



*Dedicated to the Preservation, Care and History
of the cars from Shelby American*

Central Region

SAAC ACTION

From Indiana SAAC
Nov/Dec, 2009

Indiana SAAC
4005 Lower Schooner Road
Nashville, Indiana 47448
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SAAC-34

**Beaverun
Motorsports
Park
Wampum, PA**

Aug 6-8, 2009

In Review

Beautiful weather prevailed until late on Saturday when a few sprinkles dampened the Vintage races. In order to reduce costs amid the economic downturn, the convention was reduced to two days, with the car shows at the Four Points by Sheraton hotel at the same time track runs began on Friday at the track. Thinking this might diminish the crowds of spectators at the car shows, we are delighted to see that didn't happen. In fact, the crowds seemed larger than ever.

The Concours Car Show saw more entrants than at most past conventions, despite the overall size of the Convention being somewhat smaller. There were examples of every year of the Marque on display. By popular demand, the "High-Performance Motors" and "Shine 'N Show" car shows were replaced by the "Popular Vote" show of old for non-concours cars. The evening program featured pictures of the winning cars in the Popular Vote show—due to the number of cars presented, the Concours judging wasn't completed early enough to organize pictures of the Concours winners.

Jump to page three for more photo coverage of the Convention . . .



It was one of the largest turnouts of Concours cars our National Conventions have seen. Splendid examples of every year of the Marque, including a Super Snake Cobra, '65-'70 Shelys, some excellent Survivor cars and one of the highest scoring 1965 R-models to have been judged to date.



We've never seen so many spectators in the Concours Car Show area! Held at the hotel, while the track was running, we expected a diminished crowd viewing the Concour cars. Instead, we saw increased numbers.

SAAC Snacks

SAAC on the MOVE

2010 Schedule of Events p. 2

Review of SAAC-34

SAAC's National Convention
Wampum, PA p. 3

Shelby and All-Ford Event p. 5
Tulsa, OK, June 2009

Evaluations—32nd Fling p. 7
May, 2009

Cherry's Car Coral p. 9
Tidbits and Ramblings

Jay Leno on Replicas p. 11

SAAC on the MOVE

2010 Schedule of Events

This early many clubs have not set dates for their events . . .

Feb 28, 2010

Indiana SAAC Committee and Member Meeting. Nashville, IN at the Yates home. Joyce Yates (812) 988-7146. jcyates@indiana.edu

Apr 2-3, 2010

Columbus Spring Swap, Mid-Ohio Ford Club, I-71 & 17th Ave, Columbus, Ohio. Richard (614) 855-4750 www.springswap.com

May 21-23, 2010

33rd Annual Shelby Spring Fling
Hosted by Indiana SAAC. Brown County State Park, Nashville, IN. Friday Pony Trails and Welcoming Bash. Saturday Picnic, Car Show, Evening Dinner and Awards Program. Sunday Road Rallye. Joyce Yates, Indiana SAAC Rep, Fling Coordinator (812) 988-7146. jcyates@indiana.edu. www.indianasaac.com

June 2010

SAAC-MCR. Show and Go XXXIV. Dearborn, MI, at Ford World Headquarters. Show & swap on Sunday in Dearborn; track event on Monday at Waterford Hills. Gary Roys (248) 879-0835. Wwww.saac-mcr.com

June 16-20, 2010

36th Oklahoma All-Ford Meet. Tulsa, OK. Thurs/Fri Open Track; Sat Drag Race, evening program; Sun Car Show. Jim Wicks (918) 256-7121. www.midamericafordmeet.com

June, 2010

Falls City Mustang Club's 14th Annual Mustang and All-Ford Show at the Quadrangle Station in Jeffersonville, IN. Friday Pony Drive and Welcome Bash, Cruise-in, Sat Car Show. Judged Classes for 64-1/2 to 95 Mustangs. Charlie Smith, (812) 283-6543. bigblockgt@falls-city-mustang-club.com or Joe Thomsberry (502) 223-1369 www.falls-city-mustang-club.com

June 25-27, 2010

Mustang Club of Indianapolis, 30th Mustang and All-Ford Car Show in Indianapolis at the O'Reilly Raceway Park. Bash and banquet at the American Legion on Holt Road. www.indymustangclub.com. Jerry Sullivan (317) 244-2933 cobra66@ici.net or dirhynnee@aol.com. www.indymustangclub.com

July 2010

Tri-State Mustang Club, Mustang & Ford Show, Cincinnati, OH. Info: Dave Curree (513) 625-617 cur6571@aol.com www.tristatemustangs.com

Aug 2010

SAAC-35. National Convention. Location and dates to be announced. Open track, Swap, Car shows, evening dinner and program. Rick Kopec (860) 364-0449 saac@saac.com www.saac.com

Aug 2010

35th Northwoods SAAC Road America Hi-Speed Track Event at Elkhart Lake, WI. Three days on the famous Road America road course.

Gustafson (262) 248-9560

egustafson@wi.rr.com. www.nwshelbyclub.com

Aug 2010

Michiana Mustang Club, 27th Annual Car Show. www.michianamustang.com

Sept 10-12, 2010

September in the Park. 13th Annual Derby City Mustang Club and All Ford Car Show, General Butler Park, Carrollton, Kentucky. Fri Pony Trails, Sat Car Show/evening program, Sun awards program. Roger & Donna Goodin (502) 231-1348 goodin9@bellsouth.net www.derbycitymustangclub.com

Nov 2010

Indiana SAAC Board Meeting in Nashville, IN. All members welcome. Joyce Yates (812) 988-7146. jcyates@indiana.edu

May 20-22, 2011

34th Shelby Spring Fling. Get the 2011 date on your calendar. Joyce Yates (812) 988-7146. jcyates@indiana.edu



INDIANA SAAC NEEDS YOUR SUPPORT

Indiana SAAC Membership \$15/yr

Show your support for Indiana SAAC--the sponsors each May of the Midwest's premiere event, **The Shelby Spring Fling.**

With your support and participation, the 3-day Shelby weekend in Brown County State Park, Nashville, IN, will continue as your SAAC season-opener and largest Shelby/Ford gathering in the area.

With Indiana SAAC membership you will receive an Indiana SAAC decal, a membership card and the membership list. You will also receive the central region newsletter, **SAAC ACTION** which provides notice of events in the area, coverage of activities and notes of interest.

If you belong to another SAAC region, don't hesitate to join us, too. Multiple support yields multiple returns.

Join us now!

www.indianasaac.com

☐ Indiana SAAC Membership \$15/yr Date _____

☐ New ☐ Renewal Amount enclosed \$ _____

Name _____

Addr _____

City/State _____

zip _____ Phone _____

e-mail addr _____ Fax _____

I am ☐ Owner Car/Year _____

☐ Enthusiast Model/Color _____

Serial Number if Shelby, Cobra, Tiger, Boss _____

Make checks payable to and mail to:
Indiana SAAC, 4005 Lower Schooner Road, Nashville, IN 47448
jcyates@indiana.edu

SAAC-34 *In Review*

This Super Snake (right) was ordered in yellow to match the buyer's tow vehicle. Shelby got it wrong, using a gaudy yellow which caused the buyer to have it repainted to a more subdued matching shade. This high-scoring (again in "gaudy yellow") Cobra won a Premiere level award in Division I of the Concours.

The teams worked hard in the hot sun to judge all the Concours entries. Teams of three- to five-members from around the country crawled under, around, and over to judge every aspect of the cars.

The Popular Vote Show (bottom) also drew an impressive array of superb examples of the Marque. Every car entered received a SAAC-34 commemorative medallion in addition to vying for a class award.





Then it was off to the track. Cars ran both Friday and Saturday culminating with the Vintage Race Saturday afternoon in a bit of a drizzle as noted earlier. The track was switched from a large-scale NASCAR type track to a good-size sports car track. Two sessions of a "Car Control Clinic" on Thursday prefaced track action. Parade laps during the lunch hour on Saturday were again popular with nearly 100 cars participating. All-in-all, it was lots of fun and considered a great success. We're waiting to hear about SAAC-35. Word has it it will be in California, but no specifics have been announced yet.





Tech had a couple of busy days as the cars rolled through their garage location.



Tony Branda was there with his rig, as were Shelby Automobiles, ERA, Dynatech, Pug, Legendary Motorcars, and Cobra Automotive with displays, cars, and parts for sale.

We hope to see many of you at SAAC-35, but honestly, with the convention in California, we may see an entirely different mix next year. Looking forward to it!



Tulsa, 2009

Mid America Ford/Shelby Meet

by Brent Alexander, IN SAAC

*An event we've been trying to get to for 34 years.
We finally made it!*

On a bright Saturday morning of June 20th, 2009, Gene Berry, Lisa Alexander, and I loaded up the Ford Flex for a 9-hour drive to the wonderful state of Oklahoma. Our destination was to be the Mid America Ford/Shelby Meet, put on by the Good-ole-Boys of Tulsa, led by Jim Wicks.



The drive over was great. This trip took us across southern Illinois, through some of the cities in Missouri like St. Louis, Springfield and Joplin. The southwestern section of Missouri was beautiful to say the least. Just inside the Oklahoma state line,

we drove under a McDonald's restaurant that straddles the interstate. Then we headed on to Tulsa.

We arrived in Tulsa just in time to find a place to eat supper. Expecting a quiet evening before the big event, we encountered 50 or so Iranian citizens protesting Iran's recent presidential election. Don't quite expect that kind of thing in the Midwest. That protest reminded me of the time going to a SAAC National convention in Charlotte, NC. I had to run SFM6S1966 right through the middle of a KKK rally. I liked to call that "The Parting of the Sheets".

Once there we found the temperatures to be a little hot. Back home in southern Indiana it was supposed to be 90 degrees for a high. Tulsa was a tad warmer at 104 degrees that Saturday. Sunday brought the promise of a huge Ford/Shelby show and much cooler temperatures.



The high on Sunday was only to be 87 degrees and partly cloudy. We had a little rain early Sunday morning which made for a very comfortable day.

After a little fuel for the tummy and some 87 octane for the Flex, we drove over to the Tulsa Marriott Southern Hills hotel where the show was to be held. The hotel was part of a small industrial complex which provided ample parking areas for the hotel guests, secured parking for trucks and trailers, an area for parts swap and a nice large section for the car show. They had plenty of shade trees for you to get out of the sun and metal awnings for the concours cars to park under.

Tulsa We got there before the show officially opened at 8:00 a.m. A line of cars snaked its way around the grounds to get into the show field. You could stand in one spot around that entrance to the show field and see just about everything you wanted to see. The best part of standing near this line was getting to hear, see, and smell the cars (Race Fuel).

In the show area we could visit the vendor trailers that were set up. We saw Shelby's two rigs there, one was with a Daytona Coupe hanging out the back and the second with the Shelby Parts setup. Other displays included Barrett Jackson, Classic Design Concepts and Ford Racing. I know there were others, but these are the ones that stood out to me.



The Tulsa club had the registration area and T-shirt booth all under one roof. Near the registration area, you could have your fill of free pancakes if you missed breakfast on the way to the show. At one point, the cook was even tossing the flapjacks toward one's plate. If you missed the flying pancake, you got another one. We caught Gene loading up on at least one plate full.



The cars numbered over 600 in the show. There was everything from a 1958 Nitro burning Edsel, to a few 260-289 Cobras and a couple of the 427 powered models. Also in attendance were plenty of 65-66 GT350s, 67, 68, 69, 70 GT350s and 500s, a couple of 69-70 Boss 429s, and a Pantera or two. For the newer cars, a good number of Saleens, Shelybs, Ford GTs, Mustangs, Broncos, Cougars, and even a supercharged Ford Edge (450 hp so they claimed).

The show felt a little bit familiar to us. It included some of the concours judges who work at the Spring Fling. We also saw some familiar faces from our show along with a couple of Indiana SAAC T-shirts worn by participants. There were even several Indiana SAAC window decals on windshields of some cars in the show.

For lunch the Marriott had hamburgers, hot dogs, and the likes for sale. Or you could simply walk about a block to any kind of fast food you might want. Unfortunately after lunch, we had to head home since some of us had to go to work the next day.

The show on Sunday is just a small part of the Tulsa experience. It starts out on Wednesday with the open track at Hallett Raceway and



continues on into Thursday and Friday. Thursday evening the city of Tulsa allowed 10 blocks of one of the main drags to be shut down for the Thursday evening cruise-in. I was told around 1500 cars come in for this. On Saturday the main part of the event was held at the Tulsa Drag strip which included the drag races along with a huge swap meet. On Sunday some of the swappers move next to the show field at the Marriott, so if you missed it you have another chance on Sunday. On Saturday evening they had the banquet inside the Marriott. This seemed to attract several well known guys which included Carroll Shelby and automotive artist Bill Neale.



Ford Motor Co likes to use this site for announcements and unveiling of new models as well. This year it was the 2010 Shelby Super Snake. Inside the Marriott in any space that was big enough to get a car in, were some excellent displays of Shelybs, Mustangs and other Ford Powered cars. It was really neat to see these cars displayed under the bright lights like a piece of fine artwork.

Next year's show is going to be on Father's Day week. Let's all get a big group together and make the trek to Tulsa. It is a beautiful city to visit that has our kind of cars and people. You can hardly beat it.

Go to www.midamericafordmeet.com for info on next year's event.

Hope to see you there!

Brent

Evaluations of the 32nd Shelby Spring Fling

Thanks to all of you who give us an evaluation form sharing your reactions to the Fling. We pay attention to what you say where we can.

	Yes	No	Blank
What Should be included in the Friday Welcoming Bash?			
Refreshment bar	92%		8%
Videos	67%	25%	8%
Door Prizes	83%		17%
Photo Album Sharing	50%	25%	25%
Trading Cards	66%	17%	17%
Puzzle	25%	58%	17%

- I like the trading cards better--then everyone goes home with a set. The puzzle is OK, but only a few people get a souvenir.
- Liked the poker game.
- More space to walk around. It was too crowded with tables.
- Trading cards seemed to get more activity than puzzle.

What do you prefer in T-shirts?

White	50%	17%	33%	Both White/Color
Color	84%	8%	8%	33%

- Stick with the older model cars, like vintage not "newbies."
- Polo shirts, denim or chambray w/ Shelby cars or just words "Indiana SAAC."
- Stay with old Shelbys.
- Can't keep white looking good with hard water.
- Offer sleeveless tank top.

What should be included in the Saturday car show?

Concours	92%	8%	
Popular vote	100%		
Kids Games	33%	42%	25%
Sponsor Displays	67%	17%	17%
Dash Plaques	84%	8%	8%

- More Saleen classes please! We've won the "club" award and it would be nice to have more classes. (I know not everyone pre-registers, but our history proves our owners come!)
- The dash plaques are nice but what do you do with them? No one would put them on their car. Maybe key chain?
- More sponsor displays and even vendors to sell their products.
- Burgers?

What should be included in the Saturday evening program?

Refreshment time	83%	17%	
Guest speaker	58%	25%	17%
Car Club Recognition	83%	17%	
Door prizes	59% more	8% less	33% Blank or same
Banquet	84%	8%	8%

- Serve drinks as soon as we are seated (water and tea). Saturday evening program too long! Speakers are awesome, but move to Friday night. Shorten pin ceremony.
- Need to be able to have water to drink before meal; only cash bar available ... Ridiculous, must be a \$ maker for the club.
- I liked the sit-down dinner--staff was GREAT. But how about a second choice for those who don't eat steak. And this year's steaks were very rare.
- If you have dinner, make it simple. Steaks for that many people did not work--chicken, roast beef or ham would work better.
- Have a guest speaker at (during) dinner to save time and make the awards ceremony shorter.
- This year's program was way too long. Give the trophies first so the people do not have to stand during Ford Exec bragging for 1 hour or more.
- Liked how trophies were taken to people--saved lots of time doing it this way.
- Refreshment time allows wait staff to fill drinks and for people to get settled and their dinner to start on time.
- Vegetarian option when registering.

What should be included in the Sunday event?

Road Rallye	50%	42%	8%
Autocross	8%	33%	59%

- The Road Rallye is awesome!
- Have not participated so no comment.
- Most people need all of Sunday to get home. Did not participate in this.
- I LIVE for the Road Rallye.
- Autocross on Friday.

What did you like best about the 32nd Annual?

- The people, location, the cars!
- How everyone worked together to adjust to the changing weather conditions. Liked that we did the track first, then went to town.
- Lots of cars--even with the weather conditions. Great people. Better parking with trailers gone.
- Enjoyed seeing the 2010 cars. Enjoyed hearing the speakers Sat evening. Driving on Salem track.
- All. Love the show. You guys do a good job!
- Road pony drive and the show. I had a good time at the Salem track and the town there was really friendly.
- Really liked the guest speakers at the Saturday evening program. Liked round tables at evening dinner.
- Big screen showing pictures of the winning cars.
- The people.
- New Rallye route and Speedway.

What did you not like about the 32nd Annual?

- Feel like things are moving away from vintage/classic focus and bringing more new models in. Know it is important to encourage young people to participate, but not sure how to balance old with new. Then again, see older folks in new cars, too!!
- The rain. Going to Salem for the third time in four years on Friday's Pony Run.
- Rain!! I understand increasing the size of the show to others, but now the facilities are crowded at the lodge. It was so crowded Friday evening being new and trying to meet others was impossible. The car show in Salem is a rushed event--not sure this is advertised enough to make it worth the time. My Saturday evening meal was terrible.
- The awards ceremony is too long. There were not enough chairs at the ceremony.
- The long Sat. night program. Too much Ford talk!
- Meat at Saturday dinner was not very good--tough, lots of gristle and undercooked. We saw several people not eat much of the steak. Also suggest allowing more than one roll per person--some people like a roll with their salad and another with their meal.
- Need more chairs for the Sat. evening program.
- Rain ... Can't help that. Dinner service at banquet again. Cold steak. Took forever to get food and drinks.
- Guest speakers a bit long.

What would you like us to plan or do in the future?

- Keep up the great work!
- Salem is fun due to Speedway but would like to visit a new location. Would suggest someone drive pony Trail the day before the trip instead of a week before.
- Friday Pony Ride--check out all roads before Friday.
- Overall you do a great job. It is a lot of hard work to put together this annual event. Shuttle back and forth from show to lodge. A grand prize--trip to Vegas to Shelby factory. Casino night snacks and just chairs at evening events or small tables.
- If a guest speaker is required, have him speak during your dinner and start dinner earlier. Make the awards ceremony shorter--maybe put pins in packets? More seats for everyone.
- Very good weekend! Thanks.
- Some cars that arrived late did not park in their assigned place- when there were spaces available. All cars in the same class should be required to park together, regardless of when they arrive. Offer shuttle into town on Saturday during car show for spouses/kids who might like to shop. I would be willing to pay nominal charge each way.
- Hooded zip front sweatshirt with general logo that could be sold each year.
- Road Rallye to include sites in park. Pony trail line-up back to park.

Look forward to seeing you in 2010!

Cherry's Car Corral

In The News!



Shelby Changing Focus of Foundation Legend's Charity to Offer Technician Scholarships

After 18 years of raising money to help sick children, the Carroll Shelby Children's Foundation has shifted gears. Shelby, now says the charity will alter its focus to include auto technician scholarships for poor inner-city youths. In June, the organization was renamed the Carroll Shelby Foundation. Those grants include \$125,000 for Northeast Texas Community College in Shelby's hometown of Mount Pleasant, Texas, and \$56,000 to the Children's Organ Transplant Association. Northeast Texas Community College was running a fledgling automotive technology program that was on the verge of shutting down for lack of students and money, said John McCullough, vice president of advancement at the college. "The real problem is the school dropout situation — 40 percent to 50 percent in some areas," Shelby said. "So my focus now is education and kids with illnesses. When I die, I want to have \$10 million in my foundation. I'm not under any obligation to spend money until I reach my goal of \$10 million. I'm not going to give a lot of money away unless it's something important, like the college. I intend to spend more time at that college. That's my No.1 priority now. It's about 50-50 Hispanics and blacks. It's a wonderful school and faculty, but there is nobody to pay the tuition." The two-year program, renamed the Carroll Shelby Automotive Technology Program, will train students to become certified automotive technicians.

Classic Recreations Announces Production of Shelby GT500CR



Classic Recreations will be reproducing the Shelby GT500 CR from the 1960s after it had been granted a license by Carroll Shelby. It has a

reputation for having recreated the exotic Mustang supercars.

Each new Shelby GT500CR will be built with authentic Shelby Performance parts. Each car will also require the input and oversight from Carroll Shelby Licensing and Shelby Automobiles technical staff. As the car leaves the workshop, it will have an official Shelby serial number and badges. Each car will also be included in the official Shelby Worldwide Registry.

2010 Shelby GT500 Super Snake Breaks Cover

Shelby Automotive has come out with its latest example of the Super Snake package for the 2010 Ford Mustang GT500 and it will be revealed at the Mid America Ford and Team Shelby Nationals in

Tulsa, Oklahoma, USA.

The engineers of Shelby Automobiles have equipped the car with a new hood and a large scoop and vents, racing stripes, window scoop at the rear and splitter and side sills in carbon fiber to help it stand out from among the crowd. On the inside the car comes with Shelby logos embroidered on the headrests and gauge faces made from carbon fiber.

The Super Snake package is priced beginning at \$29,495 for the 630hp model, while the 724hp version gets a \$33,495 price tag including installation at the Las Vegas facility of Shelby Automobiles or at any authorized Shelby workshop.

Gore-Backed Car Firm Gets Large U.S. Loan!

A tiny car company backed by former Vice President Al Gore has just gotten a \$529 million U.S. government loan to help build a hybrid sports car in Finland that will sell for about \$89,000.

Henrik Fisker, who designed cars for BMW, Aston Martin and Tesla before starting his Fisker Automotive in 2007, said his goal is to build the first plug-in electric hybrids that won't sacrifice the luxury, performance and looks of traditional gas-powered luxury cars. Fisker's top investors include Kleiner Perkins Caufield & Byers, a veteran Silicon Valley venture-capital firm of which Gore is a partner. Employees of KPCB have donated more than \$2.2 million to political campaigns, mostly for Democrats, including President Barack Obama and Hillary Clinton.

Fisker's government loans will come from a \$25 billion program established by Congress in 2007 to help auto makers invest in the technology to meet a new congressional mandate to improve fuel efficiency. In June, the DOE awarded the first \$8 billion from the program to Ford Motor Co., Nissan Motor Co., and Tesla, which are all developing electric cars.

Three-wheel Vehicles Eligible for Federal Funds

According to published reports, Congress has approved a measure that will allow makers of three-wheel cars to receive funding for fuel-efficient auto technologies. The bill, which still needs to be signed into law, could be a boost to companies developing alternative car designs,

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notably Aptera Motors and Elio Motors. Both companies have argued that their three-wheel cars deserve federal funding meant to promote more efficient vehicles.

The legislation would overturn an Energy Department rule that limited funding to four-wheel vehicles meeting emissions and fuel-economy benchmarks. The new guidelines will now allow vehicles that get an average of at least 75 miles per gallon and can carry at least two adults, according to the report.



California-based Aptera, plans in the middle of next year to start producing its 2e, a three-wheel electric vehicle that it says will be able to go at least 100 miles on its battery charge.

Elio, based in Tempe, Ariz., is developing a narrow, three-wheel gasoline car it says gets more than 70 miles per gallon. It intends to sell the vehicle for less than \$7,500.



Production of the Dodge Viper Will End Next Summer! New Model Coming in 2012!

The five-year plan of Chrysler and Fiat for the US was recently presented and one of the more notable details is that of a plan to discontinue the Dodge Viper and revamp it in 2012 when the companies will debut a brand new generation. From January to July 2010, 500 more Vipers will be produced.



Work for the new-generation Viper will then be started, the products of which are projected to hit the streets in 2012.

The details are far from complete but it's likely that the upcoming Viper will borrow some parts for Fiat or Alfa Romeo.

Ferrari World Abu Dhabi Theme Park to Open its Gates in 2010

The world's first Ferrari theme park, touted as the largest and most impressive attraction of its kind, will have a grand opening set for 2010. It is located on the Yas Island and covers more than 2,152,782 sq ft. Ferrari World Abu Dhabi's sleek body design is inspired by the classic double curve side profile of the Ferrari GT body.



An extraordinary multi-sensory experience is what the Ferrari World Abu Dhabi Park is offering. It's anticipated to become a global tourist

destination with a wide range of accommodation and entertainment facilities. Among the park's attractions will be the world's fastest rollercoaster, which has a maximum speed that exceeds 200 km/h. Just a little trivia for you: the park carries the largest Ferrari logo ever created (65m x 48.5m).

What is an American Car?

The Detroit companies wave the Stars and Stripes when they advertise their wares or look for loans in Washington, but when they talk to investors or the business press, they stress their aggressive efforts to promote "global sourcing," a code for, "Buy More Parts from China and Mexico."

Nothing on four wheels says American more proudly than the Jeep Patriot. The Jeep Patriot is only 66% "domestic" according to the National Highway Traffic Safety Administration, while the Sequoia is 80%. For nearly 15 years, the U.S. government has required, under the American Automobile Labeling Act, that car makers disclose to consumers what share of the car's components are made in the U.S.

NHTSA found that more than 75% of 646 people surveyed weren't aware of the existence of the domestic content information, and only 5% of those surveyed said the disclosures -- usually on a window sticker -- didn't affect their decision "to any degree whatsoever." So what should you buy if you want to buy a truly American-made car? For the 2009 model year, the government says the Ford Crown Victoria has the highest percentage of U.S. content at 90%. The only hitch: It's assembled in Canada.

Cars, Government, and Cash For Clunkers

From ships to farming to mining, business history shows that sectors reliant on government help are weakened as opposed to strengthened.

First, the government passed C.A.F.E. rules that helped make American auto manufacturers uncompetitive. Next, the government bailed out GM and Chrysler with \$17 billion in taxpayer dollars while demanding that the auto makers build hybrids and other high mileage cars that cannot be manufactured at much profit per unit.

Now, the government turns around and imposes yet more environmental regulations that could completely destroy what is left of the Big Three, insuring more bailouts in the future.

This is what happens when government injects itself into the economy. It ends up dictating business outcomes based on political considerations rather than economic ones. It issues rules and regulations that stymie business development and job growth. It tells manufacturers what to make, and consumers what to buy, even if it makes no economic sense for either.

"Cash For Clunkers" was no more than a hurry-up-and-feel-good redistribution of wealth. Old clunkers have been making their way into junkyards for years without any help from the American taxpayer. If the idea of this auto entitlement subsidy was to help the Japanese auto industry, then it worked. If it was to reduce our Carbon footprint along with our dependency on foreign oil, it would have been much better to just make any older gasoline engine overhaul or tune up eligible for a generous tax deduction. Crushing older cars was not the answer either. It just created more CO₂ thru the process of destroying perfectly good parts and the creation of new ones in their place, costing insurance companies more, and you and me in the end.

..... Dave Cherry

"A Government that's big enough to supply you with everything you need, is big enough to take everything you have." -Thomas Jefferson

Cherry's Ramblings!

Now! "I want all of you to pretend you're a computer!"



This is what my professor at O.M. said back in 1981 in a computer class to show the difference between the ways a human reacts versus a computer. He asked someone in the room to go ahead and add 2+2, and when they said 4, the teacher said incorrect! The correct answer would have been "OK" or "standing by," because I hadn't yet ask for the answer! Remember humans use reasoning,

and computers can't.

I'm telling this story, because back when Shelby prices were skyrocketing into the stratosphere, I wanted my wife to sell her '69 Shelby, which at the time was selling for more than we had paid for our house. Her answer was "Why would I do that?" I then began to go on and on about all the things "WE" could use the money for, and she said,

"But I wouldn't have my car anymore; I didn't buy it to sell it!" This still didn't register well with me, so I pressed on and on until she turned and said, "Just be happy I don't sell you! I keep the things I love. Now end it!" My god I thought, she's a computer! I'm married to a freaking computer. So I let it go, because the one thing I have learned after being married to a woman of German ancestry is that this is what you will do if you ever wish to have a hot meal that doesn't come in a paper bag.

That said; now that selling prices are coming back down because of the economy, I would like to say, seeee! I told you to sell the Shelby back when you had the chance! But I can't now, because some where along the way, I realized that she was long over being in love with her Shelby, the newness and excitement, the love-making thru waxing and caressing it with a diaper had long burned off years ago--what was just simple love, the same love she had had for me and the girls and our house that over the years had become a home. Turns out I had married for better or worse a woman, wife and mother that thinks with simple human reasoning, the kind that you will never find in any computer.

.....Dave Cherry



Jay Leno on Replicas

Provided by

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Replica has become a bad word. To my way of thinking replica should be an exact copy of the original; enough to fool the trained eye.

There's an hilarious ad here in the States for a kit car. It says 'Build a Mercedes SSK replica' and it uses a Volkswagen engine and a fiberglass body. In the ad, Dad has all the pieces laid out - fenders, transmission, engine - and Mom and the kids are handing him wrenches and helping him build it. They call that an SSK replica. This is how replicas get a bad name.

Recently someone was busted in Italy for selling Pontiac Fieros with fiberglass 308 Ferrari bodies. It's a bit like a transvestite: it looks good from 20 feet, and then you get closer and realize there's something horribly wrong. But to see a company like Pur Sang in Argentina build a copy of the Type 35, exactly as Bugatti would have done, would seem to me to be the ultimate compliment. Pur Sang copies the original Bugatti drawings and blueprints.

If you pull out the rear seat and look under the gas tank, the axle and differential are exactly the same. It's fantastic. These Pur Sangs would show up at Pebble Beach, and I never gave it much thought until a friend bought what he thought was an original Type 35 Bugatti. It turned out to be a Pur Sang replica. Any true Bugatti expert would not be fooled, because the modern oil filter and the distributor instead of magneto would be dead giveaways. But to the untrained eye, or even the sophisticated eye, it's a dead ringer.

Let's face it, the idea of finding Grand Prix Bugattis in barns [Ed's note: read original Cobras or Shelys] is pretty much over. Even if there are a few still out there, they are so crazily expensive that nobody would dare drive one on the street. Here's a chance to replicate history, to drive a brand new version of a car most of us have only read about, or dreamed about.

I have got a number of Bugattis [Ed's note: read a number of Cobras and Shelys] and I am hard-pressed to tell the difference between the copy and the original. I have driven the Argentinean one, [Ed's note: read Shelby American original one] and it handles, drives and performs just like an original. . . To me it's just as important to recreate the driving experience as it is to possess the vehicle. With the replica . . . you get the smell of the oil, the feel of the non-synchro gearbox; you learn how quickly you have to shift to engage the gears. It's a whole visceral experience.

So really it is a chance to drive a brand new Bugatti [original Cobra or Shelby]. With an original, because of its value and metal fatigue and things of that nature, you're not going to flog it as hard as you might. .

... I have a 1925 Model T. You can build a brand new T right out of the catalogue. You can get a frame, springs, engine, body - you can build the whole car. Every piece of it is an exact copy of what came out of the factory. To me that's a Model T. Okay, an original with matching numbers and all that stuff might be worth a little bit more, but not to me. I think we just get a bit caught up in all of this. The essence should be experiencing the car as it was meant to be used. That's the fun of it. I daresay I'd rather have a perfect replica that I could drive and use, than a real one that is nothing but a static display.

A Type 35 Grand Prix Bugatti [or 427 Cobra] is worth about two million dollars. For just about 200,000 dollars you can get an exact replica that does everything the real one does, and if you rode in it you would not be able to tell the difference. What's wrong with that? If you crash it you're not destroying history.



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SAAC-34 Had Something for Everyone!

For some it's the car shows . . .

For others it's the track action . . .

