



Shelby Life

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

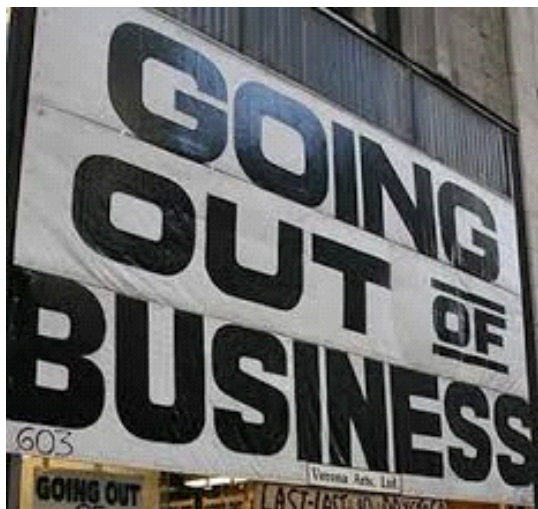
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President's Corner

"The End of Open Track Events for MCR?"

by Steve White



**Don't let this be the
sign of the times for
our open track events!**

Once again, we're at one of those challenges. For our June "GO" event, we barely broke even once again. For our Labor Day Classic, we had to cancel the event due to only having 10 participants commit, and we need around 28 to run an event without loss. We can hope our Harvest Happening event is successful, as it has the attraction of a Trans-Am fantasy event and being the last event of the season.

Open track events used to be one of our mainstays as the Shelby Club, demonstrating our performance focus and Carroll Shelby heritage. Running three to four events became the norm. Over time, some of our veteran trackers advanced from open track to vintage racing. The economy, several times, had an influence on participant levels. Other groups saw an opportunity to run their own events, probably influenced by their hope it could be a big money maker and participation levels in our events again was challenged. Through it all, we adapted and overcame.

However, just breaking even was always tough. Our intent was not to make a lot of money, but to cover expenses and hopefully make a little money. The goal was to be able to have sustainable events and have lots of fun!

Our "suppliers" (the Waterford Hills track management, Star Ambulance service, and our insurance provider) worked with us on costs so that we could still run events in spite of declining participation.

Why are we facing these challenges this time around? While like most situations there is usually not a single factor, but several contributors, some possibilities can be postulated. There appears once again other groups who think that running their own event might be a good thing for them to do. MCA has decided it wants to change its direction, to allowing modified Mustangs into the fold, and getting into track events. Team Shelby is also getting more involved in track events regionally. This year, Team Shelby and MCA combined for an event at Gingerman just days prior to the Labor Day Classic. Just a few weeks earlier, MRT had their inaugural event at Gingerman as well, which we (MCR) helped provide some instructors. With the cottage industry that's grown up around The Woodward Dream Cruise, groups try to tie in events, such as track time, in the days leading up to the Cruise. That was MRT's idea too. In addition, Roush has been holding track events at Wa-

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President's Corner *(Continued)*

(Continued from page 1)

terford the day before the cruise for owners of Roush cars for ~ 5 years now also. In other words, the last half of August gets to be pretty busy with track events which could be siphoning off participants to the Labor Day Classic?

Waterford Hills also now has their own track events and have for years. Initially they did not. Perhaps seeing our earlier success, they initiated their own open track events. For the Labor Day Classic, they had one of their events the day before ours. For the Harvest Happening, they have one the following weekend. This close proximity has been occurring for years, and may be a deterioration factor in participation?

Additionally, we have heard that owners of our type of cars (Mustangs, Bosses, Shelbys) prefer the bigger tracks with higher speed capabilities, bigger faster turns and plenty of (safer) run off area. Waterford does seem more suited for smaller, lighter, more nimble cars.

Perhaps it's the timing of the Labor Day event? Some people have said that it is a bad weekend as it's the last official holiday weekend of the summer and people want to travel and do things with their family. Others have said they like it on the holiday and not having to take vacation time off to attend. So far there is not clear consensus here (we have similar debates with the Show & Go event and other events that happen on that – and surrounding weekends). In the end, it may be a factor, but unlikely the main factor.

Maybe combining with other groups and at other venues might be an option? We used to have an event at Gingerman in addition to our Waterford events. Later we jointly held that event with SVTOA, who subsequently acquired it completely from us, to only later decide that was not a direction they wanted to go. We never picked up the event, and many other larger groups or ones with more outreach than MCR started hearing of the reputation of Gingerman and began their own

events there, so would make it difficult for us to create a successful event there now. We did assist MRT's new event this year and provided five instructors. Maybe a larger presence or more involvement in joint events with other groups might be a compromise option?

Possibly we may have to reduce the number of events? Having an event in early June, and then no other until September, followed closely by an October event could be an issue. I never preferred the timing and would have preferred a more balanced schedule through the track season, but historical events and track availability led to the current dates. With the aforementioned crowded schedule due to other newer events, likely would make adjusting our schedule infeasible.

We also need to consider if our promotional efforts are all they can be. I personally think this is a weak area. Two years ago we discussed some ways to increase PR, and made some light hearted attempts, but didn't follow through this year. It is unlikely that those attempts are enough and would have made a big enough direction, however if they had been built upon with other techniques, then perhaps it would have helped some too?

A seasons pass option was tried also, but was not strongly publicized.

So where does that leave us? We need to understand the reasons better and what that means for next year's track events. This will help us make changes in how we run events so that we can be successful, and be able to continue holding track events in the future. Some serious focus by the track team is required over the winter to develop a sustainable long term plan for our track involvement. I'd hate to have to close down our track involvement, or reduce to perhaps only one event a year. However I hate more having to cancel events. Performance and track events is our core, compared to other groups, and we need to maintain that!

Membership Report *by Rich Tweedle, Membership Director*



**SAAC-MCR Membership Status: We Have 107 Members
as of September 29, 2014**

New members since April issue: Gary and Kathy Boehnlein & Scott Adams

2014 SAAC-MCR Pre-Woodward Dream Cruise

by Mike Nyberg

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 site.

MCR did excellent in getting friends and family to show up with at least 30 cars having been parked in the lot or along limited spots in front of Pasteiner's Autozone Hobbies and Books.

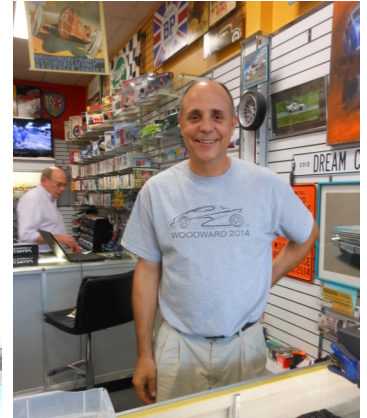
We had a special treat this year. Several Hagerty Insurance employees came to the event to display the 1964 1/2 Mustang Coupe Hagerty employees worked on to restore. They enjoyed talking to our club members about their experiences, learning what their customers do to restore their cars. They gave all the Pre-Dream Cruise participants blue Mustang 50th Anniversary ball caps.

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 Pasteiner for providing SAAC-MCR members the opportunity socialize and view the pre-dream cruise activity.

Steve Pasteiner handled sales inside the Autozone Hobbies and Books. He and his father hosted SAAC-MCR Pre-Dream Cruise.



Steve's father, Steve Pasteiner Sr., auto-graphing a photo of a rare car his design and build prototype shop restored.

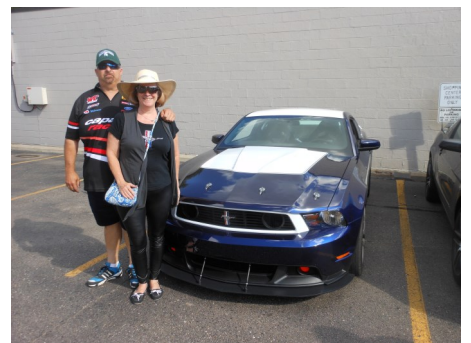


The Hagerty Team standing in front of the 1964 1/2 White Mustang Coupe many of them helped restore. Many other Hagerty employees participated in the restoration to experience what many of their customers do. L to R: Korey Muhonen, Nick Gravin, Jeff Peek, Kyle Smith. Hannah Miviula, Elizabeth Rogner and Cody Kinney



This is the way to view the Pre- Dream Cruise activity.

2014 SAAC-MCR Pre-Dream Cruise (Continued)



2014 SAAC-MCR Pre-Dream Cruise (Continued)



MOCSEM Mustang 50th Birthday Celebration

By Mike Nyberg

MOCSEM hosted The Mustang 50th Anniversary Celebration in Dearborn. The first event was The Mustang Heroes Banquet held Friday, August 15th at the Ford Motor Company Conference and Events Center.

Dinner service consisted of a buffet featuring Baked Chicken Ziti, Santa Maria-Style BBQ Beef Tri-Tip, Grilled Chicken Breast with Sweet Chipotle Sauce, fresh baked bread, salad, vegetable and garlic smashed potatoes. In observance of Mustang's 50th birthday, each table had a cake with a photo of a specific year Mustang in the frosting. I had to canvas the entire room to find the 1970 cake..

Attendees were treated to much more than a dinner. There were presentations from Raj Nair and Dave Pericak and a presentation of the Lee Iacocca award to John Clor. There were over 50 Mustang celebrities in attendance and attendees spent 3 hours getting photos and autographs with them. It was a great experience for almost 500 enthusiasts who attended, to get autographs from Ford employees who had a significant involvement With the Mustang.



Dave Pericak, Mustang Chief Engineer, autographing my program before dinner in the Ford Motor Conference and Events Center lobby.

Mustang running horse emblem sculptured in ice. SAAC-MCR member, Richard Teeple lead a group of Henry Ford Community College students to construct two of the ice sculptures.



Mustang Heroes who autographed participants programs and books for several hours after dinner and speeches.

MOCSEM - Gary Brewer photo

Mustang Memories - Mustang 50th Anniversary Celebration *by Mike Nyberg*



SAAC-MCR members had a premium reserved spot at the Mustang Memories Car Show . The show celebrated the 50th Anniversary of Mustang, with over 1,200 Mustangs participating.

Sunday's Mustang Memories car show was part of the 50th Mustang anniversary celebration. Over 1,200 cars were on the showfield, including over 20 SAAC-MCR club member's cars. From the show cars, the specialty cars, the vendor midway to the MOCSEM merchandise tent, even the kids' area, people were having a great time and taking in all there was to see.

They had a VIP area where the Mike Riemenschneider family displayed their 1968 Shelby GT500KR. Next to them was the Larry Shanoda restored 1969 BOSS 302 prototype.

Gail Wise was the first retail customer. She bought her car on April 15, 1964 -- two days before the official on-sale date. Her 1964 1/2 Sky-light Blue Mustang Convertible was in the same VIP area.

The show was a true testament to the passion and appreciation America has for the Mustang. MOCSEM had over 250 volunteers to help make the celebration the one to remember.



The Riemenschneider family - Front: Nancy Riemenschneider; Second Row: Daughter, Julie Martin; Third Row: Son-in-law Michael Martin and Son Jim Riemenschneider



Larry Shinoda's restored 1969 BOSS 302 prototype



Gail Wise the first Mustang retail customer

The Australian Connection

Text by Phil Jacobs and Photos by Brian T. Weitzel & Mike Nyberg

Gary Gumushian, a friend of mine and a regular at the Saturday morning Parking at Pasteiner's, approached me this summer about getting some Mustangs together for a special event for his company Audatex. Audatex creates and provides automotive bodyshop estimates and billing software. Audatex was planning to host 22 bodyshop owners from Australia that are clients of the company at an automotive body repair convention being held in Detroit at Cobo Hall and other locations. The CEO of Audatex likes to do things different, Gary came up with the idea of transporting their guests from a seminar to dinner one evening in Mustangs instead of the typical limo bus.

SAAC-MCR club members Mike Nyberg, David Thomas, Rich Tweedle, Gene Kotlinski, John Yarema and myself, as well as members from MOCSEM provided 14 Mustangs. Our job was to transport the guests from Australia from the Marriot Hotel at the Renaissance Center to the Ford Piquette Model T plant for dinner. The guests were not told where they were going to go or how they would get there. They were pleasantly surprised to see 14 Mustangs parked out front of the Hotel, being car enthusiasts themselves. Many owned exotic cars. The gentleman that rode in my car owns a Ferrari. He really liked the sound of my car as I accelerated down Jefferson Ave. He said "your car sounds manly and masculine, my car sounds like a screaming woman".

Us owners of the Mustangs were treated like VIP's as well throughout the whole event. We parked in front of the Marriot Hotel in rows marked off by cones. Hotel employees and customers alike were admiring our cars.

We drove the guests to the Ford Piquette Model T plant, again having special parking. We also were able to take a tour of the plant ourselves as our dinner reservation was over an hour later. Yes, we were being treated to dinner as well as appreciation for our time and for providing our Mustangs for this event. With the guests enjoying dinner at the Model T plant, Gary and his company treated us to dinner at Vinsetta Garage on Woodward, again with VIP treatment. The front of the restaurant was saved for our Mustangs and we had reservations for dinner. As if that were not enough, Gary gave us all \$50.00 gift certificates to Pasteiner's Autozone.

We all had a great time, enjoying the company of fellow car enthusiasts from here and Australia, then enjoying a great time and dinner to end the evening.

Right: John Yarema's 1965 GT350 parked at the RenCen, with "You Shall Not Pass" yellow bumper sticker.



Gary Gumushian's polished steel 1949 Ford leaving the RenCen with Australian bodyshop owner client.



The author next to his Red 2006 Mustang GT parked at the entrance to the Detroit Marriot Renaissance Center



The Australian Connection *(Continued)*



Left: Mike Nyberg with an Australian bodyshop owner.



Right: Rich Tweedle at the Vinsetta Garage.



Left: David Thomas had a great spot in front of Vinsetta Garage.



Right: Gene Kotlinski and others had to park next to the restaurant.



Australian bodyshop owners "chauffeurs" enjoying dinner at Vinsetta Garage located on Woodward Avenue. Notice how the restaurant is decorated with period memorabilia, including a dragster above the office (Upper Left).

The Tiger Story *by John Logan*

The Mustang wasn't the only Ford powered car to be introduced at the New York Auto Show in April 1964



Left to Right: Carroll Shelby, Lee Iacocca and John Panks, Managing Director of Rootes Motors Co.

Introduction

I'm often asked at SAAC shows, "Why is a Tiger in an all Ford Powered show?" Sometimes the question is, "Why is your Triumph in this show?" The answer is the **Shelby American Company** built the first successful **Ford powered** Tiger prototype.

The Alpine Sports Car

To describe the Tiger, we have to start with the 1959 to 1967 series Alpines built by the Rootes Group of England.

In the early 50's, Sir William Rootes and the Rootes family along with Norman and Lewis Garrard decided they should build a real sports car. Although Rootes built a larger Alpine in the early 50's based on a Sunbeam Talbot, the Rootes Group had no reputation for sports cars.

In 1956, the Rootes Group hired Kenneth Howes who was born in England, had worked for Raymond Loewry and Studebaker, and was ahead of Styling for Ford in Dearborn. He took over the design of the all new Alpine "Doctor No" sports car and the Rootes family scrutinized design at every stage of 14 month process. This may explain why the styling cues

of the 1955 Thunderbird can be seen in the Alpine. Like the 1955 Thunderbird, the design features low front end, drag producing high mounted headlights at the corners with eye brows, a one piece bowed windscreen, little ornamentation and windup windows. When production of the Series I Alpine started 1959, the cars had tall rear fins. They were shortened in 1964 for the IV and V series Alpines.

The chassis drew heavily from cars like the Sunbeam Rapier and Minx monocoque platform. It shared running gear and parts from other Rootes cars such as the Hillman Husky. This practice was similar to the 1964 Mustang platform that was based on the Ford Falcon. An "X" member was added to the frame to stiffen the open body. The Alpine has a short and long arm front suspension, a live axle leaf spring rear, a recirculating ball steering gear box and a 1.6 L 82 bhp engine with a four speed transmission. The front suspension was updated with ball joints as the Alpine evolved to the IV Series. Alpines were available with left and right hand drive.

The Shelby connection

Although the Alpine's structure and suspension was considered superior to its English competitors, the Rootes management, mainly Ian Garrard, John Panks and Brian Rootes became interested in finding a more powerful engine. They looked into replacing their 4 cylinder engine with V8's such as the aluminum Rover and Chevrolet. Due their size, weight and accessory locations, none were satisfactory.

At this time, Carroll Shelby was making himself known with the new small block 260 CID Ford powered AC Cobra. Ian Garrard, West Coast Sales Manager of Rootes American Motors Inc. and his boss John Panks talked to Carroll Shelby at the Shelby American factory in February 1963. Shelby described the 260 cu in V8 that Ford introduced in September 1961. It was small, only 3.5" longer, 2" higher than the Alpine 4 Cylinder engine, with narrower accessories and a front mounted distributor. With its revolutionary thin wall casting process, it was light weight at 440 lb.

In March 1963 Shelby's team, headed by George Boskoff and Phil Remington with help from notables such as Jack Brabham, Ken Miles, was selected to build a prototype, replacing the Alpine's four-cylinder engine with the Ford 260 CID V8 for

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The Tiger Story *(Continued)*

(Continued from page 10)

\$10,000. The prototype was to be built in a Venice California Shop in eight weeks with no drawings. The Project was kept quiet from Lord Rootes, the First Baron Rootes of Ramsbury, CEO of Rootes and Father of Brian Rootes.

Ken Miles Prototype

Ken Miles built a prototype for \$600 in his garage. The prototype had the Ford 260 CID engine and two speed automatic. He used the Alpine rear end, suspension and steering. The engine had to be mounted several inches forward, resulting in poor handling and cooling problems. No further work was done on the car.

The Shelby American Prototype

Work began on the prototype on Sept 1963 with Ford supplying basic power train hardware and Ian Garrad from Rootes closely following the build. After some basic development by Shelby's team, it was delivered to Ian Garrad and Brian Rootes in February 1963. After Lord Rootes drove the prototype, he was all smiles, so it was a "go" program.

Tiger Manufacturing

Lord Rootes and Henry Ford II, who were friends, made the agreement for the 260 V8 engines for the Tiger with the financial people left to finalize the cost and delivery schedules.

Shelby was never involved in the manufacturing or marketing of the Tiger. He wanted to manufacture and market the Tiger but Jensen of West Bromwich England had the space, manpower and experience, so it was chosen to build all Tigers. Jensen made the engineering changes to Shelby's prototype to structurally improve it and make it suitable for production.

Major changes made to the IV Alpine to turn it into a production "Get Smart" V8 Tiger were:

- The Ford 260 CID V8 lowest tune 164HP engine replaced the 1588 CID 4 cylinder engine.
- The steering box mounted against the fire wall was replaced by a rack and pinion in front of the engine to allow room to move the engine rearward. This required a kink in track rods and resulted in reverse Ackerman steering.
- A larger radiator for cooling was pushed for

ward for fan clearance

- An additional leaf in the rear springs
- A Salisbury(Dana 44) larger 2.88 ratio rear end with a panhard rod
- Stronger 13" wheels
- Ford Toploader four speed transmission
- Holes in the "X" frame member for dual exhaust
- Enlarged clutch and transmission tunnel
- A trunk mounted battery
- Upgraded Interior

There were no changes in basic Series IV Alpine exterior body shell

There is a conflict among sources, on how many Tigers were sold world wide but according to one source, production started in end of June 1964. Approximately 4846 MK I's and 572 MK II's were sold, mostly in the United States.

MK II Tiger Changes

The MK II shared updates of the Alpine V body and used the 289 CID 174HP Ford Engine. The steering wheel was raised on these cars to address complaints of knee contact in the earlier examples. From the outside, Mk II cars are easy to identify: Look for an egg crate grille instead of a single bar, Chrome wheel lips and the Sunbeam V8 badge. The floor panel behind the passenger seat is solid with no hole.

The Tiger Demise

Problems started in June 1964 when Chrysler took 30% voting share of Rootes. In January 1967 Chrysler took a majority financial stake in Rootes. Chrysler of course was against selling Tigers with the Ford engines. They attempted to install their engine in the Tiger but it was too big and the distributor was on the back end.

The sale to Chrysler was the beginning of the end of production of the Alpine V and Tiger II. It was replaced by the Cricket!

Reference **Tiger The Making of a Sports Car** and **"Sunbeam Alpine and Tiger"**

Eric Penn Does ST Octane Academy

Text and Photos by Eric Penn

On the weekend of May 2-3, 2014 I attended ST Octane Academy. ST Octane Academy is a complementary Ford Racing school for owners of the Ford Focus ST and Fiesta ST. The school was free but we paid for travel and hotel. I was made aware of the ST Octane Academy in August 2013 and purchased my 2014 Fiesta ST that September.

Friday, May 2 evening was the reception at Hoonigan Headquarters in Park City, Utah where we had dinner and got a tour of Ken Block's [DC Shoes:GYMKHANA] shop.

Saturday, May 3 was the driving day at Miller Motorsports Park in Tooele, Utah.

We started out with a 30-minute classroom session then suited up and headed out to the track for skid car, braking, forward/reverse 180s and parking box exercises. The Focus ST and Fiesta ST that we drove were equipped with a hydraulic handbrake in place of a normal parking brake so you can yank it to make the car rotate however it does not stay locked in position. The parking box exercise was a handbrake turn into a parking spot.

After these exercises were lunch and a tour of the museum. Next was a brief classroom session then we headed back to the track for urbanX [autocross] practice, timed competition on the urbanX course, and on track sessions.

The urbanX was an autocross that included a 180 degree turn, slaloms, figure-8 and a 90 degree handbrake stop into a box marked by four cones.

The on track sessions consisted of a lead-and-follow session [you follow the instructors], instructor ride-along [the instructor rides as a passenger], and hot laps [you ride as a passenger with the instructor driving].

After the on track sessions we were back in the classroom where we received our certificates and they recognized the three fastest times on the urbanX course. Then we headed to the karting track for the remainder of the day.

The event was awesome. I had the fastest urbanX time and won our karting race.



May 2-3, 2014 ST Octane Academy class photo, Eric is third from left side

NAME	TIME	# CONES	Time Bonus	TOTAL TIME	NAME	TIME	# CONES	Time Bonus	TOTAL TIME
Lou	55.390	2		54.620	11	4		54.624	
Mark	52.492	4		52.903	3			49.903	
Bijan	54.746	3		54.910	3			53.918	
Ryan	50.006	0	53.023	53.209	4			49.289	
Chris	51.710	11	2	55.718	51.941	1	2	49.941	- cone of shame
Justin	54.187	4		52.587	55.575	4		51.575	
Benjamin	63.092	4		59.092	60.042	4		54.042	
Nick	55.810	11	4	51.810	55.014	4		51.014	
Eric	53.377	4		49.377	52.800	4		48.808	
Ryan	55.406	4		51.406	57.170	4		53.270	
Sung	61.044	2		59.044	57.392	2		55.392	
Trent	52.664	4		53.810	4			49.810	
Jim	19.412	2							
Carlos	50.900	4		52.900	54.390	4		50.390	
Ryan #	53.241	0		53.241	53.263	0		53.263	
David	58.671	4		54.671	57.074	3		54.074	
Jeff	57.888	11	2	57.888	56.513	4		52.513	

Eric - 48.808
Kevin - 49.289
Trent - 49.810

-Cone of shame

The urbanX times with cone counts and time bonus for stopping in the parking box. The three fastest times are noted on the upper right. The cone of shame was awarded to the student who hit the most cones

Admin	Last Race	Current Race	Current Race	Current Race	Current Race	Current Race	Current Race	Current Race
Position	Vehicle	Driver	Name	Laps	Lap Time	Overall	Behind	Best Lap
1	06	7	Eric Penn	15	38.566	10:11.547		38.566
2	17	6	Markus Kleis	15	38.417	10:12.754	+1.207	38.417
3	14	4	Lewellyn Cox	15	39.132	10:18.346	+6.798	38.554
4	22	8	Trent King	15	39.163	10:22.628	+11.081	38.868
5	25	2	Nicholas Gregson	15	39.318	10:36.500	+23.963	39.318
6	26	5	Bijan Stephens	15	39.086	10:38.539	+26.992	39.086
7	16	9	Sung Kim	14	39.255	10:24.678	1 Lap	39.217
8	10	3	Justin Foreman	14	39.184	10:39.561	1 Lap	39.184
9	29	1	Kevin Matthews	13	39.958	10:47.110	2 Laps	39.958

Left: Track Session results, Eric had the best overall time

SAAC-MCR Members Enjoy the Gilmore Museum

Text by Mike Nyberg, Photos by Vahan Nazarian & Mike Nyberg



25 SAAC-MCR family members visited the Gilmore Car Museum on Saturday September 6, 2014. Several members traveled in caravans to the museum located north of Kalamazoo, Michigan. One group met at M-59 and US-23 in Hartland Township. Another group met at I-94 and Zeeb Road, just west of Ann Arbor. Everyone arrived at the museum by 11:20 am.

We were given permission to park our cars on the middle lawn of the museum complex. The grass area where we parked was surrounded by the many buildings that house the museum cars. We actually parked in front of the 1940's stainless Blue Moon Diner.

We began to consider which building to go into first and found out the lights were out due to a storm the previous day. The museum did not charge us an entrance fee as a result of the power outage.

We could hear an engine start off in a distant garage. It sounded like a race car engine. We looked in the direction of an open garage door where the sound was coming from. A white car began to emerge. We were told it was a Mk IV similar to the Mk IV GT40, that won the race in 1967, remains, to this day, the only car designed and built entirely in the United States to claim an overall win at Le Mans.

SAAC-MCR members gather around the Ford GT40 Mk IV at the Gilmore Museum located north of Kalamazoo, MI.



Mr. Gilmore's first antique car and first restoration was the 1920 Model 31 Pierce-Arrow touring car, a gift from his wife, Genevieve. She suggested the idea of turning the collection into a museum where the restored cars could be appreciated by car enthusiasts from all over the world. The Gilmore Car Museum opened to the public for the first time on Sunday, July 31, 1966.

Gilmore Museum (Continued)

(Continued from page 13)

Tom Ripley, a friend of the Mk IV owner and caretaker of the car, drove it to a spot in front of where we parked our cars. Everyone gathered around the car after Tom opened the engine cover. He talked about the history of the car. It is chassis J9 and he indicated it is the only Mk IV that has its original tub. All the others were damaged and replaced. It started as an open top G7-A (Group 7, A=first version) Can-Am Car. Mario Andretti test drove the first G7-A built, J-9, the development car, but it was never raced. J-9 and J-10 were sold. The Agapiou brothers then bought it from Ford for \$1 in early 1969 with the agreement to return in a year for the same money! It never happened. J-9 was subsequently re-bodied as a Mk IV with 427 'wedge' power.

We were able to purchase lunch at the cafeteria even though the power was out. They had emergency lighting in most buildings, and they opened large doors to let in outside light.

The museum complex is more like a college campus, with many buildings containing a car marquee or a car theme. The Ford Model A, Lincoln and Franklin buildings are recent additions to the museum. The Cadillac building was nearing completion and looks like a vintage 1948 showroom.

Some members left in the early afternoon due to other commitments. Those who continued to tour the museum buildings finished in the late afternoon and sat under the large shade trees to relax and have conversation. The women sat around an umbrella table and talked about things that interested them, while the men sat at picnic tables and talked about cars.

The weather was perfect for the visit, sunny and not too hot. The Gilmore museum staff made every effort to make our visit enjoyable and I think they succeeded.



A Mustang Gal next to a guy who lost his head over the love of a Model A Cabriolet., located in the new Ford Model A building.



Paul Radmann's 1967 A/C / Shelby Cobra 427



Left: A couple of Lincoln Continentals on display in the new Lincoln building

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Other Contributions to SAAC-MCR Show 39

Classic Design Concepts	\$100 gift card
Blue Collar Performance	\$100 Cash
Mustang Racing Technologies	2 certificates for Mustang hood struts
Pasteiner's Auto Zone Hobbies	\$100 metal Cobra Championship sign
John Clor	BOSS Poster
Atchinson Ford	Gift Basket with free oil change
SAAC-MCR (Steve White)	Carroll Shelby-The Authorized Biography by Ramsey Mills
SAAC-MCR (Steve White)	Custom valve stem caps "GT" w/key chain installation tool
SAAC-MCR (Steve White)	Carroll Shelby-Autoweek tribute issue May 28, 2012
Butch Sharples	1/18 Cobra diecast (Kid's Choice Award)

**Shelby American Automobile
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Royal Oak, MI
48073

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We're on the Web!

www.saac-mcr.net

2014 Events Calendar

October

- 5 SAAC-MCR Harvest Happening, Open Track**
Event, **Fantasy Trans-Am** no cost parade laps during
last half hour of the lunch break and a hot lap session
after lunch for \$50 if you have not paid for the entire
day.
Waterford Hills Road Racing Course,
Clarkston, MI www.saac-mcr.net



**Why is this guy wearing a blue ball cap under his
Roush hat? See related article on page 3.**

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

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