

## ***Combined HorseFeathers and Rocky Mountain Metro Airport Air & Ground Show a Great Success***

Saturday, August 4th was a beautiful, clear blue Colorado day, and a perfect one for the Rocky Mountain Metro Airport Air & Ground Show and the annual Early Mustang Club HorseFeathers event.

There was a great turn out of Mustangs, Thunderbirds and Falcons for HorseFeathers and also for the general car show. Their were many, many airplanes on display and the air show itself was spectacular. Thousands of folks came out for the event, young and old. I didn't see anyone who wasn't having a great time.

If you didn't make it out there this year, you must put this event on your calendar for next year. If the inaugural event was this good, next year's show should be even better. As many show cars that were, there was plenty of room for more, so bring your ride out next year and enjoy the show.





*More photos from the air show*





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## Car of the Month

### FFR SPYDER GT

Owned by John Spina



It all started when I was around 11 years old. The year was 1965. Looking in the window of the Ford showroom there in the city of Chicago, seeing that incredible machine on four wheels with that big wide-open mouth that just seemed to scream your name as you gaped. Probably the first time I ever drooled on my shoes. I just had to have one of those Cobra cars. I'd start small; a Matchbox model, then a Monogram. Maybe the real thing someday (right)!

Flash forward to August, 1995. Kids are almost grown, Cobra etched in mind. I rationalized that I needed to build a replica Cobra or I would surely go out of my mind. I wanted it to be different, though, and decided that if I built one, it'd have to have the same engine that my Grand National had. But will it fit? Put my oldest son Justin to work to find out. He used two Monogram models, one of a Grand National, and one of a Cobra. He did the engine transplant and said "Dad, see? It fits doesn't it?" So I placed the order to Everett-Morrison, and by April of 1996 I had it completed and ready to drive.

Now it's 2002 and the itch returned. Kids almost through with college, and the rationalization begins again. I was dead-set on the Superformance Coupe and went to the SEMA show to see my next rolling chassis. There I encountered the FFR booth. And there it was; the Spyder GT. Same beautiful tilt front end of the coupe, but cleverly designed as a roadster!

By June of 2003, the body and chassis of FFR4166GT VIN 001 Spyder had been delivered. Let the fun begin! Because of the success I had on my former project using the lightweight Buick V6, I decided to use the same engine. The unique tilt front end and integrated side pipes made me realize that twin turbos would be a better choice for the engine. But I still



wanted 25 MPG and planned to drive the car until the wheels fall off, so the turbos can't be overly large or too race-prepped. I found a pair of Schwitzer turbos that were John Deere tractor spec, and sent them up to London Ohio, along with a pair of stainless steel racing waste gates for the fab work.

The theme was again, to be different than the norm so I made changes to the appearance of the standard kit. I decided I didn't like the standard Daytona taillights, so I put my son Joe to work on the internet to find a suitable replacement. The next day, after some photoshop tricks, he found a solution. We then sent a pair of BMW Z4 taillights to Jay who turned them upside-down, then frenched them into the rear panel. While he was at it, he frenched the license plate as well, illuminated by a pair of VW Jetta license plate lights. The rear left and right side markers are Corvette C5. Front end needed some changes so I found that the VW Beetle turn signal lights were a perfect fit for the front signals.

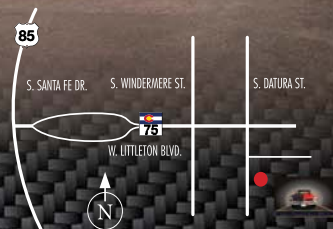
I'm still at a loss to "unofficially" name this car. I feel Spyder is too generic, and I don't like the "Laguna" name, so I'm leaning towards Daytona GT. The name Daytona Spyder has been taken by Ferrari some years ago, so that's out, and Mitsubishi sells a Spyder GT. What to do, what to do. I'm thinking maybe I'll just call it a Ferrari and be done with it.







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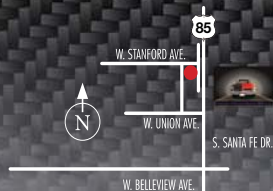


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## 8 Beach Boys car songs that actually mention a specific car by Benjamin Hunting

When calling out the roll of classic rock and roll car songs, the Beach Boys immediately come to mind as having been at the forefront of the 1960s hot rod ditty craze. Edging out Jan and Dean in crafting some of the most memorable melodies meant to be enjoyed from a single-speaker dashboard AM radio, the Beach Boys built their image around muscle machines and tasty waves.

A close examination of the Beach Boys catalog reveals a number of interesting truths. The first is that the group's love of car culture peaked with 1963's *Little Deuce Coupe*, a sun-soaked California take on the concept album that would focus almost exclusively on the automobile.

Despite being a gearhead anthem, *I Get Around* falls into the general cruisin' category, as do nearly half of the songs on *Little Deuce Coupe*. *Custom Machine*, *No-Go Showboat*, *Car Crazy Cutie*, and *Cherry, Cherry Coupe* are soaked in high test but don't go into detail about what anyone is driving. *A Young Man Is Gone* references the accidental death of James Dean, but fails to mention either the Porsche he was driving or the Ford Tudor that did him in. Even the song *This Car of Mine* never actually lets us know what Brian Wilson's ride is.

It got me thinking: How many Beach Boys songs actually name-drop hot rides of the day?

### *Little Deuce Coupe*

By now, most people know that the Beach Boys didn't actually surf, preferring to enjoy waves from the stage rather than hang ten with the locals. Prepare for a second illusion to be shattered: the guys weren't really all that into cars, either.

Fortunately for their in-period authenticity, they had a bunch of friends who were passionate about hot rods, including a DJ named Roger Christian, who had befriended Brian Wilson and convinced him to use his lyrics and tap into the drag racing craze sweeping the West Coast. Christian is responsible for the words to *Little Deuce Coupe*, a track that would go on to become Wilson's favorite Beach Boys car song. The title, of course, refers to a '32 Ford with its "flathead mill" that will "walk a Thunderbird like she's standing still." A favorite among hot rod builders to this day, it was really saying something in the early '60s to claim that your '32



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### 409

Gary Usher was another car fan whose path crossed with Brian Wilson's early in their respective musical careers. Before working as a popular rock producer, Usher sat down with the creative genius behind the Beach Boys and helped pen a number of hits, including the unforgettable 409, a song which first appeared on *Surfin' Safari* in 1962 before being added to the auto-focused *Little Deuce Coupe* the following year.

There's all sorts of car nerd fun to be found in 409, which celebrates a "four-speed, dual-quad, Posi-Traction 409" kick-ass on the street and the strip. Those three numerals, of course, represented Chevy's big-block 409-cubic-inch V-8, which was available in 1962. Those revving sounds at the beginning of the song actually came from Usher's own older Chevy V-8, recorded onto tape from the street in front of Wilson's home.



(Continued on page 10)



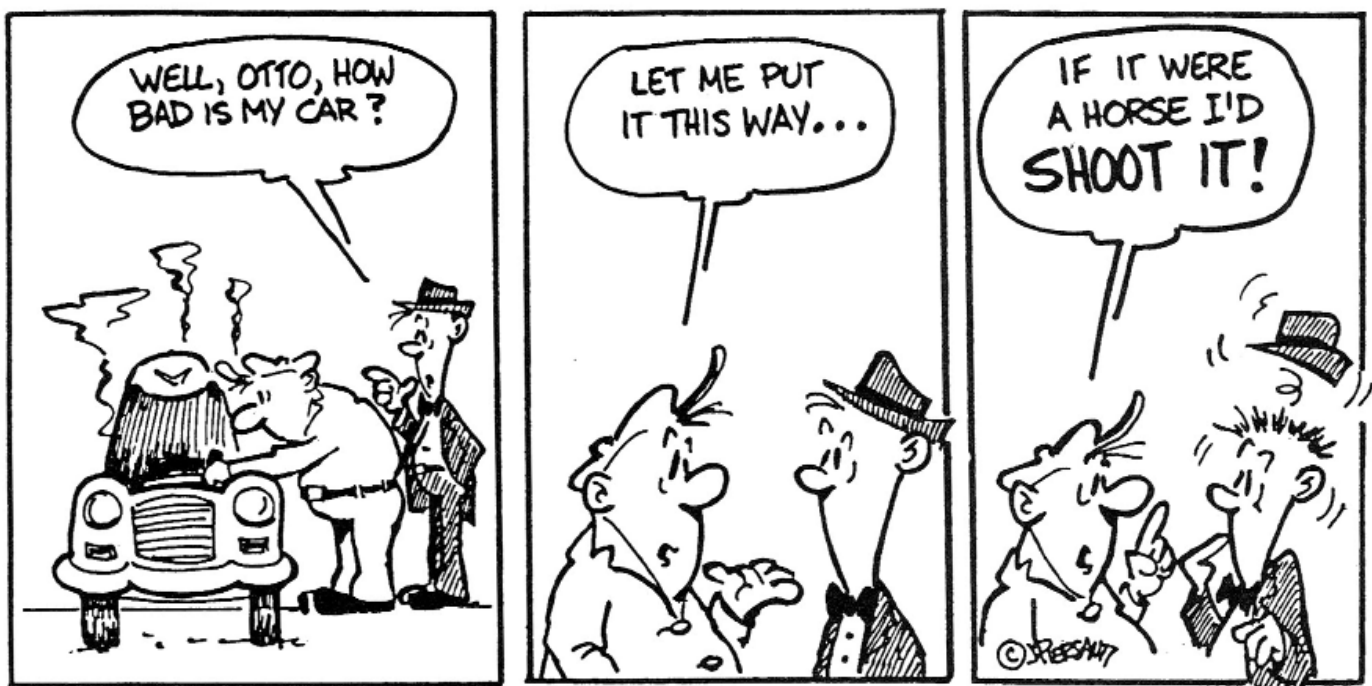
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## "Otto Mechanic"

By Jay Piersanti









## Beach Boys car songs (Continued)

### Fun, Fun, Fun

Fun, Fun, Fun is a time capsule of '60s teenage rebellion back before that meant long hair and LSD. Instead, we're treated to a tale of a young girl who lies to her parents about why she wants to borrow the family car, with the chorus explaining that she'll have "fun, fun, fun 'til Daddy takes the T-Bird away." The lead track on Shut Down Volume 2, it would hit No. 5 on the Billboard Hot 100 in 1964, on a week that the Beatles held down the top three spots.



### Shut Down

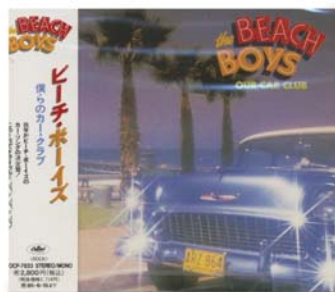
Shut Down is as close as the Beach Boys ever got to the Jan and Dean-style of play-by-play street racing. It's an orgy of details, with the narrator piloting a fuel-injected Corvette Stingray that's facing off against a Mopar powered by a 413 Max Wedge with Ram Air induction and dual quad carbs. Although the song is about a street battle, the Corvette is on slicks, and we're treated to a description of the driver "riding the clutch" to gain traction while his "pressure plate's burnin'."



This was another Roger Christian composition, which explains the nitty-gritty mechanical language found throughout. Although I've lived my entire life thinking that the Stingray emerged victorious from this particular skirmish, a closer reading of the lyrics proves that the song ends before we find out whether the Chevy actually completely closes the gap or not—unless you want to interpret the final verse's "shut it off, shut it off, buddy now I shut you down" as the words of a winner.

### Our Car Club

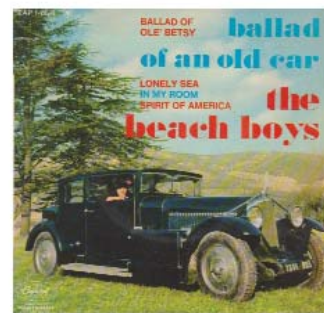
Culled from Little Deuce Coupe, Our Car Club is a snapshot of early '60s innocence: a bunch of dudes are cruising around together in their rides and decide that maybe it's time to form a club with jackets and sponsors and



dues and everything. The track name-drops a Deuce Coupe, a Jaguar XKE, a Stingray, and a rail job dragster, brags about cutting "some low ETs," and hints at "the roughest and toughest initiation we can find" that will "really put your through the grind," which seems a little at odds with the feel-good vibes of the rest of the song.

### Ballad of Ole' Betsy

Another Little Deuce Coupe entry, Ballad of Ole' Betsy is an homage to—what else?—a second Deuce Coupe, tracing its path from being built in Detroit and shipped out to the California coast to ending up a little worse for wear in Brian Wilson's garage. It's a restrained yet emotional bit of doo-wop, although we never find out why she's called Betsy, only that she's "been more loyal than any friend could be," and that "Betsy's growing old" to the point where it's making the singer cry. We've all been there.



### In My Car

In 1989, the Beach Boys were flush with the success of Kokomo, which had been featured in the Tom Cruise bartending movie Cocktail.

In My Car is the last car-specific song that the band would ever record, a paean to the Corvette that flashes back to the good old days of cruising while also speaking to the inevitable midlife crisis connotations of 'Vette ownership. The Still Cruisin' album would be the last for the Beach Boys on Capitol Records.



### Spirit of America

Spirit of America rounds out our list with its tale of the Bonneville Salt Flats, land speed records, and one of the quickest cars to ever test the salt flats. Wilson and Christian teamed this two-minute tribute to the Spirit of America jet car built and driven by Craig Breedlove in the early '60s. This "jet without wings," as the lyrics describe it, was motivated by a "J-47, a jet for his power," and helped Breedlove average "four-o-seven per hour."





### ***Would you like to see this newsletter continue?***

I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado Collector Car News* is actively pursuing advertising. If you have a business who would benefit from reaching collector car owners or you know someone who would, please contact me. Thanks!

Greg Akiyama / Publisher / 303-680-8298

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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*ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.*

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