



# Shelby Life

Shelby American Automobile  
Club – Motor City Region

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April 2009

## The President's Corner

Text by Steve White and Photos by Rich Tweedle



**Steve preparing to present to Tom an award of recognition from the club members for all his years of leadership.**

WOW! It's hard to believe, but one quarter of the year has already blown by us! We started the year with a fantastic Holiday Party at the W.P. Chrysler Museum in January, followed by a successful Winter Swap Meet at Gorno Ford in February and a tasty Winter Chili Challenge hosted this year by Darius and Margaret Rudis at their Livonia abode in March.

Thrown in between the Holiday Party and the Swap Meet, a few of us gathered at Kurt Fredrickson's shop to perform an Extreme Makeover on the club trailer (see the before/after photos & article elsewhere in the issue). We had a chance to prove out its effectiveness at the Winter Swap. All agreed it was a big improvement as it actually made unloading and loading of the equipment much easier and more organized!

Also, as a special treat prior to the start of the regular March meeting, Bill Mroz of Mroz Mustang and his family hosted us at his shop nearby the meeting place for a tour, viewing of some of his special handiwork and fixtures on a couple of his current

customer Mustang projects.

All of this and good turnouts at three regular meetings so far and we haven't even got into the heart of the car season yet!

Tom Greene planned, organized, coordinated, and sacrificed his taste buds (with the help of a few other willing Board of Directors) to provide us all with a fabulous post-season Holiday Party at the Chrysler Museum in Auburn Hills. Nearly 60 members braved the surprise all day heavy snowstorm to still make it out in their finest party attire to share good times with the Shelby Club family. John Guyer and Trish endured the 4-hour snow influenced drive down from Big Lake Norway to make it to the event (normally would have taken less than 3 hours with good weather). However, the weather was so severe, or at least the other drivers were so bad, that Mr. and Mrs. Party Animal turned around & headed back home for their own private party of milk and cookies on The Island.

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## Get Ready for the Fantasy Trans-Am Open Track Event During the SAAC-MCR Labor Day Classic Track Event

Text by Mike Nyberg



Help us recreate the excitement of the Trans-Am Series events of the '60's and '70's. Participate in the Fantasy Trans Am Open Track Session with your early (1965-1973) pony car, during the September 6, 2009 SAAC-MCR Labor Classic Open Track Event.

Sometimes we need an incentive to get our car projects finished. SAAC-MCR has created that incentive for you and your early (1965-1973) pony car. The Labor Day Classic Open Track event will provide a Fantasy Trans-Am Session for these early pony cars after lunch, if we can get a dozen participants.

You have (5) months to get ready. If you need help with your projects, SAAC-MCR is a great resource. E-mail Rich Tweedle with your needs or concerns and he will fan it out to the membership to get help and/or advice. Or, attend a monthly club meeting to get help.

You can sign up and participate in the skill level session to which you are comfortable during the open track sessions, then join the

Fantasy Trans-Am session for early pony cars after lunch.

If you are interested in participating in the Fantasy Trans-Am Open Track Session, but need more information or help getting your car ready, contact John Yarema at (586) 596-2105 or [dietrends@juno.com](mailto:dietrends@juno.com). If you would like to register for the event go to [www.saac-mcr.com/te](http://www.saac-mcr.com/te).

Get your early pony car ready for the Labor Day Classic Fantasy Trans-Am Open Track Session!

**SAAC-MCR Labor Day Classic Open Track Event  
Is September 6, 2009.**



### Membership Report *by Rich Tweedle, Membership Dir.*

**SAAC-MCR Membership Status:** We Have 96 members

New members include: *Michael Beltaire, Bill & Tina Mroz and Ron & Jackie Willim*



## Mike Still Likes to Look at Curves

*Text and Photos by Mike Nyberg*



With a Syncrograph Mike is able to adjust distributor advance curves (centrifugal or vacuum), modify your distributor for performance, economy or original specifications.

Mike had the points and condensers I needed to assemble to the distributor so it could be tested. He set the distributor up on the syncrograph and spun it at various RPM's to determine if the advance curve was proper. He made adjustments to achieve the desired advance curve.

Mike was able to take a non-working distributor and convert it into a component of value. There are not many operating syncrographs in the area and even fewer people who know how to operate them to improve the performance of distributors.

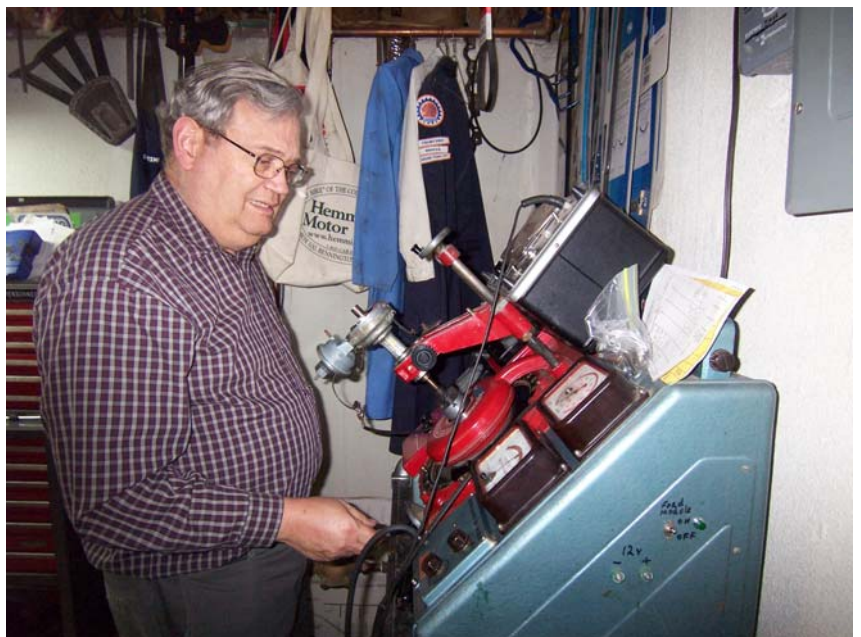
**Mike Riemenschneider working on a distributor breaker plate at his work bench, which is well stocked with new and used distributor parts.**

I had a 1972 Motorcraft distributor I obtained when I purchased a Mustang parts lot. The distributor didn't have points or a condenser. I wanted to sell the distributor at a swap meet and needed to determine if it could work properly. I asked Mike Riemenschneider if he could check it out.

Mike likes to look at curves, distributor curves that is. He has all sorts of parts for distributors and a distributor machine called a syncrograph. A Syncrograph machine is capable of accurately reading distributor characteristics such as firing patterns, centrifugal and vacuum advance, dwell, point's condition, etc. at precise distributor speeds and inspect the integrity of the complete spark ignition system on the bench. Mike's syncrograph is souped-up to be able to spin a distributor to 8,000 RPM's

The spark timing **MUST VARY** at different engine RPM (centrifugal advance) and engine load (vacuum advance), if peak power and economy is to be achieved.

The distributor is the timing unit and if it is not optimized, then you are not experiencing the full performance or efficiency potential from your vehicle's engine.



**Mike testing a distributor on his souped-up syncrograph (distributor machine) and making necessary adjustments to achieve the desired advance curve. Keep looking at those curves!**

## 2009 SAAC-MCR Holiday Party

*Text by Tom Greene, photos by Rich Tweedle*

Holiday Party – A good time was had by all (that got there)

The party revelers were joined by a vigorous and energetic Mother Nature at our annual Holiday Party and greeted those traveling with a major dose of falling snow during our sojourn to the Walter P. Chrysler Museum. Most of us made it there with a notable missing link – one

BOD member made it part way there and returned to his island to await more clement conditions – but that is a different story.

Let's go back to the beginning – how did we get here? The process is simple – think of all the places that one would like to go, the criteria for making the long list of candidates is simple: must be automotive related, have sufficient space for our faithful members and have non-prohibitive pricing. Next, determine which ones are available on the date of our event, get firm(er) prices, visit the appropriate ones to preview them, make a selection of the top two or three, get approval from the BOD with a price structure, and then let the successful venue know that they are “the chosen one”.

Then there is the food. The Shelby club has enjoyed the food from the Rattlesnake Club and the Whitney in the past – this year's celebration was to feature food of that same caliber. This meant sacrificing by a couple BOD members, having to select a caterer from among the several qualified caterers – and keeping the food budget at a reasonable level. Nothing short of putting yourself out there and sacrificing your waist line to sample the various wares was called for – so sacrifices were made. The careful scrutiny, the suggestions from the caterer, the endless choices, none of them bad.... Hey, it's a TOUGH job, but someone had to do it. The menu for the party was painstakingly chosen to provide a great eating experience to accompany the excellent food – that is why we chose a carving station for the prime rib so each person could have beef that was cooked to their liking to cap off the accompaniments that complimented the entrée choices. In short, delivering a terrific dinner fit for the greatest people in the world. And then there is dessert. Bring in Mr. Party Animal – purveyor of delectable desserts for the really tough choices. This man knows his desserts, having spent several decades perfecting his choices. The dedication some people show – thank you for your wise choices Randy.... In a word – SWEEEEEEET

Hopefully each of you who came to the party found it enjoyable – after all, the party is put on to celebrate the contributions each of you made during the previous year – thank you



**SAAC-MCR members on the suspended stairway in the center of the Chrysler Museum during the 2009 Holiday Party.**



## Holiday Party (Continued)

**Judy and Mark Kulwik enjoying a tour of the Chrysler Museum.**



**Tim Young at the hors d'oeuvre table.**



**At left: Holly and Rick Vander Heide**



**Left to Right: Holly and Rick Vander Heide talking to Greg and Nancy Cragel.**

**Left to Right: Bud Koss eyeing the hors d'oeuvre table, Trish Judson, John Guyer, reaching for an hors d'oeuvre and Craig Shefferly.**



**Left to Right: Mary Lynn Cook talking to John Logan.**



# Mustang GT Transformed by GAS

*Text and Photos by Mike Nyberg*

My wife and I attended the NAIAS at Cobo Hall to check out the new Ford products. We were interested in the Focus hybrid and the beautiful 2010 Taurus. I wanted to see the 2010 Mustangs. There were several Mustangs on display, including a GT500, Bullitt and even a convertible on its side to show the features of the underside of the vehicle. Back in the corner of the Mustang display was a Red GT. I pointed out to my wife that the 2010 Mustang has incorporated some of the 1969 Mustang styling features, including the rear fender bulge and the raised sharp edge on the top of the front fender. We heard that a team from the TV show Pimp My Ride called Galpin Auto Sports (GAS) was going to modify the car on the hour.

We came back on the hour to watch the GAS Team modify the GT Mustang with Ford optional parts which can be ordered and installed at the Ford dealership. Wheels, mirror scull cap, hood scoop, grill, taillight panel, wing, side window louvers and body stripe were installed by the team in less the 15 minutes, while the MC described the important features of the new Mustang. Most of the components that were changed had a black theme.

We came back the next hour to get some more pictures. To our surprise the GAS Team changed the same components; however the color theme this time was silver. Each time the team performed the modifications a large crowd gathered and where impressed with how quickly the Mustang GT could be transformed. It was an effective way to demonstrate how your Mustang GT could be personalized, when you order your car. It was such an effective demonstration a local TV station recorded it for the late night news program.

Adolph Kruger, Shannon Kuma, article author, Flames, Drillbit, Ivan and sitting is Rockabilly Ray of Team Mustang, which all except for Shannon and the author work in the famous Car Customization shop G.A.S. (Galpin Auto Sports) in Van Nuys, CA.

**Standard 2010 Mustang GT.**

**Notice the '65 to 2010 hoods displayed on the wall in the background.**



**2010 Mustang GT with black theme hood scoop and grill.**



**2010 Mustang GT with silver theme hood scoop and grill.**



**GAS Team changing to one of the many optional wheels.**





## Mroz Restoration Shop Tour

*Text by Randi Betki, with Steve White and Photos by Rich Tweedle*

Prior to our March meeting we took a very interesting tour of the Mroz Mustang restoration shop. Not only was it attended by the members of our club, it was also attended by the President and Treasurer from the Classic Automotive Restoration Society – C.A.R.S., a Ford Motor FERA club. How did they find out about this? Just happens that the President of Vice is the same for both clubs! Brian Thomson, former recent business neighbor of Mroz Mustang, was also seen in attendance. Questions were flying about how to do this, what about that, how can I do this, where did you find that ... Shop owner, Bill Mroz, was kind enough to try and answer them all.

Bill and his family were most gracious in hosting and sharing their specialty in the art of sheet metal fabrication for classic Mustangs. Bill has numerous unique rigs and fixtures that he constructed to bring an old damaged and rusted Mustang unibody back to brand spanking new. His 20 years of experience restoring classic Mustangs has uncovered many subtle and not so subtle areas to look out for special issues. Also, inaccuracies in reproduction parts and how to bring them back to how they should be. Bill believes the Mustang unibody is like a foundation to a house, it has to be built correctly or you will have problems with everything that you put on it. A personal testament to his capabilities comes from our club President who had his "Rent-A-Racer" brought back to original configuration after unexpected and unplanned modifications from a too close encounter by a stubborn track barrier.

The biggest smile of the night was on the face of The Carburetor Doctor, Mike Riemenschneider. Almost had to pry him away from the International Harvester truck that was parked inside. Something about his past having a tie to that product line ... He sure enjoyed that truck ...

Those in attendance seemed to be willing to stay there all evening, but we were able to get everyone out just in time to arrive at Mama Mia's for their famous pizza dinner and the SAAC-MCR monthly meeting.



**Bill Mroz doing what he does best, restoring an early Mustang to it's original unibody factory specifications.**



**L to R: Jim & Wendy Binder, Randy Betki and Dean Ricci.**



**L to R: Bob Varcoe, Tim Young, Mike Radonovich, Ken Costella and Craig Shefferly with his back to the camera, being bashful.**



**L to R: Mike Riemenschneider (with his back to the camera, guess he's shy?) Mike Elwood, the shop owner's wife, Tina Mroz, Ed Ludtke, John Logan and Lee Swonder.**

## 2009 SAAC-MCR Winter Chili Cook Off

*Text by Mike Nyberg and Photos by Rich Tweedle and Mike Nyberg*

The 2009 SAAC-MCR Winter Chili Cook Off was more like a spring chili cook off, the weather was so sunny and warm. This year's chili cook off was hosted by Margaret and Darius Rudis, who live in Livonia.

People, who were competing for the best chili, set up their crock pots in the beautiful kitchen, which had just been remodeled by Darius. The marble counter tops were gorgeous. There were (7) pots of chili in the contest. People also brought hors d'oeuvre and Margaret made a delicious banana cake.

We asked Darius to give us a tour of the garage. His garage is very neat and clean. We discussed the modifications he wants to make to his race car. Then he started the car and revved it up until fire shot out of the side exhaust pipes. His neighbors knew he started the car!

Darius also demonstrated the capabilities of their new computer. It is extremely fast and has a ton of memory. These capabilities are aided by the fact that critical parts of the computer are water cooled. The computer tower sat on top of the desk and had a window in the side panel so we could see inner workings of the computer. It was illuminated with blue LED lights.

Tom Greene brought a lap top computer with in-progress pictures of the house he and his wife Phyllis are building in Tennessee. Some of the pictures were so new Phyllis hadn't seen them yet. It looks like it will be a wonderful place for them to enjoy retirement.

People enjoyed conversation and testing the various chili concoctions before voting on what they thought was the best tasting chili. The votes were tallied. Tom Greene announced the results. Erin Jessica & Dino Garzaniti and Nancy & Mike Riemenschneider tied for second place and they each gave a brief description of their recipes.

The first place winner was Randy Betki. I believe his chili was the hottest, spice wise! It was so hot; Darius' daughter, Monika (age 15) ran to the kitchen sink and quickly drank a lot of cold water. Randy gave brief description of the recipe for his chili, which he called Dragon Spit.

Everyone had an opportunity to share stories and eat a lot of chili. There was even some car part swapping going on. We also had an opportunity to try some of Darius' home made beer.

Everyone had a great time, thanks to Margaret's and Darius' generous and gracious hosting of the event.

**Picture at Right—R to L: Margaret, the hostess, is proudly watching her son, Lukas (age 17) demonstrate their fast and powerful computer, while Dan McClain and wife Tomoe look on.**



**L to R: Trish Judson, Bonnie Shefferly and Phyllis Greene sampling chili recipes. Notice the beautiful kitchen that Darius remodeled and the gorgeous granite counter top**



**Craig Shefferly is enjoying the chili taste testing process.**





## Chili Cook Off *(Continued)*

### Dragon's Spit Chili Recipe

By Randy "Full Boost" Betki, President of Vice and Creator of the award winning Dragon's Spit Chili

Ok, need to start with only the freshest of ingredients. Thus a trip to the market to pick up fresh ripe, onions, garlic, pesky..... Yeah, there are some store bought items like, stewed tomatoes, but they can also be fresh if you can your own. Same goes for the hickory smoked BBQ sauce, salsa, and spices-Basil, Rosemary, Thyme, Sage, Oregano,,,, Nutmeg, and Chili powders-mild and hot, the alcohol side, need a can of your favorite beer, and, Then over to the local meat market for equal amounts of fresh cubed beef, cubed pork, and hot Italian sausage.

This years' was an experiment, I normally do not use a slow cooker to make The Dragon's Spit Chili. However the starting point is still the same. First things first, got to prep your meat. If you do not prep you meat properly, well then the whole thing is just a limp effort. Now you don't have to scrub your meat, after all it is raw. Just make sure you are very careful to rinse it, don't want any germs on your meat. Then cook your meat, I prefer to do it slowly. Cook your meat all the way through. I know there are those who prefer pink meat, but in this case, can't go wrong if you serve your meat done through and through. Then drain off the grease. Nothing worse than greasy oil dripping off your meat..... But let's not get ahead of the game plan. While your meat is cooking, you can tend to the tasty delights from the garden.

Good time to dice up those Sweet Vidalia, and Red onions. Then on to those pesky peppers. When done with the peppers, check on your meat. If your meat is done, then on to the slow cooker. Start out by putting in the stewed tomatoes, salsa, BBQ sauce, onions, and peppers. Next put your meat in. Be careful not to slam it in to fast or you may risk splattering juices all over the place. Now here is a warning, after you cut up the peppers, do not touch your eyes!s ok to handle your meat to guide it into that slow cooker, but do not touch your eyes!! You will go blind!!!!

Your meat, garden items, spices are all in the slow cooker, add the can of your favorite beer, a few mouthfuls of, put the top on the cooker and let it cook overnight. You'll get a good nights sleep knowing those hot garden delights and spices are going to further tenderize your meat.

I find it important to cook off any excess liquid. Too loose a concoction is in my opinion soup. Put a big spoon in the middle of the cooker. If it falls over, it's too loose. Need to firm it up by boiling some off. When you can stick it in and have it stand straight up, then you know your meat is ready to serve. Now some



**L to Right: Penny Nyberg, Kathy Betki and Mike Nyberg.**



**Left to Right: Kurt Fredrickson, Tim Young, Stefanie & Sean Foltz and Mike Riemenschneider.**

don't like spicy meat, in which case you may want to have sour cream on hand. The sour cream will help tone down the heat of your meat, and sooth the taste buds from those fresh hot garden spices.

Now the big secret in the success of The Dragon's Spit Chili is the final, honey. Everyone likes a concoction that is sweet and tasty. This is done by adding honey to the mixture about an hour before you serve it. Hope this helps. If you have any further questions, let me know.

Oh, one last thought about the meat, make sure you get it from a butcher who handles only fresh, high quality meat. There is no reason to get old turf meat. You will be spending enough time cutting, chopping, and dicing, the various garden items that you don't want to waste time enhancing the favor and texture by having to beat your meat.

I think that pretty much covers it.

## Autorama 2009

Text and Photos by Ed Ludtke



**2009 Ridler Award winner - 32 Ford**

It has become a true sign of spring now in Detroit, it used to be held in the first week of January and it was always COLD! I went down on Friday afternoon and the weather was very spring like and I walked into COBO without a coat. The Great Eight were all in the front row and were all looking fantastic, I'm glad I did not have to judge. I looked at all of these cars first, just to get an idea of what it takes to be in the hunt for the Ridler award. Well let me tell you, the winner was Doug Cooper with his 32 Ford B400.

Chip Foose's P32 traditional rod was impressive as was his whole display. I have a great deal of respect for that man and his talent and vision. It was also a thrill for me to see George Barris in person as a "Legends of Hot Rodding Seminar". Many of the models I built so many years ago were there right in front of me, and they looked great. Once I got past all the wonderful "old school" hot rods, I was ready to go up and down the aisles and aisles of cars.

There was a very nice mix of every manufacturer, model and type of car and truck. I was very impressed with the High School and College cars presented. Very professional work and I think the hobby will be in very good hands with the younger generation.

I did see a Grabber Blue Boss 302 that I had to take a second look to make sure someone had not magically transported mine to COBO. I spoke with Mike and he was really enjoying the show and all the attention being at Autorama brings. I made sure to tell him about the Show and Go coming up and gave him a flyer. He said he would keep it in mind. Beautiful car and I sure hope he did well in show.

Along the back wall was the Big Three display, not nearly as lavish as years past, but all did have their display. Chrysler had the new Challenger drag car endorsed by "Big Daddy" Don Garlits. Ford had the new Cobra Jet Mustang drag package and Varsity Ford had one all ready to hit the strip. I like the Ford display as they had a 67 Shelby

*(Continued on page 11)*



**Very ORIGINAL Grabber Blue Boss 302 from Taylor, MI**



**Ala Kart by George Barris**



**Hot Rod Legend George Barris**





**Varsity Ford Cobra Jet FR500CJ**



**1961 Ford Camliner by Alloways Hot Rod Shop,  
TN 622HP SOHC motor**

*(Continued from page 10)*

GT350 Supercharged, some of the road racing Mustangs and their crate engines on display. There was a very good crowd at this end of the building.

I spotted a unique 69 Mustang that was all black, I mean everything was black and it was sinister looking. It was a very impressive and nicely done restomod Mustang. The time and workmanship really showed on this Mustang.

I wish I could put all 100 photos I shot in this article, but I'm sure it would be the last time Mike let me in Shelby Life. I hope that those of you that made it down to Autorama enjoyed it as much as I did. I had to miss last years show, so this was a very special treat for me and got my motivation up to get my Mustang back on the road this year. As tough as things are here in Michigan, it was nice to see the turnout and look at all the beautiful cars for an afternoon and take your mind to better times.

Once again a great Autorama show, I'm so glad I went and enjoyed it, Can't wait until next year and seeing even more great Hot Rods!

## Autorama 2009 *(Continued)*



**P32 Traditional Rod by Chip Foose**



**The " DINER " Girls with a RED Custom Merc**



**Sinister ALL BLACK 69 Mustang Fastback**

## President's Corner *(Continued)*



**Tom admiring his award from the club.**

*(Continued from page 1)*

The WPC Museum is a fairly new venue that many of our members had never been to before. And while it was a Chrysler museum, there were actually two Shelby's (of the Chrysler front wheel drive variety) on display to make us feel somewhat at home. We had a separate room for the social and eating tables, and an audiovisual system to show club photos and videos for our further enjoyment. The appetizers, food and drinks were outside the room, giving us more room to socialize. The museum is three levels, with our social room being on the top floor at the second level, where many performance era cars were on display. The entrance was on the main level, which primarily dealt with the early generation vehicles up through and past the WWII era. In the basement ("the garage") were many specialty and race cars. This layout provided lots of room for us to wander around, reminiscence, and socialize with other members we may not have had the chance to through the past year.

After the social hour, we returned back to the room for a fantastic meal. I didn't hear a single complaint about the quality or quantity of the food. See Tom's article elsewhere in this issue for more behind the scenes info on what it takes to put on such an event. Tom really did a fantastic job in pulling off such a fine event, as I guess he wanted to make sure he left us with something special to remember him by in his last official activity as our club president!

We wrapped up the event with some words of thanks to all members, as this is after all an event to recognize and thank all members who help the club by working at club events during the prior year. The Party is always a very good time and highly recommended must attend for all members, but the significant discount provided to workers by the club covering most of the cost is a very high incentive to help out through the year to get the benefit (~\$25 worker price vs. ~\$75 regular price!). Since the year is still new and plenty of events are forthcom-



**Tom showing off his new award - looks like he's pretty happy to receive it.**

ing, the time is now to plan to help out at some of the events this year so you too can enjoy the fruits of next year's party.

To close out the event, we presented Tom with a special award of recognition for his over 20 years of leadership for the club. It was just a small token of our appreciation for all he's done that's helped us to still be a viable club through all the challenges that present themselves over the years. It is hoped that it will bring a smile to his face every time he looks at it and remembers us, while he and Phyllis enjoy the fruits of their hard work and begin the retirement phase of their lives in their "little cottage" in Tennessee! Hopefully we'll be able to make a fall run to their place to visit as a future annual club event?

With Tom's retirement, we enter the next chapter in our club. I feel honored, humbled, and sometimes over whelmed; that Tom sought me to run for President, and that all of you had the confidence in me (silly people!) to vote me in. One of the main reasons I took the risk to attempt this position, in addition to my deep feelings for the club, is that we have an extremely strong and stable club membership. All of the other Board of Directors decided to retain their positions. Many have done so for many years, and some have held a variety of different other positions in the board over the last few decades, making for a stable and experienced leadership with the flexibility to step in for others if something unexpected occurs. We also have a very dedicated general membership, and any time we need volunteers to help out, all we have to do is ask and they step up. Some are regulars that you can count on almost any time, but we also need to rely on others assistance to help too, so don't feel bashful to step in & help out - we can never have too much help (plus you get the Party discount!!)

While we are a very stable club and have our standard annual events that run smoothly, there's always room for improvement. Consider it

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## President's Corner *(Continued)*



**Tom recognizing all the hard work from the WPC Museum staff & Epoch Catering wait crew.**

*(Continued from page 12)*

as continual polishing of a gem. This year we've already improved the organization of the club trailer, and did a refinement of the Swap layout that makes it easier and more logical to set-up- that most attendees and sellers didn't even notice. For the Show portion of our upcoming Show 'n Go, a few minor tweaks in the classes and layout, along with further improvement in the pesky tallying of class votes, will help that event to become even better than it already is. It's just like being an engine tuner, you've never ever fully rung out everything with your latest tune, and there are always new ideas, observations, technologies that give opportunities for taking it to that next level.

With all the changes going on in society and the economy this year, we will have our challenges to face, but this also gives us opportunities going forward (maybe more people will attend local events, and our show & track events might experience an up tick in participation, maybe we can counter online parts selling though exploiting our benefits, etc.). There are also some ideas we're working on to add some special features (such as the Mroz visit) for the membership as the year progresses, so stay tuned for future announcements.

I'm looking forward to what the year holds for us, also interested in hearing your thoughts and ideas as to what you think might be good for the club membership as we go forward, as after all this is a club for all of you, the members!



**Tom's award of recognition, presented by the club, for all his many years of hard work.**



**Close-up of the plaque on the award of recognition presented to Tom.**



**A toast to everyone - the incoming club president, the former club president, & to all club members!**

## 2009 SAAC-MCR Winter Swap Meet

Text by Mike Nyberg and photos by Rich Tweedle



**L to R: Steve White and Michael Elwood. Michael collected browsers fees all day at the south entrance to the swap meet.**

The annual SAAC-MCR Winter Swap Meet was held at Gorno Ford Dealership in Woodhaven, Michigan on February 22, 2009. George Gorno and his team make the service write-up area and service bay area available to the club for the winter swap meet. An excellent facility to have a swap meet, during the cold month of February.

Saturday February 21<sup>st</sup>, Kurt Fredrickson had help from Steve White, Jeff Seaman, Jim Seisser and Lee Swonder to layout the vendor spaces. An improved method for numbering the vendor spaces was developed and will be used next year.

There were about 40 vendors selling stuff, down slightly from the last couple of years. Kurt thinks this was due to the poor economy and increased selling on e-Bay. This also affected the number of browsers (people looking to buy stuff), down about 20% from last year.

There were more club members to help with set up and operating the swap meet on Sunday. The people who helped on Sunday included, Michael Elwood who collected browser fees at the south entrance all day. Craig Shefferly, Jim Seisser and Rich Tweedle collected browser fees at the north entrance door and handled transactions at the club table, selling SAAC-MCR apparel. Bud Koss and John Yarema helped with the placement of signs. Bud handled the large overhead door to let vendors in and out of the service bay area.

The club reorganization project (see related article) improved efficiency  
(Continued on page 15)



**L to R: Steve White, Craig Shefferly and Kurt Fredrickson next to the SAAC-MCR tables.**

**Browsers in the Gorno Ford Repair Bay Area of the swap meet.**



**Mike Nyberg was happy with the sales he made.**



## Winter Swap Meet (Continued)

(Continued from page 14)

of the set-up process. Helpers were able to find items much easier and quicker because storage containers were organized and labeled.

We want to thank all the club members who worked so hard to make the 2009 SAAC-MCR Winter Swap Meet a success. We especially want to thank George Gorno and his team, who washed the floors and moved all the cars outside of the garage for the swap meet. They also snow plowed the parking lot early Sunday morning so there was plenty of snow free parking for the browser.



L to R: Jeff Seaman, Erin & Dino Garzaniti and Craig Shefferly



Left: Domenic Garofali had the best day ever, selling his stuff. Looks like he is shocked by the favorable results of his sales.



L to R: Jerry Ostalecki and Lee Swonder waiting for a browser.



Above. Right and extreme Right: Browsers in the Gorno Ford Write Area of the swap meet.





## The Roush/Bowles Connection

Text and Photos by Mike Nyberg



**Don Bowles Sr., “The Coal Miner” next to his Yellow Maverick. Jack Roush was his crew chief in the early 70’s. His trailer was almost as big as the Roush trailer. His motor was equally as big. He was flown back to Kentucky in a private plane after the race.**

Penny and I attended the 8<sup>th</sup> Annual Nitto Tire NMRA Spring Ford Nationals at the Bradenton Motorsports Park in Bradenton, Florida on March 8<sup>th</sup>, the last day of the three day event. It was a beautiful sunny high 70 degree Florida day with a nice breeze. We spotted the Roush transport trailer after shopping all the vendors. There were a few drag cars next to each other near the trailer. We wondered how they were related to Roush.

We must first talk about Don Bowles Sr. whose yellow Maverick drag car was actually located in the paddock on the other side of the track. Don Sr. owned a coal mine in Kentucky. He loved to race and had the money to do it right. In the early '70's he and Jack Roush did “go fast” development work for Ford Motor Company.

Jack Roush was Don Sr.’s crew chief from 1974 to 1975. During that period Don had a 1971 351 Mustang that ran Super Stock. In 1977 Don raced a Maverick in NHRA and in 1979 he raced a Fairmont in the Super Modified class. That car was never beat and in 1981 it won Modified Eliminator.

During 1983-84 race seasons Jack Roush was road racing and Don Sr. crewed for him. Don sold his coal mine in 2007 and retired, but not from drag racing. Don’s current drag car is a yellow Maverick weighing 3040 lbs. The ¼ mile run prior to my interview with him was 8.88 sec. @ 150.22 MPH. When it is dialed in he hopes to get down to 8.60 sec.

Back to the Roush transport trailer area. Don Bowles Sr.’s son Don

*(Continued on page 17)*



**Don Bowles Sr. launches his Maverick off the line at the Bradenton Motorsports Park. I was so excited I snapped the picture too soon.**



**Don Bowles Jr. next to his 2005 Mustang. His relationship with Roush developed as a result of his father’s involvement with Jack Roush**



**Don Carver standing next to his Mustang II drag car.**



## Roush/Bowles (Continued)



**Susan Roush next to her 2001 Mustang. She was testing the difference in performance between the previous Stage 3 Supercharge and the current TVS 2300 Supercharger.**

*(Continued from page 16)*

Bowles Jr. is also into drag racing, in a 2005 Mustang. He was parked next to Susan Roush McClenghan's drag car. Don Jr.'s 1/4 mile run prior to my interview with him was 9.97 sec. @ 133.09 MPH. on E85. I asked him "Why are you using E85?" He indicated it produces more consistent runs than race gas. He buys E85 directly from the ethanol refinery to avoid any contamination from the normal delivery system to the local gas stations. He buys it in a 55 gal. drum for \$2.00 /gal. It is much cheaper than race gas, which was \$9.95/gal. for 110 octane and \$9.99/gal. for 112 octane.

Don Jr. owes a lot of his success to Don Carver and has recognized that by putting "Guru: Don Carver" on each front fender of his race car. Don Carver has a long history of racing and helped Don Jr. solve a lot of problems that prevented him from winning.

Don Carver started racing in 1962 and ran an A-Altered Roadster, until 1967. He retired from racing for several years, and then got involved in oval track racing for 10 years. He retired again a second time from racing. He lives about 5 miles from Don Jr. His involvement with helping to solve Don Jr.'s performance problems got the drag racing juices flowing again. Six months ago he purchased a modified Mustang II and had it at the event.

Susan Roush's car was parked next to Don Jr.'s and Don Carver's cars. She was racing a 2001 Mustang. Her previous run prior to my interview was 10.431 sec. @ 123.10 MPH. The Mustang had a 4.6L 2V engine top off with a TVS 2300 supercharger. The car originally had a Roush Stage 3 blower. The TVS 2300 added 125 HP.

Hopefully, you can now better understand why the cars were parked next to each other and the relationship of the drivers.



**Susan Roush launches her 2001 Mustang at the NMRA Spring Ford Nationals in Bradenton, Florida.**



**The car show had many fine Ford products on display. This 1968 Shelby GT500KR was in concours condition and originally sold at Harold Turner Ford in Birmingham, MI. The car is owned by David and Patty Garton of Spring, FL.**



**This beautiful 1968 1/2 Mustang GT Cobra Jet was the last CJ in the 1968 Model Year, built July 29, 1968. It is also owned by David & Patty Garton of Spring Hill, FL. This is the car that appears on the cover of the current NPD catalog.**

## SAAC-MCR Trailer Organization Project

*Text by Steve White and Photos by Mike Nyberg and Rich Tweedle*

We had great success today, January 31, 2009! We reorganized the club trailer and got rid of a lot of stuff.

We had over 8 boxes of old trophy plaques - some going back to 1988! Kurt Fredrickson measured and counted how many of each size. He and Mike Nyberg will get together at a later date to remove plaques from those that are on boards. We'll then be able to recycle them with new plaques for this year's event, saving the club money. The Shelby Club is going green!

We had (3) 25th anniversary Mustang banners of various conditions. Gave (2) of the banners to two members of the work group. Saved one to give out as a 2nd prize for 50/50 drawing, at the February club meeting. Also, had (2) white and (3) black Summit Racing banners and (1) used Livernois Motorsports banner. 3rd prize was a first pick of any of those banners and the rest were given to members as first grab/first gone basis.

Mike Elwood also went through some pre-stuffed goody bags and removed all items. Anything that might be of interest and timeless to members, such as decals, etc., were given away at the February club meeting. All time sensitive items (flyers, old NPD catalogs, Ford Racing catalogs on CD, etc.) were tossed.

We have enough empty Summit Racing, NPD, & Ford Trucks bags to serve us for several years worth of goody bags for Show 'n Go. We also have enough marker, pens and pencils for a number of years. We have three boxes of golf pencils. We have enough supplies to last years. Most of what we found was purchased previously because someone didn't know if we had any or not, or where to find it. The organization paid for itself in not buying more stuff in the future.

We also have a lot of old dash plaques - tossed some, saved others to give away at the February meeting.

Mike Elwood, Jim Binder, Mike Nyberg and Rich Tweedle organized the Show 'n Go ballet boxes. John Yarema and Kurt Fredrickson assembled the new shelving unit and secured it in place. Actually everyone did some work on all the tasks required to organize the club trailer.

End result, we got rid of a lot, garnered some giveaways for members, and all similar items are now grouped in labeled boxes. We can continue to refine the organization through actual use.



**Club trailer before reorganization.**



**Club trailer after reorganization.**



**Left to Right: Mike Nyberg, Kurt Fredrickson, Steve White, Rich Tweedle, John Yarema and Mike Elwood.**



**Jim Binder and Steve White getting rid of old catalogs.**



## Ford Mustang Chief Engineer is Local Man *by Jerry W. Mattson*



**Dave Pericak, Chief Engineer for Mustang, proudly stands next to the 2010 Grabber Blue convertible with red racing stripes running the length of the car. Pericak said, "We refer to this color combination as Superman."**

Dave Pericak, of Bruce Township, has worked for Ford Motor Company for 15 years. He worked at the Utica Trim Plant (with the article author and Mike Nyberg) as manufacturing engineer for a number of years before moving on to several engineering assignments in Dearborn. This included working in studio design and on several carline launches. Seven months ago, he became the Chief Engineer for the Mustang.

"It has always been my dream to be the Mustang chief," he said.

He stated this while standing, like a proud father, next to one of the two 2010 Ford Mustang Shelby GT 500 automobiles that had been introduced at the North American International Auto Show press conference in Cobo Arena. It was a coming-out party for the new Shelby Mustang and a birthday party for a smiling Carroll Shelby, who turned 86 the same day, January 11.

"The car is an icon," said Pericak. It is a car that is recognized around the world by people of all ages. "The younger generation knows what it is. That's pretty exciting."

He is pleased to see younger people are interested in the Mustang. On a road trip with four of the 2010 models, he said they pulled into a gas station and two young guys walked up to check out the cars. Out came the cell phones, testing began and soon a crowd had gathered to look at the new Mustangs.

Over the years, attention to detail and to the desires of current Mustang owners has paid off. Members of Mustang owner clubs and owners who take their cars to racing events and car shows are surveyed to find out what they would like to see changed on future models.

"With this car (the 2010 model) we feel that most of those customer

wants have been satisfied," said Pericak.

The new car is powered by a Romeo-produced engine rated at 540 horsepower, the suspension has been tweaked, the interior upgraded and the sheet-metal has been tastefully redesigned. Even with the additional horsepower, the new car gets an additional two miles per gallon.

Changes to the Mustang have often been subtle. There is always a fear of doing too much and no one wants to mess with success. It's the little things that add up, like the cobra logo in the grille being positioned off to one side to maximize the airflow through the radiator.

One of the models on display was a Grabber Blue convertible with red racing stripes running the length of the car. Pericak said, "We refer to this color combination as Superman."

Look for all the new Mustangs to be in showrooms by late spring of 2009. The 50<sup>th</sup> anniversary of the Mustang will be celebrated in 2014, only five years from now. "I am looking forward to being part of the Mustang team for that special year," said Pericak.

He can appreciate the changes that have been made in the car over the past 40 years, as he owns one built in 1968. "Whenever I have had to trailer that car, I always get waves and thumbs up from many of the people on the road," he said. "A lot of them are young people."

Many people who bought a Mustang when they were first on the market, or wished they could have, still like the car and also like to see young people involved with it. For them, that would include the 37-year-old Pericak.

## Glidden Car to Race Again

*Text and photos by Jerry W. Mattson*

Dave Krzyzanski won his first drag racing trophy in 1969, driving a 428-powered Torino. This was at the Wisconsin International Raceway in Kaukauna, Wisconsin, about 180 miles from his hometown of Manistique, Michigan in the Upper Peninsula.

In 2004, after a 30-year lay-off, he built a 1988 Mustang for racing. Older, and with more financial resources, he was able to take sport more seriously. For more power, the 302 was bored and stroked to a 363.

He raced the Mustang at Milan and Stanton in Michigan as well as at tracks in Wisconsin, Illinois, Indiana, and Florida. In 2008, he made a total of 112 runs. His best run was an ET of 10.18 with a top speed of 131 miles per hour.

In late 2008, Krzyzanski, 60, acquired a former Bob Glidden T-Bird built by Jerry Haas Race Cars in Fenton, Missouri. He bought the car from Sam Chaney in San Angelo, Texas. Chaney, who bought the Ford from a man in Pennsylvania in 2004, raced it in '05 and '06. Chaney posted his best run with the car at an ET of 6.70 seconds and top speed of 208 mph.

Halfway through the '06 season he blew the engine. The car sat all of '07.

He was 62 years old and his crew was mostly in their 70's. He couldn't get them to go to the races any more. It was time to get out of big-time racing. Chaney had the engine rebuilt and put the car up for sale.

Krzyzanski had been looking for a car like this for nearly a year when he spotted Chaney's on the website Racing Junk.com. It took about four months of negotiating until an acceptable deal was reached. The deal included him making a couple trial runs before he took the car home.

The test runs proved the car ran well. A couple snafus kept the speeds lower than expected, but the new owner was satisfied that the car was as good as he had hoped.

After a 32-hour marathon trip, Krzyzanski returned home from Texas late at night. He pulled the truck and trailer in the driveway, parked, opened a beer and tried to relax. "What the hell did I just do?" he thought.

What he had done was take the first step on the way to a new racing adventure.

One of the first things he did was verify that the car had once been owned by the Gliddens. The dash tag has a series of numbers followed by the initials BG. An additional ID tag was welded into the roll cage. He talked to personnel at Jerry Haas racing and they confirmed it was a car they had built for Glidden.

At this time, the history of the car with the Glidden family has not been established. Was the car always a T-Bird? It seems that Bob Glidden

*(Continued on page 21)*



**The steel SVO engine block, with aluminum heads, has 598 cubic inches.**



**The engine has Chuck Nuytten carbs on it and puts out 1,150 horsepower. A nitrous boost adds 400 more ponies.**



**Aluminum radiator and oil cooler, cools all those ponies.**



## Glidden Car (Continued)

(Continued from page 20)

mostly drove a Probe in 1993, but he could have also had a T-Bird.

To help him prepare for driving the car, he attended a two-day Roy Hill's Drag Racing School held near Valdosta, Georgia. Several of the race-cars used in Hill's school are powered by Ford engines.

After classroom training and learning burn-out, launch and shifting techniques, he began his driving. The car Krzyzanski drove there was also built by Jerry Haas. He had to make two shake-down runs, two 1/8 mile runs, two 1000 foot runs and two 1/4 mile runs. His best 1/4 mile time was an 8.47 ET and a speed of 151 mph. This was less than 8.5 seconds, a requirement to pass the class at the school.

Krzyzanski's car has a 1993 Thunderbird body made up of steel roof and quarter panels, carbon fiber doors, front clip and hood with a fiberglass hood scoop. The steel SVO engine block, with aluminum heads, has 598 cubic inches. It has Chuck Nuytten carbs on it and puts out 1,150 horsepower. A nitrous boost adds 400 more ponies. All this power is going to take a little getting used to.

He plans to take the car to Florida, Georgia or Alabama early this spring to get a few runs in before the 2009 season starts 'up north'. "I need some seat-time," he said. Krzyzanski will be running in the Top Sportsman class with the car.

Now, what happens to the old racing Mustang? Plans are for his daughter Nicole, 27, to race the car this summer. His other daughter Katy, 18, has not shown that much interest in running the car, but that may change. "I will de-tune the Mustang so it will run in the 12-second range," Dave said.



**Dave Krzyzanski's 1988 Mustang has a 302 bored and stroked to 363 ci. His best 1/4 mile ET was 10.18 seconds and top speed of 131 MPH in this car.**

One, or both, of these Fords may be visiting a strip in your area during the summer of 2009. The Krzyzanski cars are sponsored, in part, by DK Services (boiler repair), a business owned by his wife, Patti.

If you see them, stop by the pits and say hi to the racing team from the UP.



**Dave Krzyzanski proud owner of the car that was once been owned by the Gliddens.**



**1993 Thunderbird body made up of steel roof and quarter panels, carbon fiber doors, front clip and hood with a fiberglass hood scoop.**

# SAAC-MCR 2009 March Summary Financial Report

by Craig Shefferly

Item Description	Feb-09			Feb. 2009 Year to Date			Feb. 2008 Year to Date		
	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
<b>1. Annual Membership</b>	\$1,040.00			\$1,300.00			\$1,640.00		
A. Newsletter					\$270.68		\$50.00	\$285.24	
B. Hot Line Phone									
C. Calendar									
D. Membership Cards		\$53.46			\$53.46				
E. Mailing Newsletters and calendars to Late Members									
F. Club Insurance								\$96.00	
<b>Sub Total</b>	\$1,040.00	\$53.46	\$986.54	\$1,300.00	\$324.14	\$975.86	\$1,690.00	\$381.24	\$1,308.76
<b>2. Monthly Meeting Food</b>		\$133.58	(\$133.58)		\$288.24	(\$288.24)	\$31.00	\$256.00	(\$225.00)
<b>3. Holiday Party</b>				\$1,662.00	\$3,755.24	(\$2,093.24)	\$1,120.00	\$1,531.05	(\$411.05)
<b>4. Waterford Fall Picnic</b>									
<b>5. Programs</b>									
A. Swap Meet	\$1,703.00	\$488.11		\$1,703.00	\$527.94	\$1,175.06	\$2,133.00	\$585.51	\$1,547.49
B. Show 33		\$145.74			\$145.74	(\$145.74)	\$15.00		\$15.00
C. Go 33						\$0.00			
D. GingerMan									
E. Labor Day Classic									
F. Harvest Happening									
<b>6. Club Jackets</b>									
<b>7. Club Pins &amp; Patches</b>									
<b>8. Club Golf Shirts</b>	\$30.00			\$30.00		\$30.00	\$30.00	\$78.00	(\$48.00)
<b>9. T-shirts Shirts</b>	\$50.00			\$50.00		\$50.00			
<b>10. Misc.</b>				\$6.00		\$6.00		\$41.00	(\$41.00)
<b>11. Trailer Reorganize</b>					\$176.76	(\$176.76)			
<b>Totals</b>	\$2,823.00	\$820.89	\$2,002.11	\$4,751.00	\$5,218.06	(\$467.06)	\$5,019.00	\$2,872.80	\$2,146.20
<b>Beginning Cash on Hand</b>			\$5,934.52			\$8,403.69			\$5,083.33
<b>Ending Cash on Hand</b>			\$7,936.63			\$7,936.63			\$7,229.53
		CK.Book	7,916.63						





## SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

**January 8, 2009**

Meeting was called to order at 8:01 by **Steve White**.

**New Faces:** **Mike Bettaire**

**Competition Dir:** **Darius Rudis** indicated he is working on putting this years open track event dates together.

**Financial Dir:** **Craig Shefferly** stated we have around \$8400.00 cash on hand, minus Holiday Party costs.

**Editor's Report:** **Mike Nyberg** went through the freshly published Newsletter and acknowledged everyone that contributed.

**Show Dir:** **Jim Binder** has just started working on this years Show XXXIV.

**Membership Dir:** **Rich Tweedle** indicated we have 45 paid members so far for the new year.

**Advertising Dir:** **Mike Riemenschneider** is starting to work on the long lead advertising for Show and Go.

**Tech Talk:** **John Yarema** is modifying lower and upper suspension arms and strut rods for early Mustangs with bushings and helm joints.

**Tim Young** is offering his welding services if any Club Member who needs welding done.

**New Vehicles:** **Steve White** bought an '09 Fusion, **John Logan** bought an '09 Taurus X, and **Sean Foltz** bought an '09 F-150.

**President's Report:** **Steve**, being an engineer analyzed and pointed out all of the benefits of SAAC-MCR. He mentioned how smoothly our events are run, and how much enjoyment both our members and spectators get. Also, the events are offered at reasonable prices, and membership dues are reasonable and affordable for everyone. He presented a visual chart to show this.

**February 5, 2009**

Meeting was called to order at 8:01 by **Steve White**.

**Competition Dir:** **Darius Rudis** said all track dates have been submitted, and he is waiting for K & K Insurance bill to arrive. The cost for open track participation is \$130.00 for members, and \$150.00 for non-members.

**Tech Talk:** **John Yarema** is developing the helm joint front suspension for early Mustangs (1965 to 1973) to improve performance at track events. He brought the first prototype to show the group. Very interesting!

**Financial Dir:** **Craig Shefferly** indicated we have around \$6000.00 cash on hand.

**Editor's Report:** **Mike Nyberg** reviewed a list of proposed articles for the next issue of Shelby Life.

**National News:** **Steve** mentioned that we have received the last published SAAC Newsletter. The information will now be on the web. You can download the print at home.

**Show Dir:** **Jim Binder** is currently setting up a trophy design contest for the event this year, and making 3 different classes for Shelby Cobras, due to the kit cars that show up.

**Membership Dir:** **Rich Tweedle** indicated we have 65 paid members this year, to date.

**Advertising Dir:** **Mike Riemenschneider** has placed all ads.

**This and That:** **Ed Ludtke's** Peter Gregg 1971- Bud Moore Trans Am Mustang, Ed restored and sold several years ago, sold at the Gooding & Co Auction, in Scottsdale recently for \$370,000. **John Yarema** is setting up a Spring Cruise and is looking for suggestions.

**President's Report:** **Steve** displayed colored pie charts for all of our event expenses, and the clubs income received from each event. This showed that the majority of our income from the year is from SHOW & GO.

**March 5, 2009**

Meeting was called to order at 8:03 by **Steve White**.

**New Faces:** **Bill and Tina Mroz and their three children, Dick Simpson**, who is an original BOSS 302 owner, **Aston Varcoe, Bob's son.** Returning Member, **Rodney Beckwith III.**

**Competition Dir:** **Darius Rudis** has dates set for Waterford Hills SAAC-MCR Events for the year. **John Yarema** is trying to organize a fantasy Trans Am session for early Pony cars during the Labor Day Classic track event.

**Tech Talk:** A few members were having front hub issues with their Ford Trucks.

**Financial Dir:** **Craig Shefferly** indicated we have around \$7900.00 cash on hand.

**National News:** Carroll Shelby sponsored the Las Vegas NASCAR Race at the Las Vegas Speedway.

**Show Dir:** **Jim Binder** stated that everything is in the works for Show XXXIV. He is looking for ideas on getting the word out. **Kurt Fredrickson** thanked everyone that helped make the 2009 SAAC-MCR Winter Swap Meet a big success.

**Membership Dir:** **Rich Tweedle** said we have 79 paid members this year, to date.

**Advertising Dir:** **Mike Riemenschneider** stated that "everything is taken care of".

**This and That:** **New Vehicles,** **Rich Tweedle** bought a '09 Fusion Sport.

A group of us met prior to the meeting at **Bill Mroz's Mustang Restoration Shop** and saw a several cars at various stages of restoration. Very interesting! Upon arriving at the meeting we were pleased to see the large turnout, 40 people.

## Shelby American Automobile Club – Motor City Region



Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby American 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  
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Technical Editor: John Logan

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

Mailing Address Line 1  
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Mailing Address Line 3

## 2009 Events Calendar

### April

- 16-19 45th Mustang Anniversary, Barber Motorsports Park, Birmingham, AL
- 19 Fabulous Fords Forever, Knott's Berry Farm, Buena Park, CA

### May

- 15-17 Kit Car Carlisle Show, Fairgrounds, Carlisle, PA
- 16 Jackson Road—'09 Cruise, Old US12, between S. Wagener Rd. and S. Zeeb Rd. in Scio Township, MI ([www.JRCruise.org](http://www.JRCruise.org))
- 31 **SAAC-MCR Show 'n Go XXXIV at Ford World Head Quarters, Dearborn, MI**

### June

- 1 **SAAC-MCR Driver's School (Go part of Show 'n Go) at Waterford Hills Race Course, Waterford, MI**
- 7 Carlisle All-Ford Nationals, Fairgrounds, Carlisle, PA
- 5-7 MCA Race to Indy, O'Reilly Raceway Park, Indianapolis, IN
- 26-28 London Cobra Show, London, Ohio

### July

- 2-5 CTCI Region 5 Convention, Tulsa, OK
- 3-5 MCA National Show, NC State Fairgrounds, Raleigh, NC
- 17-19 SVTOA Open Tack event, Gingerman Raceway, South Haven, MI
- 31 SAAC 34, New Jersey Motorsports Park (Thunderbolt) Millbrook, NJ (Continues through August 2nd)

### August

- 1-2 SAAC 34, New Jersey Motorsports Park (Thunderbolt), Millbrook, NJ (Starts July 31st)
- 2 Meadowbrook Concours, Meadowbrook Hall, Rochester, MI
- 7-9 Northwood Region SAAC, at Road America, Elkhart, WI. (Check [www.nwshelbyclub.com](http://www.nwshelbyclub.com) website for more information)
- 9 Mustang Memories All Ford Car Show and Swap Meet, 8.00 AM Rock Financial Show Place
- 9 Rockin' Rods Car Show, Rochester, MI
- 15 Woodward Dream Cruise, Pontiac to Ferndale, MI
- 18-20 CTCI Region 3 Convention, Vancouver, British Columbia, CA



**Who's kitchen is in this picture? Why is there food and several crock pots on the counter top? See related article on page 8. (Rich Tweedle photo)**

### August (Continued)

- 27-30 Western US National Mustang Show, San Fernando Valley, CA

### September

- 4-6 Frankenmuth Auto/Oldies Fest 2008, Frankenmuth, MI
- 6 **Labor Day Classic Open Track Event at Waterford Hills Race Course, Waterford, MI**
- 27 **Harvest Happening SAAC-MCR Open Track Event, Waterford Hills Race Course, Waterford, MI (Check saac-mcr.net website to verify date)**

### October

- 10 **Fall Colour Tour and Chili Party – at John and Trish's Autodrome in Lake, MI**

### Note:

TARTC=The American Road Thunderbird Club  
GLCC=Great Lakes Cougar Club  
CTCI=Classic Thunderbird Club International

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