



Shelby Life

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

Volume 40, Issue 4
October 2015

President's Corner

Show & Go 40.1

by Steve White and photos by John Guyer



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kind of car event going on - and usually multiple events. We selected Labor Day weekend since we already had a track day scheduled for Labor Day proper, Monday September 7th. Rescheduling the Show for the preceding Sun-

WOW! Quite a change in weather between our originally scheduled Show 40 on May 31, compared to the rescheduled date of September 6! May's date was cold (so much so you could see your breath!), gray, and 100% wet! September's date was totally dry, clear, sunny, and very warm, with temps approaching 90!!

Moving the date to later in the car show season was risky since every weekend in the summer has some

day we easily recreated a Show & Go weekend! Now Labor Day Sunday was risky, with other events in the region such as MCA's event in Ohio and the Sturgis Mustang event in North Dakota, as well as being on the last official holiday weekend of the summer in Michigan which holds reverence for many people to get away. But, we didn't have too many other options and just needed to move forward.

We made a number of refinements for this year's

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President's Corner *(Continued)*

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event, that I feel were very successful and we could build on for the future. Tom Krcmarik did a fabulous job and lost a lot of sleep, in re-laying out the show lot with additional refinements we made in classes this year, as well as being able to provide an area for the vendors inside the show lot. In all the years of the Show (at least the 30 plus years I can remember), we never had coffee for the workers or participants because of a lack of facilities in an open lot. This year Mark Kulwik contracted Bear Claw Coffee to bring their mobile coffee shop from 7AM -11AM, which was a successful addition. Another significant change Mark had in store was instead of a traditional lunch truck, arrangements were made with a family run, Clegg's BBQ House, that was a big hit with all and provided very ample helpings!

Mark also arranged with GR Auto Gallery, the host of our most recent Holiday party, to have some of their trophy girls assist in presenting the awards this year, which was unique addition and well received!

I would like to thank all the volunteers who worked so hard to make the Show 40 a success. We will show our appreciation at the 2016 Holiday Party.

Right: We were fortunate to have Mike Berardi from Ford bring out a development GT350 to our SAAC-MCR Show 40!

Steve White would like to own this car, he thinks it is the right color and has no over-the-top (LeMans) stripes.



Steve White handing a Kids Award to one of the winners



Membership Report *by Rich Tweedle, Membership Director*



SAAC-MCR Membership Status: 100 members as of Sept. 15, 2015

New members since the July issue: Mike & Porsche Fischer,

Arthur & Jeanne Spohn, Gerry & Marianne Pollock and John & Holly Santa Lucia

SAAC-MCR 2015 Labor Day Classic Open Track Event

Text by Mike Nyberg, photos by Aleta Kidd, Phil Jacobs & Mike Nyberg



Waterford Hills Raceway view from Hill Top Turn. Notice large number of cars in the paddock, in the background.

The September 6, 2015 SAAC-MCR Labor Day Classic was one of the best open track events the club has sponsored in years. There were 48 drivers at the beginning of the event. That is about 70% more participants than we have had in the recent past. The excellent turnout was due to registering at www.MotorsportReg.com. All future registrations will also be handled through this website,

John Yarema lead the tech inspection effort at 8:00 am. All 48 cars were inspected by shortly after 9:00 am.

Darius Rudis and Ed Frank lead the Driver's Meeting at 9:30 am. They explained what each flag signaled that each corner worker uses to communicate with the drivers during hot sessions. They also emphasized rules for safe driving.

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Eric Penn in his 2014 Blue Fiesta ST applying his SCCA Autocross knowledge to open track



Joh Yarema, Lead Tech Inspector, making sure the participant's cars are safe for performance driving.



Mike Kidd in his Red 1997 Firebird WS6 looking ahead to the next turn

Labor Day Classic (Continued)

(Continued from page 3)

There were many drivers who had never participated in an open track event. Experienced club members were assigned to teach the novices how to safely learn the best line and when to brake and accelerate out of the turns. I was an instructor for a first timer who owned a 2012 BOSS 302. He said, "I have always wanted to own a Mustang since I was 12 years old. This is my first Mustang and I am 44 years old." I said, "We sure do not want to damage this car today." He agreed! It was a good feeling to be able to pass on knowledge gained from many open track events.

We had a variety of cars participating in this event. We had Corvettes and a Porsche at the high performance end to small cars with much less horsepower that could turn corners extremely well. We didn't have any Ferrari's, however we had an offspring, a Fiat 500.

We had several participants who do autocross. They did very well on the Waterford Hills Racing Road Course. We hope they come back in October, for the Harvest Happening open track event.

Everyone took the cars home in the same shape as they brought them, which is a good way to end a fun filled day.



Gibson Nichols did a great job directing traffic onto Hot Pit Lane. He made sure everyone was ready and smiling.



A group of autocrossers who enjoyed the Labor Day Classic Open Track event



We didn't have any Ferrari's at the event, however we had an offspring

Shaun Burgess brought his highly modified Mustang and his support team. Next to the trailer are his wife, mother and father visiting from England and his two daughters



SAAC-MCR 2015 Pre-Woodward Dream Cruise

Text by Mike Nyberg, photos by Rich Tweedle



Above: Club Banner displayed next to Pasteiner's store.

Right: Pasteiner's store. Far Right: People seeking shade at the south side of the store.



Left: A good kind of gridlock in Pasteiner's parking lot

The Wednesday before the Woodward Dream Cruise is the traditional day for the SAAC-MCR Pre-Woodward Dream, at Pasteiner's Hobbies and Book Store, just north of 14 Mile Rd on Woodward Ave. This year the weather was perfect and the event was well attended. We had approximately 80 participants who brought 40 interesting cars. We had gridlock in Pasteiner's parking lot.

The club purchased 20 pizzas to serve to the participants. No one went away hungry. People enjoyed watching the classic cars cruise by on Woodward. It was an opportunity to ask participants questions about their cars and socialize.



People lined up for pizza.



Great spot to view the interesting cars cruising Woodward and an opportunity to socialize.



A group of people watching the interesting cars cruise Woodward in front of Pasteiner's Hobbies and Book Store.

Allan Moffat's 50th Anniversary at Waterford Hills Vintage Race *by Mike Nyberg*



Allan Moffat's 1969 BOSS 302 Bud Moore Trans-Am car that he was so successful with in Australia



The author with Allan Moffat

I read in the Oakland Press that Allan Moffat was the featured guest at the 2015 Waterford Hills Vintage Race. I discovered he had raced a 1969 BOSS 302, one of the three Bud Moore Trans-Am cars (VIN 9F02M148624), in Australia with great success. So I decided to go to the event on Saturday, July 25th to see if I could interview him.

Allan Moffat, started his racing career at Waterford Hills in the 1950's. His father worked for Massey Ferguson and was transferred to Australia when Allan was 17. He continued to race there and stayed in Australia when his parents transferred back to the U.S. His trip to the event to celebrate his 50th Anniversary of racing at Waterford was sponsored by the Australian Falcon Club. He was there with 6 members of the club.

Allan won 101 of the 151 races he contested in the 1969 BOSS 302. "He is the Richard Petty of Australia," said Joel Herschoren, Vintage Weekend chair, "and he got his start right here at Waterford Hills.

I asked Allan how did he acquire the Bud Moore car? He said "In all modesty I was a very good race car driver. I had to

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Allan commemorating racing at Waterford Hills 50 years ago with a parade lap in a Cortina, like he used to race.



Left to Right: Allan Moffat, Lee Dykstra and Lee Holman.

Allan Moffat's 50th Anniversary (Continued)

(Continued from page 6)

learn the hard way, there were no driving schools back then and people I raced with didn't want to help me for fear they would lose competitive advantage. Since I was doing well Ford gave me the car." It is possible Allan's dad may have had some pull with Jacque Passino, Ford's Special Promotion Manager, and asked him to give Allan the Bud Moore car to promote Ford racing in Australia.

In any case, Ed Ludtke is sure "Bud Moore didn't like the decision. The B/M Boss would have been very valuable to the team "after" the BIG St. Jovite wreck and it cost Ford the 69 championship!!!" Phil Jacobs talked to a crew member who indicated that Allan raced his BOSS in Australia before the first '69 T/A race in the USA.

Someone told me Lee Holman, of Holman and Moody fame, was on the premises. I found him next to one of the 50 Holman and Moody 50th Anniversary Mustangs he brought to the event. I reminded him that I met him at the 2013 SAAC National Event at VIR. I had paid to have a charity ride in a GT40 he brought to that event and the car sprung an oil leak just before my turn for a once in a life time experience. He indicated they had to pull the engine and tear it apart to find that a crank rear seal had been sucked in causing the leak.

Allan Moffat walked over and asked Lee to join him for lunch. I asked them how they were connected. Allan said, "I knew Lee as a young kid, we grew up together." I think he was pulling my leg. Lee said, "Holman and Moody supplied Allan with parts." With that they went off to lunch.

I went to ask one of the Australia Club members a question and they told me that Lee Dykstra was at the event. I found him and asked if I could interview him. I asked him if he was a suspension Engineer for Ford? He gave me an overview of his career. He graduated with a B.A. in Mechanical Engineering from the General Motors Institute in Flint, Michigan. He joined Ford's racing program in the mid-sixties, where at the age of 26 he was involved in the Ford GT40 program. In '68 Dykstra headed up the design team on Carroll Shelby's Trans Am Mustangs. Later he transferred to Kar Kraft as a senior project engineer, doing the suspension design and development work for the '69 Trans Am cars. When that part of the Ford empire closed down, he was appointed to research and design on Ford's ESV safety vehicle and after-market race packages.

Dykstra later began supervising Horst Kwech's efforts racing a Capri V6 in the U.S., with the result that he was invited to Cologne to pass on a few of his findings to the European factory racing team. When Allan Moffat took his Aussie Falcon to the States, Dykstra and other former Ford engineers worked on the development of the car. This is the connection to the Moffat 50th Anniversary Celebration.

Later he and Kwech began designing and building the IMSA Chev Monzas at Dekon Engineering.

Dykstra apparently then spent several years doing engineering work for CART, Can-Am, IMSA and Pikes Peak projects including the Group 44 Jags. It is ironic that I took photos of Bob Tillius' Group 44 Jaguar at his hanger next to the Sebring Race Track in April.

Next to the Holman and Moody 50th Anniversary Mustang was a 2015 Yellow Mustang that I first thought was Darius Rudis'. However, someone said it is a right-hand drive. I was able to open the passenger door and take a photo of the steering wheel and controls on the right-side of the car.

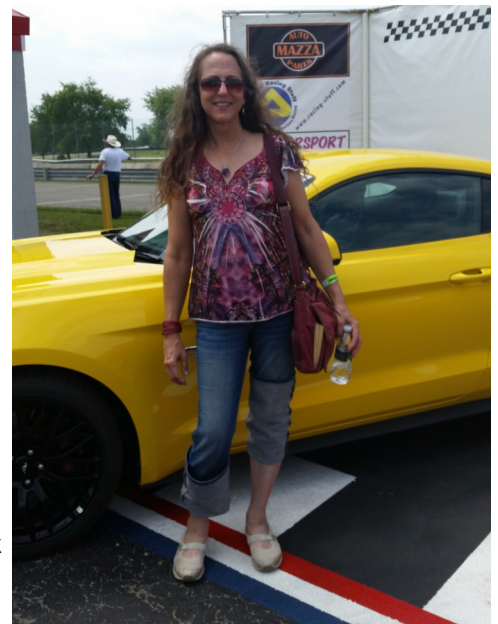
A woman was looking at the car, as I walked around to the left-side of the car. I said "I love the color of the car". She agreed. I indicated it was right-drive. She indicated her dad had worked on early Mustangs and did a patent on 4 link rear axle. I said, "What is your dad's name?" "Klaus Arning" she said. I could not believe it, how did I just happen to strike up a conversation with Roxanna Arning.

She told me she would accompany her dad, as child to the Waterford Hill Race Track, while her dad and Ford engineers tested factory modifications against privateers. The factory modified cars would be way ahead, but somehow would find a way to DNF one or two laps before the end of the race, so no one would suspect they had an unfair advantage.

Roxanna, said her father took pilot lessons back in the '60's and the instructor would always scare him during each lesson. One day Klaus brought a 427 Cobra to the lesson. The instructor wanted to go for a ride. Klaus did the 0 to 100mph and back to zero in 10 seconds, twice. Then he took the instructor on a twisty road at very high speeds. Klaus had to look for a new instructor after that ride.

She indicated he drove a GT40 home from work one evening. The roads into the subdivision were not very good and the GT40 was low slung. He had to go very slow. By the time he reached the house there were 50 people following, who wanted to know what kind of car it was.

What a day at the track! I was able to talk to several people who had a connection to the Ford Total Performance era in the 1960's and early '70's. It doesn't get much better than that!



Roxanna Arning next to a 2015 Yellow right-hand drive Mustang. Her father was Klaus Arning, the legendary Ford suspension engineer

The Show 40 Must Go On

Text by Barry Levey and Photos by Rich Tweedle

May 31, 2015; cold, rainy, rainy, rainy and, for the first time in 40 years, SAAC-MCR canceled their Show event at Ford world headquarters. An epic decision made in the face of an epic storm.

September 6, 2015; warm, sunny, sunny, sunny and the rescheduled Show 40 (along with GO 40 II) was held in wonderful car show conditions and, more importantly, the chain of SAAC-MCR Show and Go's continued unbroken.

Mark Kulik, Tom Kcmarik and a small army of volunteers made the best of bad situation – a non-existent advertising budget, a non-traditional show date, and competing holiday activities – to host 137 outstanding show vehicles and over 250 spectators.

On the opposite side of the venue, John Yarema hosted a hearty group of swap meet vendors, who had a small but enthusiastic customer base.

Highlights of Show 40 included a 2015 Shelby GT350 (graciously provided by Ford Motor Company's Mike Berardi), a concours worthy 289 Cobra, and enough old and new Shelby Mustangs to please all.

Also on display were vehicles from Classic Design Concepts and MRT as well as offerings from COSTCO Insurance, Croftgate Car Care Products, The Automotive Art of Michael Irvine, and GR Auto Gallery.

Excellent food choices were available from Bear Claw Coffee, Clegg's Southern BarBQ, and the Berardi's classic Good Humor truck. It was a perfect day to enjoy a cold ice cream while listening the flat crank growl of the new Shelby GT350.



2015 Shelby GT350 on display

In keeping with the family atmosphere of Show 40, there was a coloring contest for the kids and a Kid's Choice Award for the show vehicle they liked the best.

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Dave and Lori Wathen's '64 Cobra 289

As seen at many events this year, newer Mustangs outnumbered the classics and the show had a variety of Falcons, Comets, Fairlanes, Galaxies, Mercurys, and exotics on display. It was really great to get support from our fellow Ford based vehicle clubs including MOCSOM (the club participation winner with 30 vehicles), Maverick-Comet Club International, Team Shelby, the Lawn Chair Mafia, and many others.



Bonnie Shefferly with kids coloring contestants.

The Show 40 Must Go On *(Continued)*



Old and young alike enjoyed the sounds of Doug Carroll

In addition, many of our sponsors graciously provided door prizes for contestants and, all day long, car numbers were drawn for goodies from Croftgate Car Care Products, Pastiner's Auto Zone Hobbies, Roy O'Brien Ford, Stoner Car Care Products, Tony Branda Cobra Parts, and Zep Automotive.

In the early afternoon, President Steve White presided over an awards ceremony that saw multiple awards presented in more than 40 classes. Show car owners enjoyed the event and took home some really excellent awards.

Apart from class awards, BEST OF award sponsors included: Best Shelby – The Carroll Collection, Best Early Mustang – National Parts Depot, Best Fox Mustang – National Parts Depot, Best Late Mustang 94-99 – Classic Design Concepts, Best Late Mustang 10-15 – MRT, Best Ford – Total Performance, Best Engine – GR Auto Gallery, Best Truck – National Parts Depot, and Best Paint – Thayer Auto Service. Thank you to all our sponsors for making the event possible.



John Guyer announcing the Trivia Contest Winner



Bill McGlocklin receiving Best Truck Award from the GR Auto Girls

All in all, Show 40 was a success and enjoyed by participants, spectators, and workers with all looking forward to a dry, sunny Show 41 next year.

Show 40 Award Winners

Class No	Class Description	1st Place Car number/entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
1	Shelby Cobra	218 / Dave Wathen	64 Cobra Highland Green		
2	65-66 Shelby GT350	237 / Chuck Palaian	66 GT350H Black/Gold		
3	67 Shelby GT350 / GT500	192 / Bryon Henrikson	67 GT500 Brittaney Blue		
4	68 Shelby GT350 / GT500	153 / Mike & Shiela Lauer	68 GT350 Lime Gold	184 / Gary Odonnell	68 GT500 KR Yellow
				107 / Sarah Cassette	68 GT500 KR Highland Green
6	66-70 Shelby Convertible	168 / Gary Boehnlein	70 GT350 Red		
7	06 - Present Shelby GT/GTH/GTCS/GTS	179 / Larry Beach	07 GT-H Convertible Black	152 / Jim Adams	08 GT Vista Blue
				115 / Tom Krcmarik	07 GT White
8	11 - Present Shelby GT350	104 / Rich Teeple	12 GT350 Kona Blue		
9	07 - 14 Shelby GT500	127 / Mike Wilkin-son	08 GT500 Black	164 / Joe Holland	10 GT500 Red
		165 / Chris Kent	10 GT500 Grabber Blue	136 / Dave & Barb Hartland	14 GT500 Blue
				205 / Dwight Kreuger	11 GT500 Convertible Blue
10	07 - 14 Shelby GT500KR/SS/SE	173 / Larry Beach	08 GT500KR Black	193 / Joe Schemberi	08 GT500KR Silver
				156 / Randall DuPeron	09 GT500KR Black
12	69 - 71 Boss Mustang	158 / Jim Parker	70 Boss 302 Bright Gold Metallic		
13	12 - 13 Boss Mustang	120 / James & Susan Shelton	13 Laguna Seca M1 Sterling Grey	106 / Sarah Cassette	13 Laguna Seca Black
				117 / John Santa Lucia	12 Kona Blue
14	SVO, McLaren, Saleen, Roush	106 / Mike Trosell	06 Roush White	114 / Matt Christie	15 Roush Oxford White
				166 / Charles Kidwell	88 Saleen Red
15	64 1/2 - 66 Mustang - All	137 / Klaus & Angel Raddatz	65 GT Coupe Rangoon Red	215 / Jerry Ostalecki	66 GT350 tribute Green
		130 / Sue Kent	66 GT350 tribute Blue	123 / Lori Jamieson	66 Convertible Red
				140 / Joe Winch	66 Convertible Green
16	67-68 Mustang - All	135 / Dave Hartline	67 Fastback Brittany Blue	154 / Joe Piziali	68 Fastback White



Show 40 Awards Winners

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
17	69-70 Mustang - All	177 / David Millerick	70 Convertible Red	122 / Tom Taft	70 Mach1 Acapulco
				195 / John Holmes	69 Mach1 Calypso Coral
18	71-73 Mustang - All	230 / Mike Sudek	72 Mach1 Bright Lime	190 / Bill Kulenkamp	71 Coupe Pewter
19	74-78 Mustang II & 71-77 Capri	116 / James Dominiak	78 Mustang II Black/black	141 / Steve Caesar	78 Mustang II White
				155 / Dale Rabe	78 King Cobra II Silver/red
20	79-86 Mustang / Capri - All	231 / James Maynor	79 Mustang Black/silver	203 / David Nuechterlein	85 Capri White/red
21	87-93 Mustang All	142 / Dave Stinson	92 GT Convertible Red	233 / Jennifer Smith	91 GT Convertible Silver
				225 / Thomas Price	87 Convertible White
22	94-98 Mustang All	118 / Brian Bush	97 Coupe Red	211 / Ryan Proudlock	94 Cobra Coupe Red
				111 / John & Leleian Grabowski	98 Cobra Convertible Yellow
23	99-04 Mustang Coupe	183 / John Splan	2004 Cobra Orange	105 / Arthur Spohn	00 Cobra R Red
				171 / Mike Radonovich	00 Cobra R Red
24	99-04 Mustang Convertible	148 / Valerie Perry	01 GT Convertible Silver	199 / Diana Bender	03 Convertible Redfire
25	05 - 09 Mustang Coupe	128 / Richard Kogan	06 GT Black	201 / Phil Jacobs	06 GT Red
		143 / Dave Jones	05 GT Torch Red	144 / Gary Pruehs	05 Legend Lime
26	05 - 09 Mustang Convertible	223 / Andrew Bednarz	07 V6 Pony Package Grabber Orange	227 / Ed Kasputis	07 GT Convertible Vista Blue
27	10 - 14 Mustang Coupe	209 / Mike & Janelle Sadler	10 Grabber Blue	194 / Abe Amaral	12 GT/CS Black
				214 / Tim Bone	13 GT Black
28	10 - 14 Mustang Convertible	160 / Bill Van Horn	14 GT Convertible Ruby Red	207 / Patrick Kaluzny	11 GT/CS Convertible Grabber Blue
29	15 Mustang All	198 / Alex Ortner	15 White	139 / Mike Magri	15 GT Race Red
				126 / Ken Ferrence	15 Guard
30	12 - Present Focus ST & Fiesta ST	121 / Eric Penn	14 Fiesta ST Performance Blue		

Show 40 Award Winners

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
32	49 - 78 Ford / Mercury / Lincoln	131 / Ken Malofey	60 Fairlane 500 4 dr Sea Foam Green	119 / Rick Smith	57 Fairlane 500 Root Beer Float
				208 / Peter Morris	55 Montclair Black/White top
33	79 - Present Ford / Merc / Linc	180 / David Popovich	03 Murauder Black	138 / Klaus & Angel Raddatz	97 Mark VIII LSC Toreador Red
34	Galaxie	147 / Thomas Sawyer	61 Sunliner Red		
35	70 - Present Small Car	139 / Robert Sawyer	72 Comet GT Blue	210 / Don Cheek	72 Maverick Blue/white
		109 / Mike Stolarczyk	71 Comet GT Green	145 / Chris Auger	76 Pinto Runabout Yellow
37	Ranchero	226 / David Lau	64 Ranchero Blue		
39	66 - 67 Fairlane / Comet	108 / Jerry Helfman	66 Fairlane 500 Wimbeldon White	102 / Bob Singbiel	66 Cyclone GT Jamaican Yellow
				133 / Jim Phillips	66 Fairlane GTA Wimbelden White
41	72 - 76 Torino / Montego	181 / John Surgener	72 Gran Torino Sport Dark Blue		
42	Cougar	157 / August Vortriede	68 Gun Metal Gray		
43	Thunderbird	212 / Thomas Mulligan	88 Bright Red	197 / Ron & Sheila Wahl	03 Mtn. Shadow Gray
				163 / Dan Guralcheck	66 Turquoise
44	49 - Present Truck	109 / Bill McGlocklin	99 F150 Red	202 / Scott Cantrell	73 F100 Red/White
46	Replica and Kit Cobra	175 / Mavin Hartwig	Superperformance Cobra roadster Titanium/black	101 / Bob Sinchiel	Shell Valley Daytona Coupe / Black
				129 / Bill Barent	Superperformance Cobra roadster / Blue
47	Foreign & Special Interest - All	186 / Mike Patterson	92 Michigan State Police Mustang Blue	150 / Rick Linder	07 Aston Martin Tungsten Silver
				215 / Lou Ratsos	75 Bricklin SV1 White
48	GT, GT40, Pantera and Mangusta	174 / Tony Nowak	05 Ford GT White	219 / Tim Haner	71 Pantera Yellow
49	Tiger and Griffith	230 / John Logan	66 Tiger Red		
50	Pro-Street / Race Cars	162 / Martin Willim	07 Mustang GT/FR500 White	151 / Ed Vusick	69 Mustang Pro-Street Blue
51	Street Rods	232 / Arthur Cronk	48 Ford Coupe Black		



Clas No	Award Description	Owner	Vehicle Color	Vehicle Description	Vehicle Class
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Show 40—BEST OF SHOW AWARDS

Best Shelby		Award sponsored by The Carroll Collection			
52	192	Bryon Henrikson	Brittany Blue	67 GT500	(Class 3)
Best Early Mustang		Award sponsored by National Parts Depot '65-73			
53	130	Sue Kent	Blue/White	66 GT350 tribute	(Class 15)
Best Fox Mustang		Award sponsored by National Parts Depot '79-93			
54	233	Jennifer Smith	Silver	91 GT conv.	(Class 21)
Best Late Mustang		Award sponsored by CDC '94-09			
55	227	Ed Kasputis	Vista Blue	07 conv.	(Class 26)
Best Late Mustang		Award sponsored by MRT '10-15			
56	209	Mike Sadler	Grabber Blue	10	(Class 27)
Best Ford		Award sponsored by Total Performance			
57	119	Rick Smith	Brown	57 Fairlane	(Class 32)
Best Engine		Award sponsored by GR Auto Gallery			
58	142	Dave Stinson	Red	92 Mustang	(Class 21)
Best Truck		Award sponsored by National Parts Depot			
59	103	Bill McGlocklin	Red w/graphics	99 f150	(Class 44)
Best Paint		Award sponsored by Complete Car Care - Thayer Auto Service			
60	123	Lorrie Jamieson		66 Mustang	(Class 15)

SPECIAL AWARDS

Club Particiapation		Award sponsored by SAAC-MCR			
61		MOCSEM (Mustang Owners Club of Southeastern Michigan)			
Kid's Choice - Best of		Award sponsored by SAAC-MCR			
62	126	Ken Ferrence	Guard	15 Mustang	
Kid's Coloring Contest		Award sponsored by SAAC-MCR			
64	1st place	Liam Clegg	age 11	prize: Blue '08 GT500 SS1/18 scale diecast	
	2nd place	??	age 9	prize: Red '66 GT350H 1/24 scale diecast	
	3rd place	??	age 8	prize: Cobra Caravan set = truck, trailer, & '66 Shelby1/64 scale diecast	

Trans Am Series Celebration

during the SAAC-MCR Harvest Happening at Waterford Hills Raceway,
Oct 4th 2015—Open to all Pony Cars from 1964-1978



Have you ever wanted to take your pony car out to the track? Ever longed for the excitement that defined the Trans-Am series glory days? The Shelby American Automobile Club—Motor City Region (SAAC-MCR) offers an opportunity at The Waterford Hills Road Racing course, on Sunday, Oct 4th 2015. Bring your classic pony car and participate in some parade laps around the road course. The event is run at lunch time (around noon) during the open track event. We will run a 15 minute touring session around the road course starting at 12:45. This will be open to all Pony cars from 1964-1978, and should allow for some great photo opportunity's. You can join the touring laps for free! Remember, you don't need to participate in the hot laps unless you want to.

Following the parade laps we will also run a 15 minute hot session for the Trans Am cars only, if you would like to run your car at speed. This session will immediately follow the parade laps. Tech inspection/ helmet etc is required to take part in the hot laps. Info at <http://www.saac-mcr.com/te/> If you are already participating in the open track day this session is free. If you would like to participate in the Trans Am "Hot" laps without participating in the regular track event, the cost is \$50.

The road course has an interesting history. One of the big highlights of 1961 was the visit of English Formula One driver Sir Stirling Moss on Oct 1. He'd just run the first Canadian Grand Prix at Mosport the day before and accepted an invite to visit Waterford Hills prior to a lecture he was giving at the Masonic Temple that night. In an address to the paddock following his touring laps, Stirling was quoted as saying, "If you can go fast at Waterford, then you can go fast anywhere."

Just show up at the track for the Trans Am celebration parade laps and we will line up the cars in a Le Mans start formation for photos at about 12:30 pm. Then we will do some parade laps for more photos on the track.

If you have any questions about the open track event, contact Mike Nyberg at tangobythelake@yahoo.com or Mike Kidd @ kidd101400@att.net



Cars of Frank Lloyd Wright by Bruce D. Judd, FAIA

Editor's introduction: I am intrigued by Frank Lloyd Wright's Prairie Style Homes and his light screens (leaded art glass windows). When I saw an article about "Cars of Frank Lloyd Wright" in the fall issue of the Hagerty Insurance magazine, I thought it would be of interest to SAAC-MCR members.

Frank's first car was a Yellow Model K Stoddard-Dayton roadster, the same model that in 1909 won the very first automobile race at the Indianapolis Motor Speedway. I like his taste in color.

Frank owned a 1937 AC 16/80 Sports, which was the forerunner to the AC Bristol Carroll Shelby used to manufacture the Shelby AC Cobra.

According to the biography "Frank Lloyd Wright" by Meryle Secrest, Wright walked into a Chicago car dealership around 1940 and ordered not one but two new Lincoln Continentals, customized to his specifications and painted in Cherokee red, the signature color he used on some of his cars and homes. The pre-World War II Lincoln Continental was Frank Lloyd Wright's choice as "the most beautiful car of all time."

Penny and I toured the Frederick C. Robie House in Oak Park Illinois recently, designed by Frank Lloyd Wright in 1908. The house was designed a good thirty-seven years before the start of what is known as the "golden age of the automobile." And yet, Wright designed it to be able to house three different cars at the same time. This was almost completely unheard of since most people didn't even own one car, let alone multiple.

I think Frank Lloyd Wright was a car guy! He would have been an excellent SAAC-MCR member.

The article about Frank Lloyd Wright's cars published in the fall issue of the Hagerty Insurance magazine follows on the next page:



1909 Yellow Model K Stoddard-Dayton roadster- Frank's first car was similar to this car, which was custom designed by him.



Frank had a 1940 Lincoln Continental, customized to his specifications and painted in Cherokee red, the signature color he used on some of his cars and homes. Notice the opera window

Cars of Frank Lloyd Wright (Continued)

Cross-Country Treks Give These Machines Incredible Provenance

ARCHITECT FRANK LLOYD WRIGHT is best remembered for certain signature buildings, including the Guggenheim Museum in New York and Fallingwater (the Kaufman residence) in Bear Run, Pennsylvania, but few people know of his strong interest in automobiles. Wright purchased and drove cars he felt represented thoughtful design, elegance and performance. These included cars from Jaguar, Packard, Cadillac and Mercedes-Benz.

At various times, Wright also owned a 1937 AC 16/80 Competition Sports; five 1949 Crosleys; two Cord L-29s (Phaeton and Cabriolet); a 1953 Bentley R-Type convertible and, famously, a modified 1940 Lincoln Continental. As with many of the objects in his professional and personal life, Wright's cars were painted in his favorite Cherokee Red (a hue he called "the color of creation"), including the AC and the Crosleys.

Of all his cars, the AC 16/80 and the Hot Shots matter, specifically because Wright incorporated them in his teaching, and his students used them on cross-country trips throughout the 1950s.

Wright kept his cars at numerous locations, including his two residences, Taliesin East, in Spring Green, Wisconsin, and Taliesin West, in Scottsdale, Arizona. In 1937, Wright established a school of architecture at Taliesin West, where the students, called "Fellows," lived and studied.

Each fall, Wright moved from Taliesin East, where he spent his summers, to Taliesin West, which served as his winter quarters. This twice-yearly trek was facilitated by the Fellows, who drove Wright's cars between the two locations. Wright encouraged them to take their time and visit parts of the country they had never seen. After each trip, the Fellows were required to report what they encountered during their journey, how it affected their understanding of the country and the architecture they saw on the way.

Arnold Roy was one of the Fellows who came to Scottsdale in 1952, and he has stayed with the Frank Lloyd Wright Foundation ever since. Today, at 91, he is a Senior Fellow of the Foundation. Articulate, spry and full of humor, he continues to live at Taliesin West. Roy made the trip across the country many times. On one trip, he was assigned to drive a Crosley, and he found it to be a miserable experience. With a wheelbase of only 80 inches, weighing 1,200 pounds and having just 26.5 horsepower, the car struggled to get over 50 mph, barely keeping up with the cars driven by other Fellows. The Eisenglass side



The HVA photo-documented the diminutive Crosley and sporting AC at Taliesin West. Each will be included in the National Historic Vehicle Register. (photo courtesy of Alex Pelzer)

curtains that served as windows leaked and flapped continually in the wind. Wright typically rode in one of his more prestigious cars, like the Cord L-29 Phaeton. With a 125-horsepower straight-eight engine and a 137-inch wheelbase, it was a far more elegant and comfortable way to traverse the country.

Last January, the Arizona Concours d'Elegance featured three of Frank Lloyd Wright's cars, including the 1937 AC 16/80 Sports and a 1949 Crosley Super Sports. The Historic Vehicle Association then began the documentation process to place them on the National Historic Vehicle Register. Once documentation has been completed, it will be recorded in the Library of Congress.

During the photography of the cars at Taliesin, Wright Fellow Arnold Roy was reunited with the Crosley for the first time since the 1950s and had an opportunity to drive it around the grounds. He found that it was a great light car for running local errands but still considered it a poor choice for traversing the country.





SHOW & GO 40 TRIVIA QUIZ

1. What was the first airplane Henry Ford flew in?
 - A. Fokker F-VII
 - B. Ford Tri-motor
 - C. Curtis Jenny
 - D. Spirit of St. Louis
2. What was the first airplane Carroll Shelby learned to fly?
 - A. T-6 Texan
 - B. Fairchild PT-19
 - C. SNJ
 - D. Harvard II
3. What was the highest rank achieved by Carroll Shelby in the US Army Air Corp?
 - A. Tech Sergeant
 - B. 2nd Lieutenant
 - C. Captain
 - D. Warrant Officer 3
4. What was the first year Carroll Shelby drove at the Le Mans 24 hour race?
 - A. 1959
 - B. 1960
 - C. 1954
 - D. 1957
5. Of the final six names considered for the Mustang, which one was NOT on the list?
 - A. Model M
 - B. Colt
 - C. Cheetah
 - D. Puma
6. There were three Mustang "Specials", which one did NOT happen?
 - A. '69 Midnight Special
 - B. '68 High Country Special
 - C. '70 Twister Special
 - D. '68 California Special
7. '65 Mustang used 200 CID six, what was the last year it was used?
 - A. 1969
 - B. 1970
 - C. 1973
 - D. 1980
8. Mustang started with 260V8, then 289, 302, 351, 390, 427(maybe), 428, and 429. When downsized in '74 this V8 was used.
 - A. 221
 - B. 255
 - C. 302
 - D. none of the above
9. Everyone knows and should have eaten Carroll Shelby's Original Texas Brand Chili. Which one of these was NOT available?
 - A. Corn Bread Mixins'
 - B. Terlingua Tequila
 - C. Texican Taco Fixin's
 - D. Shelby Habanero Salsa
10. First Ford Galaxie was in 1959, what was the last year?
 - A. 1969
 - B. 1974
 - C. 1979
 - D. 1984
11. Ford F-series started with F-1, then F-100, then F-150, when was the change from F-100 to F-150?
 - A. Last F100 1969, First F150 1970
 - B. Last F100 1975, First F150 1976
 - C. Last F100 1983, First F150 1975
 - D. Last F100 1979, First F150 1980
12. Which location was NOT a show site for Motor City Show & Go 1-39?
 - A. Ford World HQ
 - B. Lawrence Tech
 - C. AAA HQ, Dearborn
 - D. Schoolcraft College
13. What was the location of the first Shelby American Automobile Club NATIONAL Convention in 1976?
 - A. Pocono Raceway
 - B. Ford World HQ
 - C. Tulsa, OK
 - D. Oakland, CA
14. Which location was NOT a Go site for Motor City Show & Go 1-39?
 - A. Flat Rock Speedway
 - B. Ford Test Track, Utica, MI
 - C. Michigan International Speedway
 - D. Waterford Hills Race Course
15. Which of these car companies was NOT at least partially owned by Ford Motor Company?
 - A. Aston Martin
 - B. Ferrari
 - C. Land Rover
 - D. Volvo
16. What was the first race car driven by Carroll Shelby?
 - A. Cadillac-Allard
 - B. MG-TC
 - C. Cunningham C4
 - D. '32 Ford V8 home built special
17. After WWII Carroll Shelby tried several occupations, which of the following is NOT one of them?
 - A. Airline Pilot
 - B. Chicken farmer
 - C. Dump truck driver
 - D. Oil field roughneck
18. Carol Connors wrote *Hey Little Cobra* in '63, who sang it?
 - A. Beach Boys
 - B. Commander Coty and the Lost Planet Airmen
 - C. Jan and Dean
 - D. The Rip Chords
19. The Mustang set a record of over 418,000 units sold in one year, which Ford had the record before this?
 - A. 1957 Thunderbird
 - B. 1958 Edsel
 - C. 1960 Falcon
 - D. 1962 Fairlane
20. What was the model year of Ford's first SUV, the Bronco.
 - A. 1964
 - B. 1966
 - C. 1969
 - D. 1970

Answers are on the next page. No cheating, don't look until you have finished the quiz!

Show & Go 40 Trivia Quiz Answers

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Newsletter Editor: Mike Nyberg
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E-mail: tangobythelake@yahoo.com
Technical Editor: John Logan

We're on the Web!

www.saac-mcr.net

2015 Events Calendar

October

- 1 SAAC-MCR Monthly Meeting.** 7:00 PM at
Pasquale's, 31555 Woodward Ave.,
Royal Oak, MI 48073
- 4 SAAC-MCR Harvest Happening,
Open Track Event.**
Waterford Hills Race Course, Clarkston, MI

November

- 5 SAAC-MCR Monthly Meeting.** 7:00 PM at
Pasquale's, 31555 Woodward Ave.,
Royal Oak, MI 48073

December

- 3 SAAC-MCR Monthly Meeting.** 7:00 PM at
Pasquale's, 31555 Woodward Ave.,
Royal Oak, MI 48073

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3



Tim Young, with his back to the camera, asking John Yarema if he is alright? Actually they were both looking at the rear suspension on the GT350 Replica at the Harvest Happening open track event. See related article on page 3

2015 Event Calendar (Continued)

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

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