



30
YEARS
1975
2005

Shelby Life

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

Volume 33, Issue 3

July 2008

The President's Corner - Show 'n Go 33

Text by Tom Greene and photos by Brian Greene



SAAC-MCR 2008 Show 'n Go 33 located on the grounds of Ford Motor Company World Headquarters.

We have arrived – It is Show 'n Go Season. And we just had what is unquestionably the BEST weather we have had in more than a decade for both the show and the go. (Smiles everyone, SMIIIIILES). The show:

You, the Board Of Directors and you, the members provided a huge effort to plan and execute the event – the advertising was effective and got to LOTS of people, the suppliers of the logistics materials were contacted, committed and completely arranged and executed, the awards were arranged, the new lot was laid out and the maps drawn, and re-drawn, classes were agreed and documented, the businesses who supported the Best-of awards were contacted and provided the funds for the privilege of having their names shown on the most EXCELLENT plaques, Eric Miller of the Fairlane club got all the Fairlanes, Galaxies and Falcons registered and properly placed – well, you get the idea – there is a lot of work associated with having a good show (yes, and for the Go too, but this is the show portion of the discussion). And all the hard work bears the fruit of participants and browsers showing

up – but it takes an additional element to have a *TERRIFIC* show like we had on June 1, 2008 – it takes Mother Nature's cooperation by having a clear and warm day. Jim Binder tells me that he ordered up the weather so that the first Show with him as event director was a successful one – and it worked, so who can argue that his "ordered weather" enabled the success we enjoyed. In a word – **THANKS** to all of you who contributed so very significantly to putting on the successful show we enjoyed.

Now on to the show itself: We were blessed with a terrific turnout of most excellent show cars. There were Shelys and Cobras and Mustangs and Fairlanes and Big Fords, Mercurys and Lincolns to go with the Panteras and Street rods and even a 23 t-bucket with a small block Ford engine (it was GREAT to see a 23 T with a Ford engine and not a "chebbie"), an Anglia and a Lotus Cortina – and droves of Falcons – one of which was our most interesting long-distance award winner;

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2008 Club Officers

- President:** Tom Greene
(248) 449-7374
t_greene@comcast.net
- Vice President:** Randy Betki
(734) 692-3390
kbetki115888@comcast.net
- Secretary:** Kurt Fredrickson
(734) 837-9614
shelbytiger2002@yahoo.com
- Treasurer:** Craig Shefferly
(248) 698-8825
thebullitt@comcast.net
- Events:** Jim Binder
(586) 776-4836
sasgroup@comcast.net
- Advertising:** Mike Riemensneider
(734) 459-1348
mriemens@aol.com
- Competition:** Darius Rudis
(313) 206-7009
drudis@dariusrudis.com
- Membership:** Rich Tweedle
(586) 791-0279
rtweedle@comcast.net
- National News:** Jeff Burgy
(248) 515-6915
cobrajef@comcast.net
- Editor:** Mike Nyberg
(248) 969-1157
tangobythelake@yahoo.com
- Web Master:** Dean Ricci
dean@deanricci.com
- Tech Exchange:** Phil Jacobs
(248) 703-7766
shelbyta68@yahoo.com

SAAC-MCR GO 33 Driver's School and Open Track Event

Text and photos by Mike Nyberg



SAAC-MCR GO 33 driver's Meeting. All Participants must attend the meeting to review the rules for safe conduct on the track.

The 33rd SAAC-MCR Driver's School and Open Track Event was held on a beautiful day, June 2, 2008. The weather was perfect for the event. The event began with tech inspection of all the participant's cars, at 8:00 a.m., to make sure the vehicles were safe to drive at high performance speeds. Club members Bill Rowe, Jim Mittle and Gene Kotlinski performed this important task.

High performance driving on the Waterford Hills Race Course cannot start before 10:30 a.m. on a weekday. Darius Rudis conducted a Driver's School to instruct the participants how to operate safely, on the race course. Gene Kotlinski reviewed each of the several flags used by the corner workers. These flags signal information to drivers during the track sessions and it is very important that the drivers respond correctly. The instructions were effective, because GO 33 was a very safe event.

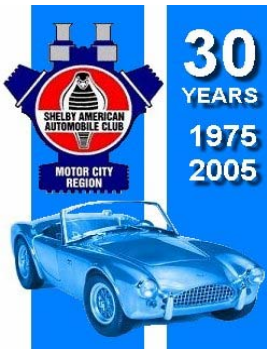


Gene Kotlinski reviewed how to properly react to the flags used by the corner workers to communicate information to participants during open track sessions.

The event, also, provides instructors for newer participants who can benefit from advice on how to safely negotiate the track. Instructors included Tom Greene, Gene Kotlinski and Bill Rowe. The instructors do their high performance driving in the competition group session, the highest skilled group. Tom brought his 2008 Shelby Mustang GT500 Convertible with the special Whipple supercharger. Gene and Bill brought their highly modified Fox Body Mustangs. The service these club members provide helps newer drivers develop performance driving skills while avoiding making costly mistakes.

Everyone at the open track looks forward to the lunch provided by SAAC-MCR and prepared by Will Weber. Just a little before noon the smell of hamburgers, hotdogs and Italian sausage wafts over the paddock area. Will buys all the food for the lunch and barbeques the meat

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Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 114 members

New members include: *David & Elizabeth Jackson, Erik & Anissa Olson and David & Patricia Thomas*

SAAC-MCR GO 33 (Continued)



Jim Mittle is passing on the joy of performance driving to his son, Matthew. Jim coached Matt on how to drive his 1990 Fox Mustang track car.

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on a large grill. By the time we break for lunch, everyone is hungry and enjoys a well prepared meal.

All the participants enjoy high performance driving. Most are very passionate about the sport. A couple of participants are passing that love of the sport on to their sons. Jim Mittle was introducing his son, Matthew, to performance driving in his 1990 Mustang track car. George Huisman, gave his son, Travis, some tips on how to handle



George Huisman is giving his son, Travis, instructions on how to safely negotiate the track in the Classic Design Concepts prototype race car.

the race course. Travis, had just earned his SCCA license and was driving a late model Mustang prototype race car, built by Classic Design Concepts. This car was the subject of several "Build Your Own Race Car" articles in this newsletter during 2003.

There were many interesting cars at the event. George Huisman brought his Ford GT. The engine has had some modifications to bring the horsepower up to 700. The exhaust system was modified

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Travis Huisman (left) checks the tires on his dad's Ford GT, after George (center) had it on the track. When George would let off on the gas at the end of the front straight, flames would shoot out to the exhaust pipes.



Will Weber purchases and prepares the delicious lunch for all the GO 33 participants. Everyone looks forward to the lunch break to eat good food and talk about what happened in the morning track sessions.

SAAC-MCR GO 33

(Continued)

(Continued from page 3)

and sounded very "healthy" when he accelerated. When he let up on the gas at the end of the front straight, flames would extend at least a foot out of each exhaust pipe.

Rob Borruso brought his Race Car Replicas (RCR) GT40 Mark 1, for a performance shake down. Rob had spent two years building the car and wanted to see how it would perform on the track. This is the third car he has built. The first car was a Factory Five Racing (FFR) Cobra; the second was a FFR Daytona Coupe. He enjoys building the cars and has developed all the skills necessary to build a high quality kit car, including body work and painting.

Rob's Mark 1 has a full aluminum semi-monocoque chassis, which was designed and built by RCR to accommodate the ZF-2 five speed gear box and Ford 289 V8 Rob chose to power the car. The suspension utilizes QA-1 coil-overs. The six piston front and four piston rear brakes are Wilwood brand with NASCAR rotors.

Rob did all the body work, including adding the rear 2" fender flares, to duplicate the appearance of Chassis 1076, the Gulf Mark 1 that won the 1969 LeMans. The paint color scheme duplicated the Gulf light blue and orange original and was applied skillfully by Rob.

The event was an opportunity to safely test participant's vehicle performance and driving skills. Also, we exchanged ideas and swapped stories, while watching some very interesting cars negotiate the Waterford Hills Race Course.



Rob Borruso dressed in his driver's suit and is about ready to enter his RCR GT40 Mk I right-hand drive race car to test performance.



Rob Borruso next to his Race Car Replicas (RCR) GT40 Mk I he built in two years.



Rob Borruso's GT40 Mk I Chassis was designed to accommodate the Ford 289 engine and the ZF-2 five speed gear box.



From L to R: John Yarema, Darius Rudis, Travis Huisman and George Huisman discussing how well everything went at the GO 33 open track event.

Automobile Executive of the Year Lifetime Achievement Award

Text by Rick Vander Heide and photos by Robert Djurovic

On April 10, I received an email asking me if I would be able to attend an event the next Wednesday at the Detroit Athletic Club (DAC) honoring Carroll Shelby as Automobile Executive of the Year. Well, as you might expect, the first thing I did was wonder why me? Of course it wasn't me they wanted to see but my 1968KR. After confirming the weather was supposed to be cooperative and security would be in place for the duration of the event, I agreed. The event is quite prestigious. The list of past winners of Automobile Executive of the Year date back to 1964 and include such notables as Ed Cole, Semon Knudsen, Lee Iacocca, Roger Smith, John DeLorean, Jac Nasser, and others. The award is given on behalf of the DNV Certification and Automotive Industry Action Group (AIAG). The award luncheon included 200 of the industry's leading chairmen, CEOs and presidents; ...and me. On Tuesday I got a call from the event coordinator who asked me to have my car at the DAC by 10AM. I said that would be fine but wondered what I would do until 11:30 when the reception started. They told me I could join them at a private reception (20 people) at 11AM which was only for "Mr. Shelby and some of the Ford people". Believe it or not I said that would be acceptable and I would attend!

On Wednesday morning, the sun was shining brightly and I drove the KR down to the DAC. The Ford people in the parking lot were impressed that I drove the car. Remember, this car is a survivor with more dents and scratches than most people can bear to look at in an old car. I parked the car, chatted up a few of the Ford guys with some details of the car and then checked out the cars they had brought. The parking lot contained 6 cars; 3 new 2008 KR's (two black one silver), a 2008 GT500 (black), a black Shelby GT and my 1968 KR. It was fun to see all the new cars in one place. The private reception was very nice and Carroll was gracious enough to allow pictures and sign autographs for the attendees. I did not ask for any autographs since he had already signed the KR glove box. I didn't want to appear greedy! I also had a chance to meet Amy Boylan; the mover and shaker at Shelby Automobiles in Las Vegas. She is very serious and lives up to what I heard; you would not want to tangle with her (similar to Mrs. Betki?)!

At 11:30AM the doors opened and the rest of the invited crowd was allowed to meet and greet Carroll. Lunch was served promptly at 12 noon and the award program was short. They showed the video about Carroll's life that was played at his 85th birthday party in January. There was one surprise for me during the luncheon. The event coordinator was gracious in acknowledging me for bringing my car for the event and then went on to tell the crowd that I did not know it but the keys to my car were the door prize for the luncheon. I reached into my pocket to be sure they were still there! One more humorous touch; in honor of Carroll's life, instead of the traditional beef, chicken was served for lunch. After a new portrait of Carroll with several of his cars in the background was unveiled, he took questions from the audience for 15 minutes. There was no real mention of the dispute between SAAC and Team Shelby. He DID say Shelby Automobiles will not be getting into the hybrid business. His closing question was quite humorous; even after all these years (85) and despite the fact that he has lost significant eyesight, he admitted to driving 160 mph in a Super Snake last week and said no, he does not get many speeding tickets. I had a beautiful day for the first ride in the KR for 2008 and was lucky enough to attend an event honoring the lifetime achievement's of Mr. Carroll Shelby.



Edsel Ford II (right) presents Carroll Shelby (left) with the Automobile Executive Lifetime Achievement Award.



Carroll Shelby leaning on a 2008 Shelby Mustang GT500 KR. Rick Vander Heide is in the background to the right of Carroll.



Ford personnel admiring Rick's 1968 Shelby Mustang GT500KR.

SAAC-MCR Show 33

(Continued)

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The Percivaldi family came to our show by *DRIVING* their restored 1981 Falcon wagon from Argentina to Dearborn. Yes, over 10,000 miles taking 47 days with gas cans and spare tires strapped to the roof rack and the TWO child seats in the back seat – for their 4 and 2 year-old sons. Just think about the challenges of driving from South to North America, and then contemplate doing it as a young family of four. And no DVD player in the back seat for the kid's amusement either. These folks are TRULY enthusiasts, and my hat is off to them. (They are shipping the Falcon back and flying back home to Argentina). I am sure that many of the rest of you have seen the Model A in the Museum that took a similar trip – and it won a place in history for the owner who undertook a similar trip some 40 or so years ago. The Percivaldi family "simply" drove to Michigan because they wanted to come to the car show and see Ford Motor Company for themselves. His first car was a Ford and he wanted to see the company that created his first car.

Diego said to some of us at Registration that the people in S. America have the wrong belief about the people in the United States – he and his family's observation is that the people in the US are very compassionate and caring people – not at all like the stereotype held by the Argentinians that the Americans are all gun-toting folks whose objective in life is to go kill someone – his words, not mine.... Think about it, not a very flattering description of US citizens is it?

Anyway, we had a TERRIFIC show, with about 300 very high-quality cars on display and probably nearly that many stories about the cars and the people who brought them. The voting was CLOSE on many classes and even closer on the best-of-show awards and this is another testament to the quality of the cars. Take a look at the winners list on pages 17-19 for the results.

Once again, **THANK YOU ALL** for your work and your participation – without YOU, our show would not have been a success.

Monday brought another round of terrific weather. The sky was blue, the winds were calm and the temperature was perfect for a track day. We had about 30 participants plus the instructors for our annual Driver's School at WHRRI (Waterford Hills Road Racing Inc). Darius was actively soliciting participation by all the appropriate people in the paddock area and was successful in bringing in a couple additional participants – both of whom proclaimed to have had a TERRIFIC day – no one had any off-track experiences and everyone thoroughly enjoyed themselves – on a personal note, I took my '08 GT500 convertible to the track for a first-hand observation of how it would handle the track – it did very well and giving credit where credit is due – I did get passed by a 2008 Z06 Corvette (yep, the one with the 427 cubic inch motor and great suspension – and this one was on race tires). Darn bowties anyway... grumble, grumble, but back to everyone ELSE. Ex-competition director Bill Rowe turned in some great lap times in his 89 Mustang, Darius brought his F150 – oops, his 89 Mustang was in the garage waiting for the cobbler's elves to come put in new head gaskets, but to compensate, Darius did the "one-lap of Waterford" on a very small mini-bike during the lunch break, the Classic Design Concepts 03 Mustang track car –

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The Percivaldi family (L to R) Tomas (3 years old), Cecilia, Diego and Agustin (11 months old) next to their 1981 restored Falcon.



The Percivaldi family just after they received a \$300 gift donated by Show 33 participants and presented by Tom Greene, the SAAC-MCR President (second row with Jack Roush hat). Gordon Leslie, (center front row) President of the Metro Detroit Falcon Club, invited the Percivaldi family to attend the show.



Shelby Cobra Continuation series Cobras



Shelby GT350's

SAAC-MCR Show 33

(Continued)

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another story here, an electrical gremlin attacked the car as it exited hilltop and the driver coasted to a stop and awaited a tow – the best minds in the club tried to get the car to re-fire, locating the symptom to be no electrons running down some of the wires - but the cause was not located. A phone call to none other than the owner of CDC and George showed up in his Ford GT to save the day. Insider information guided George to the offending connector and the race car was promptly back on the track and at full speed. As George had arrived there driving his immaculate Ford GT, we asked if we could *impose* on him to do a session on the track so the rest of us could enjoy watching and hearing his car. George accepted the offer and the rest of us were treated to the very best exhaust sounds of the day. We were pleased – thanks for making the “sacrifice” George, that big smile on your face said that you too enjoyed the time on the track.

Thus the 33rd annual Show 'n Go was brought to a close.

Once again, thanks to EVERYONE for their contributions to making Show 'n Go 33 what is in most everyone's memory our BEST Show 'n Go yet

(See Show 33 Award results on pages 17-19)



1967 Shelbys



1968 Shelby Convertibles and one Fastback



1969 Shelbys



Late Model Mustangs



A Few of the many Falcons at Show 33



A few of the many Fairlanes at Show 33

**Right: Special Interest,
Aston Martin**



Model T Bucket Hot Rod



Fairlane Thunderbolt

SAAC-MCR Supports the Ford Leadership Summit

Text by Tom Greene and Photos by Brian Greene and Mike Nyberg



Above: SAAC-MCR members who participated in the vintage car display for the Ford Leadership Summit, June 4, 2008 at WHQ

Below: Overview of the SAAC-MCR vintage car display at the Ford Leadership Summit

On June 4, 2008 SAAC-MCR put on a display of our member's cars at Ford Motor Company's World Headquarters. For those who weren't able to stop in, you missed a simply TERRIFIC event.

A month or so before this event, we were asked if we could bring about 15 of our vintage cars to display at a dealer and management event. Because this was an opportunity for us to "pay back" Ford for allowing us to put on our annual Show 'n Go on the WHQ parking lot there was no hesitation to our reply – "of course, we would be glad to help out".

The event was a Ford upper-management Summit to which the top 700 dealer personnel were additionally invited – those dealership people earned their invitations based on achieving top results for their various disciplines at the new car and truck dealerships. To say that this was a very high-powered event is an understatement, and we were there to be a part of it.

The day was "not an ideal day" for a car show – we had rain all morning and the rain sporadically continued into the afternoon. The skies decidedly did NOT clear as the forecasters had predicted. Our members came through and despite the rain and the threatening skies we put 24 stunning cars on display. This was a car show for which we didn't have to do the work – all we did was show up and reap the benefits. We had Shelby's from each year – we had the burgundy row, the blue row, the red, white and Black early Shelybs, and a CSX 427 Cobra. We had Mustangs, a '57 T'Bird and a '64 427 Galaxy drag car. Nice display guys.

The grounds crew set up the area for us and security was on duty – and we were given a box dinner and soft drinks – and they were good sand-

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The blue row of Shelby Mustangs lined up behind Classic Design Concepts' (CDC) 1967 Flashback Mustang. CDC brought their award winning Flashback, which is based on an all new Dynacorn Classic Bodies Inc. replacement body shell. The turnkey car is available with many options from CDC.

SAAC-MCR at the Ford Leadership Summit (Continued)



Jack Roush's friends (L to R) Tom Greene, Randy Burns and John Logan

(Continued from page 8)

wiches – but as it turned out this food and refreshments were just the beginning. We were visited multiple times by the event coordinators and were invited to help ourselves to the bar and the food tent – and the food tent was a sight to behold. There was steak, there was smoked salmon and the spread was stunning and that was before the dessert table was discovered by the more hungry of our members – and then there was the entertainment. There was a rock band playing and they were good – and they were just the warm up band for Toby Keith. Our members did a little dancing, a little eating, a lot of talking and a whole lot of enjoying ourselves. And as the sun began to sink in the West the sky cleared and the day became the nice day that the meteorologists had forecasted.

Our location was a prime spot. Jack Roush walked through our display and commented on our cars – and later he made himself available to sign autographs for a long line of admirers. When the dealer people got off the bus the first location they walked past was our display, and they were appreciative and complimentary. The event coordinators visited us multiple times to ensure that we had what we needed and that everything was to our liking. They thanked us many times and paid us compliments for the quality of our vehicles, and more importantly our professional and caring attitude.

Clearly, what started out to be a “payback” to Ford turned into a really fun and rewarding “happening” in which we became an honored guest at a fantastic event. Thank you members and thank you Ford Motor Company.

Right: The red, white and black row of early Shelby Mustangs. The black early Shelby hadn't shown up yet.



The burgundy row of Shelby Mustangs.



Above: Jerry Ostalecki brought his rare White 1970 429-4V CJ Ram Air Torino Falcon. It is a one of a kind, with the option combination including; automatic transmission, blue vinyl bench seat and Magnum 500 wheels. Jerry, also, has a Yellow 1970 429 SCJ Torino Falcon with a 4-speed transmission, at home.

2008 Indiana Spring Fling *By Randy Betki*

May 16-18 marked another outstanding Indiana Spring Fling. The dancing Indian who hops, skips, and jumps for the weather must have really put on a show for the weather gods. Another Saturday car show with no rain. Don't know how they do it, but, who ever did the dance knows what they are doing.

As usual the Brown County State Park was sold out well in advance of the event. We waited just a few too many days to get our forms in this year and missed getting into the lodge. We were lucky enough to get a cabin. Looked like many of the cabins were renovated and upgraded. Parking is better since you get to park right in front of your cabin. In the lodge you have to contend with all those who are bringing their cars on trailers. Sometimes you have to walk a bit to get back, but the cars in the lot are a show in themselves.

The Friday night welcoming bash was extremely well attended. Door prizes were, as they say, "flying out the door!" Just about everyone got something. It may not have been the case, but, it sure seemed that way. Mrs. Betki's husband even came home with a new Mustang fender cover. Of course Mrs. Betki is hoping he won't have to use it.....

Saturday's car show was splendid. Trees in full bloom, Cars in splendid glory...



Old Shelby's, new Shelby's, Cobra's, Tiger's, Ford GT's, even some really rare machines. Like this Shelby produced with a Boss 302 engine (below left). One of those story cars you hear about, but, never see. Well it was here! As well as Joyce Yates' 289 Cobra (below right) used in the TV series Honey West starring Ann Francis.



The SAAC-MCR group did take home the trophies. Craig and Bonnie got one for their '67 Shelby GT500. Mrs. Kathleen P. Betki received one for her SVT Focus-The 8 Ball.

Sunday's road rally looked to be a good one, but we spent too much time enjoying breakfast with friends at The Non Nob. As I mentioned in last year's report, they have the best homemade breakfast. Nothing like the smell of fresh baked cookies and breads coming out of the oven first thing in the morning. Ahhhh, what a way to start the day. It was almost a great trip home. While driving through Ohio, about 40 miles from the Michigan border, those Buckeyes just had to open the skies for some rain. There goes the nice clean black paint on The 8 Ball. So the best way to wait out a storm is to stop at Tony Paco's for some world famous chilli, hot dogs, and apple strudel. While some folks think the Indiana Spring Fling is a long distance car event, others think of it as an out of state culinary art experience!

Hope you can participate in next year's activities!

SN95 Low Buck, Quick Fix Brake Ducts

By Steve White

I've been forced to put my '96 Cobra into track action, for a few years. I knew I needed some brake ducting for the front brakes. Most people remove the fog lights and pick up the air there. Originally, I also wanted to do the same thing and use some plumbing reducers to attach it to the fascia hole for the fog lights - as another Cobra owner from Wisconsin said he had done, when I talked to him at Gingerman last year. However, I could not come up with anything remotely close. The other problem with this routine is, it does in fact require the fog light removal. I didn't want to leave the fog lights out permanently or at least during track season, or swap them in/out 3-4 times per year between track events.

I then came up with a quick, cheap and flexible method that allowed me to have brake ducts and fog lights. I had noticed from many magazine articles that a lot of the routing on SN95 type vehicles tied the duct hose to the tie rods, so that when the tire moves left or right the hose moves with it via the tie rod attachment - if you leave enough slack. I was then able to find some routing that kept it out of the way and used a minimal number of tie wraps. So, I just dumped the inlets below the fascia and tie wrapped them to the body structure. This allowed me to just pull them back and stick them out of the way on the street. On one side I had to cut the ties, reroute it up, and retie wrap it. Total time including thinking about the solution and re-routing was about 20 minutes. I can return it back to track ready position in about 2 minutes, while still retaining use of my fog lights! I had enough extra 3" brake hose left over from my Shelby project so it didn't cost me anything. While there is no connection in the backing plate to route the air directly on the rotor, it at least gets some cooler air in the vicinity. It worked out well in the 80 deg. F weather we had at Waterford Hills for this year's GO 33 event. It was a big improvement over running without ducts.

For even better cooling, one could drill several large holes in the dust shield in the area that the duct would blow onto, or cut a single large hole in the shield the diameter of the duct, or even remove the shield altogether. There are companies that make ducts that replace the shield, but they are in the \$150+ range. Since I am still trying to keep my car reasonably stock, I didn't want to modify or remove the shield. I thus accepted lower performance, but, the improvement over no ducting was significant.

The picture at the right illustrates how to route the 3" brake cooling hose from under the front fascia to the tie rod end.



3" brake cool hose tie wrapped to the tie rod and exiting near brake dust shield



The entrance end of the 3" brake cooling hose is just below the air dam on the front fascia



Eyes On Design 2008

Text and photos by Jim Binder

The 21st Eyes On Design benefit for the Detroit Institute of Ophthalmology took place this year on Fathers day, the day set aside to honor family patriarchs as well as the traditional date for this exceptional automobile concourse. The venue, the Eleanor and Edsel Ford Estate provided a tranquil background appropriate for the review of rolling artwork of this caliber. Thanks to Mother Nature's cooperation throughout the majority of the day, our group was able to enjoy millions of dollars worth of collectable automobiles up close, un-encumbered by the barriers and restrictions found at typical concourse events. In attendance from SAAC – MCR were Jim and Wendy Binder and John Yarema.

Spectators at the event were welcomed by this years chairman Rick Wagoner Chairman/ CEO of General Motors and Honorary Chairman of EOD for 2008. Additionally, Dr. Philip C. Hessburg the driving force behind the creation of EOD was present to thank the DIO Board of Directors, the DIO staff and the volunteers for their collaborative efforts that make this event possible. This year corporate sponsors included General Motors, Toyota, Hyundai, Nissan and Honda R&D Americas, Inc. Additional, sponsors included BASF, Bridgestone, PPG and Michelin. Financial support from the automobile industry is necessary to insure the future of events of this genre and caliber...

"This year's event theme is Innovative Technology and Design, celebrating how technology has influenced design over the last hundred years". From the functional as well as ornate radiators of the early 1900's to the government mandated crash bumpers, technology continues to influence design. Once technology dictates standards, it must be subsequently integrated into design in a style that is appealing to consumers.

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The Eleanor and Edsel Ford estate is the perfect venue for an automobile concourse of this caliber. Other locations hosting the event

in past years were unable to provide the proper setting to view the elegance and quality of the machinery displayed here.



Ferrari Daytona owner Cary Silver prominently displays his bag lunch; his exact words were "when you own a Ferrari, all you can afford to eat is a bag lunch".

This outstanding example of a very low production Ferrari reflects the owners commitment and passion in restoring this vehicle to show room new condition.



Flawless 1966 427 Fairlane owned by Ken Lingenfelter was likely the best example of 1960's Ford performance on display at EOD 2008



What could be better than 12 cylinders? 16 cylinders of course..... With 1001 hp, this vehicle is capable of a whopping 7 mpg city driving, 10 mpg highway.

Eyes On Design 2008 (Continued)

(Continued from page 12)

This years vehicle categories were American Classic's 20's & 30's, the Art of Redesign (customizing), Design Evolution (Chrysler 300's), Decade of Muscle, Eyes Wide Shut (hidden headlamps), Windshield Rapture (wrap around windshields), Pro-Touring, Exotic Sports, Iconic European Design and Tuner Technology. Of particular interest were the three stainless steel vehicles produced as a joint experiment by Ford Motor Company along with Allegheny Ludlum Steel Company. They included a 1936 Deluxe Sedan, a 1960 Thunderbird and a 1967 Lincoln (see photo).

Visually impaired judges are encouraged to utilize their sense of touch to arrive at their decision as their objective method of reviewing and selecting aesthetically pleasing styles. White cotton gloves are worn during this unique selection process (see photo) to insure that concourse quality paint finishes are not damaged.

We look forward to attending next years certain to be outstanding event and per John Yarema's suggestion visualize EOD 2009 as something that could be a scheduled SAAC – MCR club outing. Hopefully, we will see participation from the other two major U.S. automobile manufacturers absent from this year's event if the economy allows.



In 1935 Ford Motor Company along with Allegheny Ludlum Steel Company collaborated on an experiment that would become a legacy and a tribute to one the most dynamic metals ever developed", stainless steel. Examples shown here are a 1936 Deluxe Sedan a 1960 Thunderbird and a 1967 Lincoln. These vehicles are on permanent display at the Crawford automobile museum in Cleveland, Ohio



As an objective method of selecting aesthetically pleasing style, visually impaired judges are encouraged to utilize the sense of touch to arrive at their decision. Note the white cotton gloves worn during the selection process.



John Yarema awaiting approval to scrounge parts from one of two Hurst Hemi Under Glass vehicles on display at EOD 2008. This example is fuel injected the other vehicle is supercharged.



The contents of this exquisite 1932 Pierce Arrow Club Brougham drew attention of all passing by. Although, the vehicle was flawless, the 1928 Thompson submachine gun residing in the back was the object of interest for the spectators.

SAAC-MCR Eastside Spring Cruise

Text by Mike Nyberg, Dick Soules and Richard Straughen, photos by Mike Nyberg



Most of the people who participated in the SAAC-MCR Eastside Spring Cruise. The host, John Yarema, is pictured 7th in from the right end of the group and the hostess, Sandy Yarema, is to left of John in the second row. The garage where breakfast was served is behind the group.

Saturday morning, April 26th, SAAC-MCR members and friends got into their favorite Ford powered cars and headed to John and Sandy Yarema's house to begin the SAAC-MCR Eastside Spring Cruise. Some of us ran into some light rain showers on the way, however, there was no rain the rest of the day and the weather was great for a cruise.

Cruisers gathered at John and Sandy's garage beginning at 9:00 am for a buffet breakfast and conversation. Sandy had prepared three casseroles, one was sausage, cheese & egg, another was Ham & Cheddar Croissant Bake and the third was Blueberry French Toast. All were very delicious! She also prepared a fruit salad. John bought fresh bagels and juice for all to enjoy. No one went away hungry. *(see the 3 casserole recipes on page 20)*

John announced the cruise was ready to begin at 10:30am. We all went to our cars and lined up to start the cruise. We drove through Grosse Pointe Farms to get to Jefferson Avenue and then turned south and traveled along the lake shore. I think spring came a little earlier along Jefferson, the flowering trees were beautiful. Our first stop was the War Memorial. The next stop was further south at the Patterson Park, where we walked near the waters edge on a board walk. Next we headed north on Jefferson and stopped at Grosse Pointe City Park. There we walked through the park to view the boat wells yet to be filled. The next stop was Blossom Heath Inn, which is the St. Clair Shores Recreation Center. In the 1920's it was one of the most luxurious roadhouses in Michigan. During probation it was a speakeasy and Model T's carried booze from Canada over the frozen lake in the winter and in boats during the summer.

We headed north on Jefferson and I-94 to reach Hall Road (M59) to
(Continued on page 15)



Cruisers parked in John and Sandy Yarema's driveway. Most of the cruiser's cars were parked on both sides of the street near their house.



Cruisers enjoying the nice spring weather and the view of the Grosse Pointe War Memorial, former Russell Alger family mansion. It is a state and national historic site.

Eastside SpringCruise

(Continued)

(Continued from page 14)

enter Selfridge Air Base. There we spent time at the Selfridge Air Museum.

The first building we entered (which will become a visitor's center) housed the shop where a team of 6 volunteers are building a World War One "Spad" aircraft similar to the one flown by Eddie Rickenbacker, the well known ace of WW1. It is being built to exact specs as the real thing, but, will have a facsimile engine. The aircraft will not fly. It will be painted in the squadron colors of the unit stationed at Selfridge that flew them. The craftsmanship in this build is fantastic.

The next building we went into was established as the air museum in 1999 and was laid out in a logical and flowing form. So it is in chronological order, from early years to today. It houses most of our best artifacts and tells the story. Selfridge Field is named after Thomas Selfridge, the first military fatality in a powered aircraft. He was killed in a flight with Orville Wright. Wright survived. The museum is always looking for artifacts and memorabilia from the public to add to the displays.

Outside the buildings is an air museum park, with several airplanes. We had the opportunity to have guided tours of the two largest aircraft.

The first aircraft we toured was a C-130 Hercules. This type of plane has been the backbone of the Air Force for decades. It has been everywhere. It is much like the Douglas DC3 (C-47) of the past. It can carry tremendous loads from troops to tanks. You may see these aircraft in the news today ferrying humanitarian supplies

(Continued on page 16)



Cruisers parked at Patterson Park. We walked along the shore of Lake St. Clair on a boardwalk in the park.



Jim Binder and his wife Wendy joined the cruise at the Grosse Pointe City Park. They had determined the weather was good enough to bring the car out for the cruise.



Cruisers' cars at the Grosse Pointe City Park. The weather was great for walking through the park to view Lake St. Clair.



Cruisers stopped at the Blossom Heath Inn. It was one of the most luxurious roadhouses in Michigan during the 1920's and hosted national known big bands. It became notorious for illegal drinking and gambling during Prohibition and the Depression. The village of St. Clair purchased Blossom Heath in 1946 after it had fallen in disuse. It is now the St. Clair Shores Recreation Center.

Eastside Spring Cruise (Continued)

(Continued from page 15)
to disaster areas.

The second aircraft we toured was a P-3 Orion. The white aircraft is a U.S. Navy surveillance plane loaded with high-tech equipment. Usually used off coastal waters, both local and internationally. You may recall a few years ago one was approached by a Chinese fighter for some reason, collided with it and forced it to barely make a survivable landing at a Chinese base. It became an international incident but they eventually allowed the U.S. to repair and fly it out. This plane was used by the Naval Reserve detachment at Selfridge and the two guides giving the tour were past crew members of the aircraft.

By 2:00 p.m. we were all hungry, we left the museum and headed west on Hall Road to just across the I-94 overpass to eat lunch at Charlie O's. This was another opportunity to talk with friends and reflect on what a great cruise we had experienced.



This C-130A Hercules was one of the airplanes that offered a guided tour. It could carry 42,000 lbs. of cargo, or 92 paratroopers with their gear. It was powered by four Allison Turbo-Props each producing 3,755 HP.



Charlie O's provided a private room for the SAAC-MCR Eastside Spring Cruise participants to enjoy lunch and conversation. A fitting end to an excellent cruise.



Right to Left Foreground: Red, White and Blue Shelby Mustangs. The cruisers are barely visible behind the cars. The P-3 Lockheed built transport, we could tour, is in the back ground.



This is V-1650 Merlin engine featured in the Selfridge Military Air Museum. It was manufactured under license of Rolls Royce Ltd. It replaced the original Allison engine in the legendary P-51 Mustang. It was liquid cooled, 12 cylinder, 1640 cubic inch displacement rated at 1490 HP at take-off and 1720 HP at maximum War Emergency setting. How would you like to have that kind of HP in you Mustang?



Cruisers cars parked at the Charlie O's Restaurant, where we ate lunch.

SAAC-MCR Show 33

Awards *Text by Tom Greene, photos by Brian Greene and Mike Nyberg*

BEST OF SHOW 33 AWARDS

Best Engine Geno Montes	Award sponsored by Thomson Automotive Red 1993 Mustang GT with Blower
Best Ford John Bohan	Award sponsored by Total Performance Blue 1964 427 Galaxie Drag Car
Best Early Mustang Rick Buckberry	Award sponsored by National Parts Depot White w/ Gold Stripes 1965 Mustang Fastback
Best Late Mustang Tom Hannan	Award sponsored by Classic Design Concepts Green 1990 Mustang Convertible (7-UP)
Best Truck Ryan & Crystal McFadden	Award sponsored by National Parts Depot Yellow with Blue Flames Ranger "on 20's"
Best Shelby Michael Lauer	Award sponsored by SAAC-MCR Red 1968 GT350
Best Fairlane Larry Slevin	Award sponsored by The Fairlane Club Black 1969 Fairlane Cobra 428



Geno Montes stands next to his Red 1993 Mustang GT that won the Best of Show Engine.



L to R: Mike Riemenschneider, John Bohan and Tom Greene. John won the Best of Show Ford with his Blue 1964 427 Galaxie drag car.

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
3	66 Shelby GT350	372 Kathy Bekti	Black 1966 GT350H Hertz Car	371 Tom Greene	Red #91 GT350 Vintage Race Car
4	67 Shelby - All cpe	208 Jarrod Kings	Blue 1967 GT350	108 Bryan Henrikson	Blue 1967 GT500
5	68 Shelby - All Cpe	112 Michael Lauer	Candy Apple Red 1968 GT350	174 Mark Movsesian	White 1968 GT500KR
6	69-70 Shelby All Coupe	368 Michael Elwood	Royal Maroon 1969 GT350	228 Dick Soules	Royal Maroon 1969 GT500
7	66-68 Shelby Convertible	145 Mike Riemenschneider	Blue 1968 GT500KR Convertible	231 Mike Suliman	Red 1968 Convertible
8	69-70 Shelby Convertible	352 Rob Smith	Red 1970 GT350 Convertible	396 Kurt Fredrickson	Maroon 1969 GT500 Convertible
9	All Boss Mustangs	198 Mark Storm	Grabber Orange 1970 Boss 302	116 Mike Nyberg	Yellow 1970 Boss 302
10	SVO and McLaren	245 Don Bishop	Jalapeno Red 1985.5 Mustang SVO	359 Mike Paruleski	Grey 1986 Mustang SVO



Rick and Sharon Buckberry standing next to their Best of Show Early Mustang, a 1965 White with Gold stripes fastback.

Show 33 Awards

(Continued)



Tom Hannan next to his Best of Show Late Mustang, a Green 1970 Mustang Convertible Feature Car (7 UP Car)



Ryan McFadden proudly displays his Best of Show Truck award next to his Yellow 2000 Ranger.



Michael Lauer next to his Best of Show Shelby, a Red 1968 GT350.



Larry Slevin next to his Best of Show Fairlane, a Black 1969 Fairlane Cobra 428

Class No.	Class Description	1st Place Car number/Entrant	Vehicle Description	Class Award Car Number/	Vehicle Description
11	64.5 - 66 Mustang F'Back and Coupe	179 Robert Dedeluk	Silver Frost 1966 Mustang Coupe	357 Rob Creeesy	Caspian Blue 1965 Mustang GT
11				176 Rick Buckberry	W / Gold 1965 Mustang Fastback
12	64.5 - 66 Mustang Convertible	221 Lee Digue	Red 1966 Mustang Convertible		
13	67-68 Mustang F'Back & Coupe	162 Terri Bowers	Ivy Gold 1967 Mustang Fastback	360 Matt Comps	Aqua Blue 1968 Calif Special Coupe
13				169 Tom Striggow	Dark Blue 1967 Mustang Fastback
14	67-68 Mustang Conv	106 Jeffrey Gniewek	Lime Gold 1968 Mustang Convertible	200 Mark Lupu	Diamond Blue 1967 Mustang Convertible
15	69-70 Mustang F'Back & Coupe	156 Darrin Joseph	Maroon 1969 Mach 1	183 Dennis Galinis	Red 1969 Mach 1
15				227 John Holmes	Calypto Coral 1969 Mach 1
16	69-70 Mustang Conv	354 Tim Stirling	1970 Mustang Convertible		
17	71-73 All Mustangs	155 Bill Morgan	White w/ Black 1973 Mach 1		
18	74-78 Mustang & Capri	202 Jim Owen Jr	Black 1977 Mustang II		
19	79-86 Mustang / Capri Coupe	361 Tim Berendt	Maroon 1982 Mustang GT	171 Jamie Eichenberg	Black 1980 Mustang Cobra
19				379 Dewey Drumm	Black w/ Green Stripe 1979 Capri
20	79-86 Must/Capri Conv	217 Paul Bensette	Red 1986 Mustang Convertible		
21	87-93 Mustang Coupe	118 Mike Patterson	Black/Cream 1992 Fla Hwy Patrol Mustang	147 Art Schrade	Black 1993 Mustang Cobra
21				180 Phillip Smith	Wild Strawberry 1990 Mustang GT
22	87-93 Mustang Convertible	137 Tom Hannan	Green 1990 Mustang Convertible	210 David Wadowski	Green 1991 Mustang GT Convertible
23	94-98 Mustang Coupe	150 Brian Bush	Red 1997 Mustang	134 Tim Bruce	Blue 1988 Mustang
24	94-98 Mustang	233 Tom Pearson	Blue 1994 Mustang Convertible	135 John & Lelian	Yellow 1998 Cobra
25	99-04 Mustang Coupe	136 John & Edna Splan	Orange 2004 SVT Cobra	160 Ray Fender	Red 2004 Mach 1
25				215 Chad Mariea	Comp Orange 2004 Mach 1
26	99-04 Mustang	139	Yellow SVT Cobra	246	Grey 1999 Mustang
27	2005 to Present	113	Black 2006 Mustang	152	Silver 2005 Coupe
27	Tie for 1st	213	Torch Red 2006 Mus-	242	Mineral Grey 2005
29	32-48 Car & Truck	157 Larry Ziarko	Orange 1948 Anglia Sedan	148 George Hind-baugh	Bright Sapphire 1939 Ford Sedan
30	70 to Present - Small Car	259 David Wech	Red 1972 Maverick 2-door	123 Tony Simpson	lost description
30				122 Shawn Simpson	Grabber Green 1972 Maverick Grabber
31	49 - 78 Ford / Edsel	281	Red over Black 1957	237	Yellow/Green 1954
31				298 Dennis Mozden	Black 1964 Lincoln Convertible
33	All Galaxie Hardtop	364	Black 1964 Galaxie	277	White 1964 Galaxie
34	All Galaxie Convert	303	1964 Galaxie XL Con-		
36	60-70 Falcon	249 Jack Longfellow	Black 1964 Falcon Convertible	306 Chuck Altmann	White 1964 Falcon 2-dr Hardtop
36				283 Steve Swierlik	Black 1965 Falcon Futura Convertible

Show 33 Awards (Continued)

Class No.	Class Description	1st Place Car No./Entrant	Vehicle Description	Class Award Car No./Entrant	Vehicle Description
37	ALL Ranchero	258 Skip White	Red 1967 Fairlane Ranchero	278 Mike Eaves	Blue/Green 1965 Ranchero
37				111 Don Klein	White 1965 Falcon Ranchero
38	62-65 Fairlane / Comet	282 Bill Barent	White 1964 Fairlane 2-door	275 Joseph & Lynne Kennedy	Red 1964 Fairlane
38				253 Richard Kowalski	Black 1964 289 HiPo Sports Coupe
39	66 - 67 Fairlane / Comet	115 Eric Miller	Red 1966 Fairlane GTA Hardtop	151 Dave Angerer	Aqua 1967 Fairlane 500 2-dr Hardtop
39				268 John Agius	White 1966 Comet Cyclone GT
40	68 - 71 Torino Montego	256 Larry Slevin	Black 1969 Fairlane Cobra	271 Dick Cash	Burgundy 1970 Torino Cobra
40				287 Jeff Hickerson	Dark Blue 1971 Torino Cobra
41	72 - 76 Torino / Montego	269 John Surgener	Blue 1972 Gran Torino Sport	102 Dan & Jan Clements	Silver 1976 Torino 2-door
41				280 Mike Serrico	Red/White '73 Torino Star-
43	58 - 73 Thunderbird	263 Mike & Carol Bader	Black 1964 T'Bird Roadster	214 Steven DiVirgil	White 1968 Thunderbird
				206 Jeff Coleman	Red / White 1971 Thunderbird
44	2002-2005 T'bird	167 Bruce Obrycki	Blue 2002 T'Bird Convertible		
45	67-73 Cougar	224 Bill Cortese	Black 1969 Cougar XR7 Convertible	367 Jon Manning	Calypso Coral 1968 Cougar XR7-G
46	74-98 T'Bird Cougar	246 Tom Milligan	Red 1988 Turbo Coupe	105 Larry Fogel	1990 Thunderbird Super Coupe
46				295 Carl Pratt	Silver 1975 Cougar XR7
47	48 to present Truck	204 Fred King	Seasprite Green 1955 F100	362 Jeff Weiland	Black 1966 F100
48	All 4x4 Truck	255 Terry Younglove	Blue & White 1978 Bronco	260 Wayne LaBonte	Black 1978 F-250 Ranger
49	All Small Truck	133 Ryan & Crystal McFadden	Yellow w/ Blue Flame 2000 Ranger	270 Tim Bonyai	Orange 1987 Ranger Short bed
49				355 Ray Wertz	White 1983 Ranger
51	All Ford Foreign	226 Caleb Renko	White w/ Green stripe 1966 Lotus Cortina		
52	Original Mat'l and Construct Cobra (eg CSX 4000 7000)	188 Dave Wagner	Black 65 Roadster	187 Erin Garzanitti	Light Brown FIA Race car
52a	Replica and Kit Cobra	144 Tim Dickinson	Blazing Copper Roadster	141 Jeff Burgy	Red ERA FIA
53	All Special Interest	299 Rick Balish	Blue Retractable H'top 1966 Mustang	211 Terry Wansac	Dark Purple 1961 Ford Customized
53				114 Arnie Meissner	Red 1993 Monster Miata (5.0L)
54	GT40 Pantera and Mangusta	285 Johnny Sobaszek	Black 1987 Pantera GT5-S		
55	Tiger and Griffith	187 Rick Lara	Green 1964 Tiger	375 John Logan	Red 1966 Tiger
56	Street Rods	192 Wally Alala	Red 1932 Ford Hi Boy Roadster	191 Dan Korody	Blue/Purple 1937 Ford Cabriolet Conv
56				230 Joe Ribski	Multi-Color 1923 Bucket T
58	Street Rods	305 Dennis Kolodziej	Gold / Black 1964 Thunderbolt		
60	2006 to Present Shelby Mustang	238 Don Loshbough	Vista Blue 2008 Shelby GT	219 Scott Baker	White 2007 GT500
60				369 Doug Blake	Black 2007 GT500



A pair of Tigers



Beautiful '32 Red Roadster



Several BOSS 302's



Jarrold Kings with his wife Stacy and daughter Chelsea. Chelsea was pulled around Show 33 in the roadster fabricated by Jarrold. The "car" won 1st place at AutoRama in the Special Interest, Non-Powered category. Jarrold made the body out of oak and painted it with a mixture of red sunset peril and red layout die. He machined all the metal parts except the wheels.

2008 Eastside Spring Cruise Recipes

Text by Sandy Yarema

Sausage Casserole:

2 lb. Sausage fried & drained
6 slices bread cubed

2 cups grated cheddar cheese
2 cups milk

2 tsp dry mustard
dash pepper

Mix all ingredients.
Refrigerate 3-4 hours or overnight.
Bake in greased 9 X 12 pan at 325 degrees F.
Covered 30 minutes, then uncovered 30 minutes.
Serves 16

Blueberry French Toast Casserole:

Butter for greasing backing dish
8 ounces cream cheese, softened
12 slices white bread, divided
1 ½ cup frozen blueberries

12 large eggs
2 cups milk
1/3 cup maple syrup

Blueberries in syrup:
¾ cup water
½ cup sugar
¼ cup maple syrup
¼ cup corn syrup

6 ounces frozen blueberries
¼ cup toasted pecans
1 tsp grated lemon rind

Butter 9 X 13 baking pan, set aside.
Thickly spread cream cheese on 6 slices of the bread.
Place the bread slices on the pan bottom, cream cheese side up.
Evenly distribute blueberries on top of the cream cheese.
Cube remaining 6 slices of bread and sprinkle evenly over the blueberries.
Combine the eggs, milk and syrup and blend well in a large bowl.
Pour over the bread cubes, cover and refrigerate overnight.
Preheat oven to 350 degrees F, remove dish from the refrigerator and bake for 1 hour.
Covered for 30 minutes, uncover for 30 minutes.

Serves 12

Syrup Preparation

Combine the water, sugar, corn syrup and maple syrup in 2 quart saucepan.
Cook until sugar dissolves, then stir in blueberries, pecans and lemon rind.
Simmer for 5 mins. or until the berries begin to pop, keep warm.
When the French toast is done, cut into squares and serve with warm syrup.

Ham & Cheddar Croissant Bake

8 large croissants (about 3 oz. each)
12 oz. deli ham, diced
½ cup diced green bell pepper
½ cup chopped onion

2 cup (8 oz.) shredded cheddar cheese
2 plum tomatoes, sliced
12 eggs
2 tsp Dijon mustard

¼ tsp salt
¼ tsp ground black pepper
2 cups milk

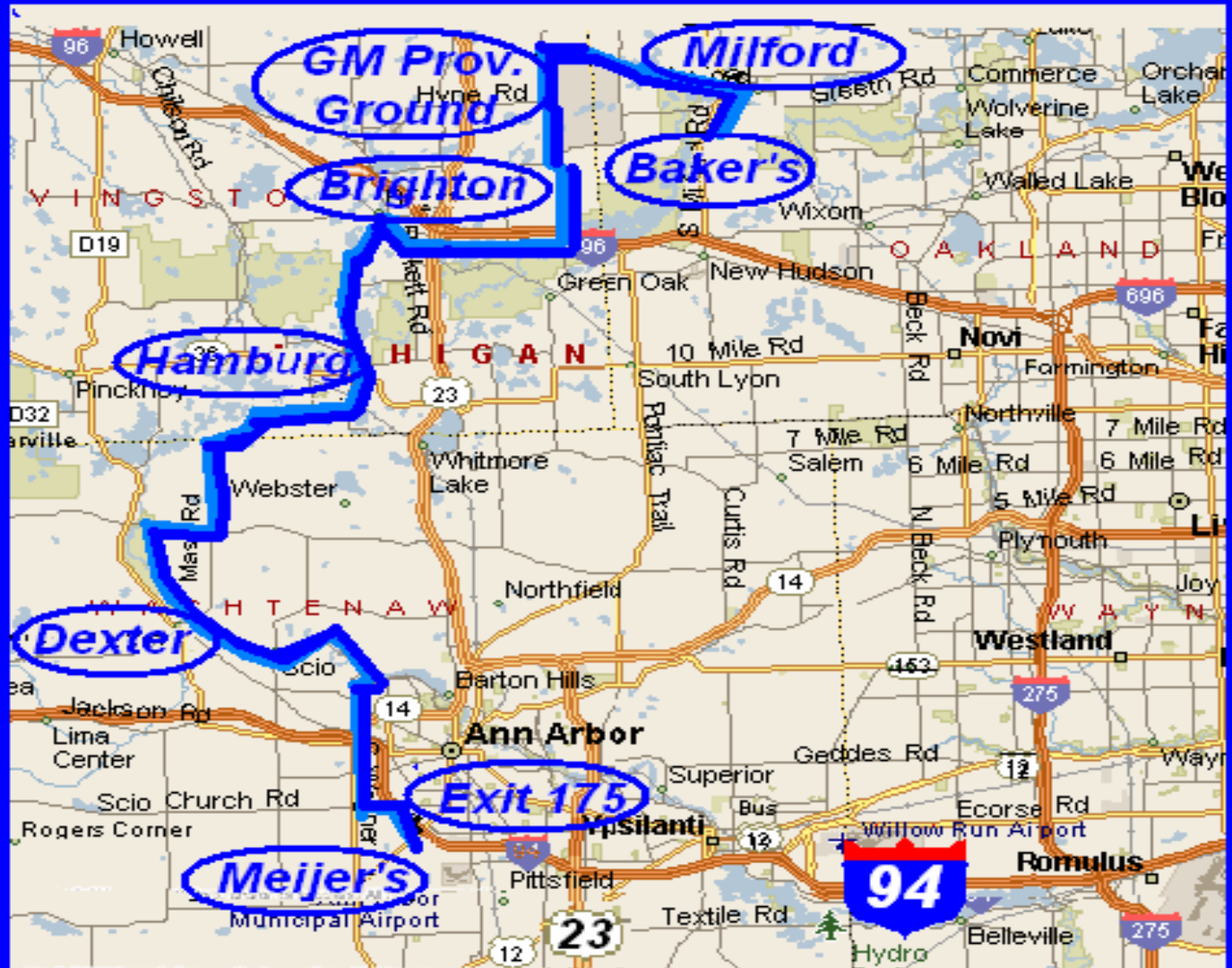
Preheat oven to 350 degrees F. Spray 9 X 13 casserole dish with nonstick cooking spray. Slice croissants from top to bottom into 1/3 inch slices using a serrated bread knife. Set aside 32 of the largest slices. Cube remaining slices and place in bottom of dish.

Dice ham and bell pepper. Heat small sauté pan over medium heat, until hot. Add ham, bell pepper and onion; cook and stir 3-4 minutes or until tender. Spoon ham mixture over croissant cubes and sprinkle with cheese. Arrange reserved croissant slices in an overlapping circular pattern around edge of dish. Tuck thinly slice tomatoes between croissant slices.

Whisk eggs, mustard, salt and black pepper in a bowl. Pour milk into a small microwave bowl and microwave on HIGH for 1 ½ minutes or until hot. While continually whisking, slowly add milk to egg mixture until well blended. Carefully pour egg mixture over croissants. Lightly press croissants down to coat, if necessary.

Bake for 30 minutes covered, then 30 minutes uncovered. Remove from oven and let cool for 10 minutes.
Serves 32.

Make plans now for the SAAC-MCR South East Michigan Equinox Cruise September 21, 08



The cruise will start at 10:00 AM at post "K" in the Meijer parking lot on Ann Arbor Saline Rd. and exit 175 of I-94. More information to follow. Reservations are not required but please let us know if you plan to attend at: rtweedle@comcast.net

I will need a back-up and some help, mostly during the event, so if you can, let me know at: Carmods@aol.com or 313 565 8810

SAAC-MCR 2007 Abridged November Financial Report

by Craig Shefferly

Item Description	May-08			May 2008 Year to Date			May 2007 Year to Date		
	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
1. Annual Membership	\$140.00			\$1,960.00			\$2,125.00		
A. Newsletter				\$50.00	\$533.71			\$474.63	
B. Hot Line Phone								\$21.78	
C. Calendar									
D. Membership Cards									
E. Mailing Newsletters and calendars to Late Members									
F. Club Insurance					\$96.00			\$1,165.84	
Sub Total	\$140.00	\$0.00	\$140.00	\$2,010.00	\$629.71	\$1,380.29	\$2,125.00	\$1,662.25	\$462.75
2. Monthly Meeting Food		\$126.58	(\$126.58)	\$31.00	\$609.08	(\$578.08)		\$889.56	(\$889.56)
3. Holiday Party				\$1,120.00	\$1,531.05	(\$411.05)	\$1,640.00	\$2,146.20	(\$506.20)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet				\$2,193.00	\$619.28	\$1,573.72	\$1,711.00	\$361.46	\$1,349.54
B. Show 33	\$7,530.00	\$1,857.04	\$5,672.96	\$7,545.00	\$1,989.54	\$5,555.46	\$3,466.00	\$2,091.94	\$1,374.06
C. Go 33							\$624.78	\$924.00	(\$299.22)
D. GingerMan									
E. Labor Day Classic									
F. Harvest Happening									
6. Club Jackets	\$230.00			\$230.00		\$230.00	\$140.00	\$123.50	\$16.50
7. Club Pins & Patches	\$3.00			\$3.00		\$3.00	\$35.00		\$35.00
8. Club Golf Shirts	\$30.00			\$60.00	\$78.00	(\$18.00)	\$240.00	\$312.00	(\$72.00)
9. T-shirts Shirts	\$250.00	\$255.93		\$280.00	\$255.93	\$24.07	\$162.00		\$162.00
10. Misc. Food & Family		\$226.00			\$267.00	(\$267.00)		\$5.00	(\$5.00)
11. DVD Recorder								\$25.64	(\$25.64)
Totals	\$8,183.00	\$2,465.55	\$5,717.45	\$13,472.00	\$5,979.59	\$7,492.41	\$10,143.78	\$8,541.55	\$1,602.23
Beginning Cash on Hand			\$6,858.29			\$5,083.33			\$4,407.34
Ending Cash on Hand			\$12,575.74			\$12,575.74			\$6,009.57
		CK.Book	12,555.74						

Dr. Audrey Meets Jim Farley by Richard Zavodsky

Jim Farley is the Group Vice President of Marketing and Communications for the Ford Motor Company. He recently joined Ford after working at Toyota. He is known for his down to earth data gathering and innovative marketing solutions.

Dr. Audrey Zavodsky met Jim recently at a PWN-Women In Racing conference. Jim came across as
(Continued on page 23)



Dr. Audrey Zavodsky and Jim Farley



SAAC-MCR Meeting Minutes *by Kurt Fredrickson*

April 3, 2008

Meeting was called to order at by Tom Greene at 8: 01 pm.

New Faces: Lee Swonder was our new, old face

Competition Dir: Darius Rudis stated the open track event dates are conformed at the Waterford Hills Race Course.

Financial Report: Craig Shefferly indicated we have \$7,238 cash on hand

New Vehicles: Darius Rudis bought a Taurus X

Editor's Report: Mike Nyberg thanked all those who contributed to Volume 33, Issue 2, Shelby Life newsletter.

Show Dir: Jim Binder met with Gary Roys and is getting the tasks started for a successful Show 33.

Membership Dir: Rich Tweedle indicated we have 101 members.

Advertising Dir: Mike Riemenschneider stated that all free long term ads are placed for Show 33.

Tech Talk: Randy Betki's '76 Capri steering rack locks up and then stops the power steering pump, which in turn stops the water pump from turning. The fix is replace the rack because it can't be rebuilt.

May 1, 2008

Meeting was called to order at by Tom Greene at 8:02 pm.

New Faces: Jim Ostalecki

Competition Dir: Darius Rudis, is prepare to pay for open track event insurance. He received the contract from Waterford Hills Race Course.

Financial Report: Craig Shefferly indicted we have approx. \$6850.00 cash on hand.

Editor's Report: Mike Nyberg discussed the proposed content for the next newsletter.

Show Dir: Jim Binder talked about all the preparations for Show 33 required because Ford is having a big dealer information get together on June 4th in the lot we have had all our car show's in the past. This year we are being moved to the east of WHQ, next to the Ford Motor Credit building.

Advertising Dir: Mike Riemenschneider stated that all ads are in place

President's Report: Tom Greene indicated, because of some money issues the F.M.E. club is now been changed to the Ford Motorsports Club (FMC).

June 5 2008

Meeting was called to order at by Tom Greene at 8:02

New Faces: Jen Yarema

Competition Dir: Darius Rudis indicated we were one Driver short of breaking even financially at GO 33. Participants included an RCR GT40 kit car well built by Rob Borruso, plus a new Ford GT driven by George Huisman.

Financial Report: Craig Shefferly indicted we have approximately \$12,500 cash on hand, but, we have unpaid bills and have sponsor contributions yet to be received for Show 33.

Editor's Report: Mike Nyberg reviewed the proposed content for the next newsletter

National News: Jeff Burgy indicated the Road & Track article that interviewed Carroll Shelby had many false statements about the National SAAC.

Show Dir: Jim Binder Jim thanked by name, those who helped make this years Show 33 a GREAT success.

Membership Dir: Rich Tweedle indicated we have 114 members

Advertising Dir: Mike Riemenschneider stated the advertising for Show n' Go worked .

This & That : Sean Foltz is working for a company that has developed a device that has a camera attached to a flexible line with a 8MM head that can be inserted through the spark plug hole and can see the piston and valves, it's being sold through Snap On only.

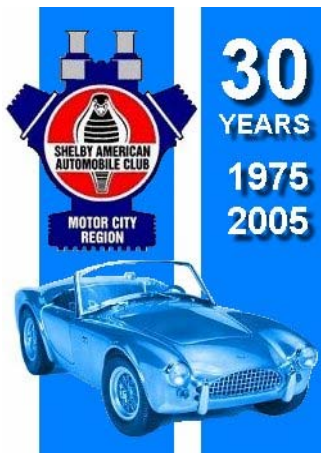
John Logan is planning a club Cruse on September 14, 2008 (date changed to Sept. 21st after the meeting). It will begin near Ann Arbor and end at Bakers in Milford for a late lunch.

(Continued from page 22)

knowledgeable, intelligent, engaging, and honest. Dr. Audrey's goal is to give the women of Ford enough information to go out and tell those that they meet, why a Ford product is a great car or truck.

Jim and Dr. Audrey have opened up the lines of communication and they look forward to working together to spread the good news of Ford Motor Company products and their 5 star ratings.

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



Dedicated to the
preservation, care,
history and
enjoyment of the
automobiles
produced by Shelby
America and/or
Ford Motor Co.

Monthly Meeting,
First Thursday of
ea. Month
7:00 pm at Mama
Mia's Restaurant
27770 Plymouth
Rd., Livonia, MI
West of Inkster Rd.

Newsletter editor; Mike Nyberg
Phone: 248-969-1157
Email: tangobythelake@yahoo.com
Technical Editor: John Logan

We're on the Web!
www.saac-mcr.net

Mailing Address Line 1
Mailing Address Line 2
Mailing Address Line 3

2008 Events Calendar

July

11: Rolling Sculpture Car Show,
Ann Arbor, MI

31: Labor Day Classic SAAC-
MCR Open Track Event, Water-
ford Hills Race Course, Waterford,
MI

September

August

1,2&3: 50th Celebration Vintage
Race, Waterford Hills Race
Course, Waterford, MI

3: Meadowbrook Concours,
Meadowbrook Hall, Rochester, MI

5-7: Frankenmuth Auto/Oldies
Fest 2008, Frankenmuth, MI

21: SAAC-MCR Equinox Cruise,
Ann Arbor to Milford, MI (*see page
21 for announcement*)

October

10: Rockin' Rods Car Show,
Rochester, MI

10: Mustang Memories, Green-
mead Park, Livonia, MI

15-17: Northwood SAAC, Road
America, Elkhart Lake, WI

15-17: SAAC 33, Thunderbolt
Raceway, Millbrook, NJ

16: Woodward Dream Cruise,
Pontiac to Ferndale, MI

5: Harvest Happening SAAC-
MCR Open Track Event, Water-
ford Hills Race Course, Waterford,
MI

***Check the SAAC-MCR
website at: [www.saac-
mcr.net](http://www.saac-
mcr.net) for the latest
information about
events.***



***Darius Rudis riding the ultimate high gas
mileage vehicle. Where is the SNELL
SA95 or later helmet?***