlisse	Entrant/Xavier Tancogne	1966	Ford GT40	4727
9	Tom Shaughnessy	Robb Lamplough/Curt Vogt	1967	Ford MkIV	7016
10	Scuderia del Viadotto	Thomas Studer/Conrad Ulrich	1965	Ford GT40	4727
11	David Cuff	Entrant/Steve Soper	1965-1	Ford GT40	4727
12	John Young	Entrant/Andrew Newall	1965-1	Ford GT40	4727
13	Shawn Lynn	Entrant/Emmanuel Pirro	1965	Ford GT40	4727
14	Robert Sarrailli	Henri Pescarolo/Fabien Sarrailli	1965	Ford GT40	4727
15	Real Auto Club Catalunya	Joaquín Folch Rustinol/Bobby Verdon-Roe	1966	Ford GT40	4727
16	Wyche Hill Racing	Alex Buncombe/Andy Wallace	1966	Ford GT40	4727
17	David McLain	Entrant/Chris Chiles	1966	Ford GT40	4727
18	Jason Wright	Entrant/Michael Gans	1965-1	Ford GT40	4727
19	Gary Fitzgerald	Lee Maxted-Page/Andy Prill	1968	Ford GT40	4727

Goodwood (Continued)



27 GT40's ready to start the Whitsum Trophy 45 minute, two driver race



First row: #37 Driven by Walker/Jordan on the pole, #5 Newey/Brack qualified 2nd and #16

Wallace/Buncombe qualified third



43 minutes into the race and #37 is forth



43 minutes into the race #5 was fifth



2 minutes to go and #16 is running third



2 minutes to go and #5 is fifth and #13 Lynn/Pirro is sixth



#16 is third and #37 is forth near the end of the race



#2 Hart/Hugholtz is in second place followed by #16 and #37 near the end of the

Goodwood (Continued)

(Continued from page 20)

All the races provided a competition level far surpassing any vintage race I have ever seen in the US. In the US, the drivers are admonished to operate at less than 10 tenths to preserve the cars and driver safety – as in the US, most of the cars are driven by owners who don't possess the skill set of a Emanuele Pierro or Jean Alesi or Jackie Oliver or Kenny Brack or Henri Pescarolo or Tiff Needell or Stephan Johansson or Brian Redmond or GT350 owner David Franklin, all of whom were included among the drivers at Goodwood this year. Each and every one of the drivers at Goodwood is a proven, very accomplished driver before entering into vintage racing. In the US Vintage races one does not need to be a professional racer before becoming a vintage racer (as witnessed by my 24 year stint driving vintage race cars in the US), and the skill level varies dramatically among the drivers.

In my opinion, both the sedan races and the RAC races brought the most intense competition coupled with the most recognizable cars to the average US enthusiast. How could anyone not enjoy the Cobra/Ferrari war as brought to us in the RAC especially when one adds in a ½ dozen Aston Martins, one Lister Tiger, several Jaguar lightweights, the only Maserati Tipo 151 in the world and a couple Corvettes. The race was another of the 2-part races with a driver change – and in this case the race was two completely different races as the first one was run in the dry and the second started in the dry and then completed in a downpour of biblical proportion. Several cars were involved in off-track experiences and the Aston Martin project 212 came from about 8th place up to win in the rain. I put the camera away and huddled under my poncho – but we did not miss a moment of this absolutely wonderful race.

The front row of the sedan races featured two 427 Galaxies with a Mini sandwiched between them. In this race, the “rubbin is racin” approach was played out more than in the other races – but that is why restoration shops remain in business in the UK. See the photos for some up-close and personal racing by VERY talented drivers.

All considered, the Goodwood race is far more than a very enjoyable vintage race experience. In my opinion, coupling the presence of ONLY

(Continued on page 23)



Goodwood (Continued)



Below: Royal Automobile Club TT Celebration Race displayed intense competition



(Continued from page 22)

vintage cars in the car park, the period dress, the historical tributes with the “planes, bikes and automobiles” racing, the Goodwood Revival of Speed has clearly earned the title I have bestowed on the event as “The Best Automotive Racing Experience”. For this achievement, Lord March, his team, and the Goodwood Road Racing Club deserve huge credit for their efforts and successes.

We had an absolutely TERRIFIC time at Goodwood and our wives even said they would consider returning. As for me, I know I'll be back.

SAAC-39 Announcement *by John Guyer*



SAAC-39 Convention Announcement

SAAC-39 - MAY 15 - 16 - 17, 2014

Road America... Elkhart Lake, WI.

SAAC returns to the historic location of Road America for our National Convention after 17 years; the last convention there was SAAC-22. Road America is an expansive facility with an amazing track and plenty of room for all our activities. We are putting the pieces together right now... we want to formally announce the dates and location so you can begin vacation and travel plans.

We have secured this massive facility in a partnership with SVRA (Sportscar Vintage Racing Association). We will dovetail our event with their Spring Vintage Weekend, just as we did so successfully at Watkins Glen. This will offer the great events and activities of a SAAC Convention, with the added bonus of a weekend of wheel-to-wheel Historic and Vintage SVRA races.

Road America is a 640 acre park-like facility, with a legendary 14-turn, four mile road circuit... with spectacular viewing in all areas of the track. Plenty of parking and paddock area, this will give us 2 days of open track and a day of car shows, right in the heart of the racing action and a few special events and activities to add to the fun.

We are working with a great hotel selected for this convention, details and reservation are not yet available .

ONLINE Registration should be available in early January. We strongly suggest that you pre-register for this event, for a couple of reasons. One is that some of the activities are limited and if you wait and just show up, chances are they will have filled up. Another good reason is that we need to know in advance how many people to expect.

Advance information about SAAC-39 will be contained in an Info Sheet. It will describe what you can expect at the convention and answer most questions you might have. This will be delivered as details are worked out.

We will also be posting more information on the SAAC website over the next few weeks.. Look for "SAAC-39" to appear on the home page and a pull-down menu will have specific details on all convention activities: open track, vintage race, concours guidelines, car show rules and classes, swap meet, etc. These sections will have the Guidelines and Forms for each respective event.

See you there.



High Performance Headlights and Horns

-- will muffler bearings be next? *by Barry Levey*

When one thinks of improving the performance and/or safety of classic Mustangs, dreams of horsepower, brakes, and racing suspensions dance in our heads. However, there are other performance safety improvements and electrical improvements to your 40+ year old vehicle that can, not only increase your driving enjoyment, but also keep your vehicle safe.

As designed, the classic Mustang runs the full amperage required to operate the headlights and horns through the entire circuit, subjecting some very old parts to some very high current flow. In addition, running the amperage through the entire circuit creates fairly long power runs, opening the possibility of significant voltage drops, causing high current demand and less light or sound output.

New and improved wiring is a great upgrade but not always practical nor cost effective, so I thought I'd narrow the subject to a few simple, reversible and extremely cost-effective items: the addition of headlight and horn relays to your classic Mustang.

A relay is basically a switch that is triggered by a small electrical signal. In our application, we'll mount the low-beam, high-beam and horn relays close to the load (the headlights and the horns) and use the headlight switch (via the dimmer switch) and the horn switch (steering wheel hub button) to trigger the relays. Basically, we're keeping the switch wiring intact but using it for a low load trigger signal and using the relays to create a high power, more direct power path for the lights and horn.

The wiring from the switches to the headlights and horns runs along the left inner fender panel from the firewall to the radiator support. The low-beam wire is red with a black stripe and the high beam wire is green with a black stripe. The horn wire is blue with a yellow stripe and the main power from your primary electrical system is carried by a large black with a yellow striped wire in that same loom. Because the primary electrical circuit is available in the same real estate as the load (lights and horns) inserting circuit breakers and relays becomes a fairly simple task.

Here's a short primer on relays. You want to purchase three automotive 12V relays with at least a 30 amp capacity in the normally open mode. Relays come in 4 or 5 wire configuration, either is OK. Please see Illustration 1 for an explanation of how the relays will be wired.

You will also want to purchase two automatic reset 30 amp circuit breakers. You may also need a small amount of additional 14 gauge wire (or wires if you want to have different colors for each circuit), some heat shrink wrap, electrical tape, wire connectors and mounting nuts/bolts to complete the installation. See Illustration 2 for an explanation of the overall wiring scheme.

It is very helpful to create a mock layout of the relays and circuit breakers to understand exactly where each component will be located and the length of additional wire required to reach each component. Once you are happy with the layout, the components can be pre-mounted (although the relays may need to be removed for wiring).

Now comes the scary part.

1. Disconnect the negative cable from your battery as we need to disable the electrical system.
2. Carefully un-wrap the wiring loom approximately 8 to 10 inches from the radiator support, exposing the individual wires.
3. Cut the red/black, green/black, and blue/yellow wires. You now have two sets of wires: one set coming from the firewall (where the switches are) and one set going to the radiator support (where the loads are).
4. In no particular order, using connectors (preferably soldered and protected with heat shrink) add the amount of additional wire needed to each of the three cut wires coming from the firewall and connect these extensions to the 85 tab on the relay, one to each relay.
5. Now use the same method to extend and connect the three wires going to the radiator support. Each of these wires will be attached to the 87 tab on their respective relay. **It is extremely important that the relay with red/black wire on tab 85 has the continuation of that red/black wire on tab 87; green/black 85 to green/black 87 ; and blue/yellow 85 to blue/yellow 87.** That way the high beams turn on the high beams, the low beams turn on the low beams, and the button honks the horn.
6. Carefully strip the insulation away from the black/yellow wire and solder a piece of your additional wire to create a T-junction and shrink wrap. This wire will be attached to input side of the first circuit breaker.
7. Once the first circuit breaker is wired on the input side, create a jumper wire to connect the input side of circuit breaker one to the input side of circuit breaker two. Now, both circuit breakers should be connected to the wire tend into the black/yellow wire in the loom.
8. Connect a wire from output side of circuit breaker one to the 30 tab on your horn relay (the one connected to the blue/yellow wires in loom).
9. Create two jumper wires and connect both to the output side of circuit breaker two. Connect one of these wires to tab 30 to the red/black relay and the one to tab 30 on the green/black relay.

(Continued on page 27)

Racing Heroes – General Curtis LeMay *by Kurt Ernst*



General Curtis LeMay in the 1950s. U.S. Air Force photo.

Right: An SCCA event at Lockbourne Air Force Base in Ohio, circa 1953. Racing

Image courtesy of [PhotOhio](#).



As many students of military history will tell you, Curtis E. LeMay is perhaps the most polarizing figure in the U.S. military since George S. Patton. Equally respected and feared by the men serving under him, LeMay (who earned the nickname “Iron Ass”) was a perfectionist who had little tolerance for those who failed to deliver 100 percent at all times. Assigned with leading the Strategic Air Command in the years following World War II, LeMay also played a big role in saving U.S. sports car racing at the dawn of the 1950s, a feat that gains him the title of racing hero.

Born in Columbus, Ohio, in November 1906, LeMay had no ambitions of becoming a racing driver, even as the first wave of enthusiasm for motorsports swept the United States in the years following World War I. After graduating from Ohio State University with a degree in civil engineering, LeMay enlisted in the U.S. Army Air Corps, where he was trained as a fighter pilot, receiving his commission as a second lieutenant in 1930. During World War II, LeMay (who then held the rank of major) routinely flew combat missions with those who served under him, and helped to develop the combat box staggered formation used by U.S. heavy bombers. Later, LeMay would direct the controversial incendiary bombing of Japan, which ultimately forced the Axis power to relocate manufacturing facilities to remote locations.

Following the conclusion of the World War II, LeMay returned to Europe as the commander of the USAF Europe, where he initially oversaw the relief effort known as the Berlin Airlift. In 1948, LeMay was recalled to the United States, where he was given command of the Strategic Air Command at Offutt Air Force Base in Nebraska. His initial inspection revealed a sobering, if not horrifying, truth: Bombers equipped with nuclear weapons were guarded by an inadequate number of unarmed airmen. Equally bad, the crews tasked with flying the bombers and potentially deploying their lethal payloads proved wholly unable to do so, with many crews missing targets by miles on practice bombing runs.

Ultimately, the root cause was a loss of experienced aircrews, many of whom left the military behind for a far more lucrative career in the private sector at the end of the war. Though LeMay lacked the ability to match the pay offered by the private sector, he implemented “spot promotions” for aircrews whose performance ranked in the top 15 percent. He sought to improve housing conditions on base as well, doing away with open barracks in exchange for two-man rooms that afforded some degree of privacy. Finally, LeMay constructed on-base “hobby shops,” staffed with tools and equipment, where men could spend off-hours constructively working on projects. Such improvements came with an associated cost, and LeMay’s budget was already stretched thin with the constant drills and training missions he required of SAC crews.

Looking for a new source of revenue, LeMay asked his public relations officer, Reade Tilley, to contact the Sport Car Club of America to advise them that Strategic Air Command bases would be available for low-cost rental (with the proceeds going to support the Airman’s Living Improvement Fund). Though the runways and adjoining taxiways offered little in the way of elevation changes and challenging corners, the treeless landscape did give competitors plenty of run-off room, which LeMay imagined may be a selling point to those commuting in the same cars they raced on weekends.

(Continued on page 27)

Racing Heroes – General Curtis LeMay (Continued)

(Continued from page 26)

The reception from the SCCA may have been cool, except for a series of accidents that came to a head in Watkins Glen in September of 1952. During an SCCA-sanctioned race, held on the village streets, a seven-year-old boy was killed and 12 other spectators injured when a driver lost control and plowed into a crowd standing curbside, protected by nothing more than hay bales. Facing the loss of its event insurance (and outcry on the sport's dangers from the general public), the SCCA turned to LeMay and the SAC, and on October 26, 1952, the SCCA and the SAC entered into a two-year agreement that gave the SCCA access (on a pre-scheduled basis) to bases in Washington, Nevada, California, Nebraska, Texas, Illinois, Indiana, Ohio, Massachusetts, New York, Maryland, Georgia and Florida.

As Terry O'Neill explains in his book, *Runways & Racers: Sports Car Races Held on Military Airfields in America*, Curtis LeMay was friends with Sydney Allard and even owned an Allard J2, one of three team cars raced at Le Mans in 1953. In what may be the ultimate irony, LeMay was forbidden from racing his Allard, as the Air Force's chief of staff viewed racing as unnecessarily dangerous for a man in LeMay's position; instead, the car was campaigned by SCCA president Fred Wacker at an Offutt Air Force Base event, then later raced for LeMay by Roy Scott. While turning over driving duties may not have proven that SAC drivers were every bit as talented as those from the SCCA, LeMay's original goal, it did go a long way to demonstrate that the SCCA and the SAC were more than just partners of necessity.

Ultimately, the relationship proved beneficial to both parties. Income from ticket sales, concessions, program sales and other fees went directly to the Airman's Living Improvement Fund, while the SCCA prospered during the years it raced at SAC facilities. By the mid-1950s, however, the success of the SAC program caught the attention of LeMay's critics in Washington, D.C., and allegations of misuse of funds were raised (though later proven false). It was enough to end the program, but by that time the SCCA had an established network of dedicated road courses at its disposal.

For his efforts on behalf of American sports car racing, LeMay was awarded the Woolf Barnato Award, the SCCA's highest honor, in 1954. In 2007, he was inducted (posthumously) into the SCCA's Hall of Fame.

- See more at: <http://blog.hemmings.com/index.php/2013/12/10/racing-heroes-general-curtis-lemay/?refer=news#sthash.gNww7xJz.dpuf>

High Performance Headlights and Horns (Continued)

(Continued from page 25)

10. Almost last, but certainly not least, find a well grounded point to attach 3 jumper wires on the body and run one-each to the 86 tab on the relays.
11. Finally, make sure all of your connections and splices are insulated and re-tape the open portion of your main wiring loom. Neatness counts if you want it to look factory installed.

Congratulations! You have just added relay and circuit protection to your headlights and horns, relieving your ancient switches and wiring from carrying high amperage loads and shortening the current path at the same time. The reward is brighter lights, a louder horn and safer wire loads – all for less than \$50 dollars.

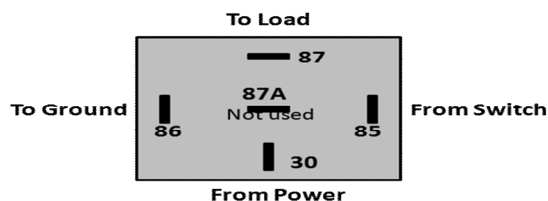


Illustration 1: Typical Automotive Relay

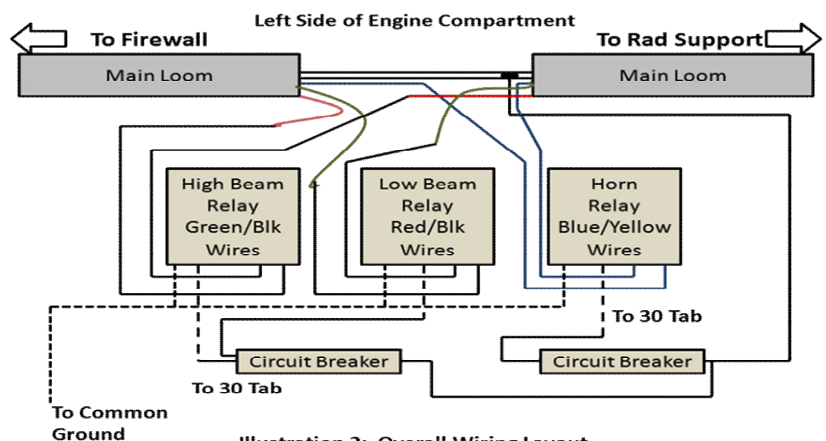


Illustration 2: Overall Wiring Layout

**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
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Technical Editor: John Logan

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2014 Events Calendar

January

- 18 SAAC-MCR Holiday Party**, 7:00 pm at Garage
Grill & Fuel Bar, Northville, MI

March

- 2 SAAC-MCR Winter Swap Meet**, Gorno Ford
Dealership, 22025 Allen Rd., Woodhaven, MI
48183 www.saac-mcr.net

May

- 15-17 SAAC-39 National Convention**, Road
America, Elkhart Lake, WI

June

- 1 SAAC-MCR SHOW**, Ford World Head Quarters,
Dearborn, MI www.saac-mcr.net
- 2 SAAC-MCR GO**, Open Track Event, Waterford
Hills Road Racing Course, Clarkston, MI
www.saac-mcr.net

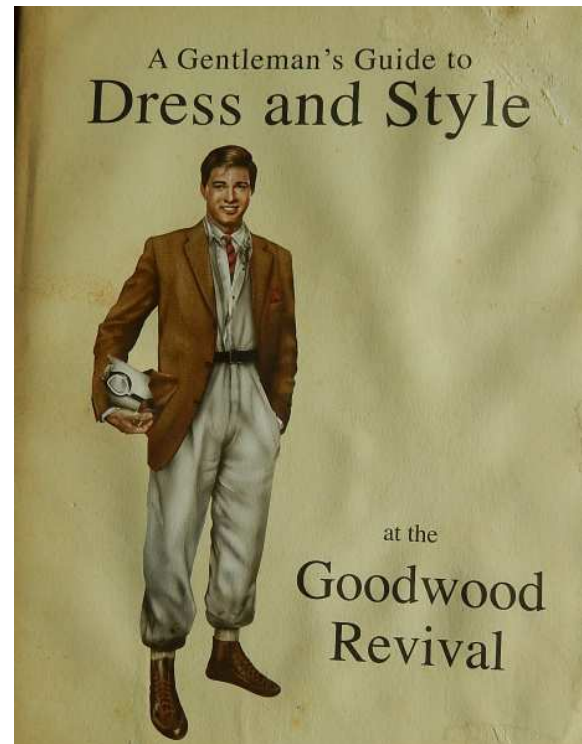
September

- 7 SAAC-MCR Labor Day Classic**, Open Track
Event, Waterford Hills Road Racing Course,
Clarkston MI www.saac-mcr.net

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3



This is the guide on how to dress in order to view the
historic race cars in the paddock at the Goodwood
Revival of Speed. (See related article on page 16)

2014 Events Calendar (Continued)

October

- 5 SAAC-MCR Harvest Happening**, Open Track
Event, Waterford Hills Road Racing Course,
Clarkston, MI www.saac-mcr.net

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

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