



Shelby Life

Shelby American Automobile
Club – Motor City Region

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The President's Corner Show 'n Go XXXIV

Text by Steve White and Photos by Rich Tweedle and Brian Greene



Registration at the SAAC-MCR Show 34 held at the Ford Motor Company World Headquarters in Dearborn, Michigan on May 31, 2009.

The "fun with cars" season has definitely shifted in high gear since the last column.

In late April, John Yarema hosted, organized and coordinated another Spring East Side Cruise, with the help of John Logan to uncover the hidden gem the Stahl Collection private car museum. Sandy Yarema once again was brave enough to have their property invaded by our wild gang and also feed us breakfast before we embarked on a cruise to see how the rich people live in Grosse Pointe. We book ended the day with another meal with a late lunch after the museum visit.

May began with a special guest speaker to our May monthly meeting with Bob Vickery regaling us in stories of what it was like to experience firsthand being a part of Shelby American, as Bob was the ninth employee hired by Carroll Shelby and ran the parts department for SA, along with being involved in many "special projects". I'd like to give a special thanks to my long-time friend Butch Sharples, for brokering Bob's attendance at our meetings, as he's

had me salivating for several years by dropping stories he'd heard from Bob over the years, and I said "We've got to get him to come to one of our club meetings!" In appreciation of his taking the time to come and share his experiences with us, the Board of Directors has extended an honorary membership to the club, and I'm happy to announce that he's accepted it – hopefully that means we'll see him around more, and hear more stories! The Saturday following our May meeting found a small but dedicated group at Motor City Steel in Commerce Township for our first club Dyno Day. Everybody learned something about how their cars were performing, with the biggest surprise being how lean or rich their engine was running, and thus where to focus for future tuning work. May ended with our annual showcase event, the "Show" portion of SAAC-MCR Show & Go 34. We had great weather, and a huge turnout. The event would not have gone off as successfully as it did without so many club members selflessly pitching in to do whatever was needed to pull it off. The swap

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GO XXXIV Driver's School Event

Text by Darius Rudis and Mike Nyberg, photos by Rich Tweedle



SAAC-MCR's GO XXXIV Driver's School participants and instructors

The SAAC-MCR GO 34 Driver's School and open track event started at 8:00 am on Monday, June 1, 2009. It looked like it was going to rain and the weather prediction was scattered thunder showers. By the time the driver's meeting was in session it was raining and John Yarema said half jokingly "I am glad I have a trailer hitch on my open track car so it can be used to pull my car if I go off the track. Little did he know that it would come in handy. After lunch the rain had stopped and the track was dry. John was doing very well until it started to rain again during the session. He was going around Swamp Turn when he hit a water puddle and his car did a 180 and went off the inside of the track. There was no damage to the car except the right hand tire beads got filled with dirt and grass. Everyone always asks "What happened?" Shaun Burggis reminded us of what Jacky Stewart said when he did the same thing, "I go half way around the turn and I ran out of talent," John didn't run out of talent, he had a worn right tire that let loose in a water puddle. The trailer hitch he designed and installed worked well.

Al Small (MR2) blew up his motor Friday, but still came out to help instruct the newbie Brandon that brought his own MR2. Darius went out with Brandon a few times. Darius was signaling with hand gestures, when to get on the gas, when to lift off the brakes, and even motioned shift points (forgetting that this MR2 has a wee bit more rpm and would only need to shift at 8500rpm!).

Darius instructed Michael Eggleton with the HUGE turbo on the Supra. The turbo would "hit" very hard, and felt like a flip of a switch for nitrous, it is very difficult to modulate instant-on power. Bill and Gene were there with their Mustangs, and went out for a few sessions. There were 4 students in total that were instructed. Gene instructed a new member, Mike Kidd. Mike enjoyed Gene's instruction and the event so much he cannot wait until the next open track event.

Tom Connely went off coming down hilltop in his Lotus Caterham.

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Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 103 members

New members include: *Michael & Aleta Kidd and Jeff Ray*

Go 34 (Continued)



John Yarema exiting his car after he spun out on the rain slick Swamp Turn.

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Normally ran it in 4th (low rpm) in the rain, but this time ran 3rd. When he shifted into 4th, tires spun, went sideways, and off to the outside of the track. Went off really really deep into the swamp, we thought he would need a snorkel. The corner workers hand signaled for a flatbed submarine (maybe I didn't understand their hand gesture quite right). He and the car managed to miss all the trees, and only came back soaking wet and cold.

Mathias Ochs has the RX7 ITB racecar, and was very fast in the rain, while using his treaded rain tires. He thoroughly enjoyed playing in the rain. Packed up late in the afternoon, when his front strut gave out.

Nearing lunchtime, we missed the fragrance of charcoal and burgers in the breeze. Darius and Eric Penn ran out to a McDonalds and returned with \$55 in Quarter Pounders and fries. Also, it was around that time that several people witnessed Will Webber walking aimlessly around the paddock area. Many observers commented that they thought they heard him mumbling, but could not make out what he was saying, they claim it sounded like "hot dogs... buns, hot dogs... buns".

Mark Campbell was a novice at this event, yet went home as a driver with an experience (Note: driver with an experience, not an experienced driver). He experienced and observed a valid evasive lesson, that was covered at the driver's meeting. The lesson was that when you are going too hot into a corner, and know you are not going to complete a turn, then go off straight. Instead, he tried to complete the turn, went off sideways, and the tires were bulldozing a few yards of topsoil. Nearing the end of the excursion, the car was quite literally 2 tires in the air and wait... wait... wait... Nope, it dropped back on all 4 tires, instead of rolling over. Mark is expected to go on tour next year with his new book on "What NOT to do on a turn" and his lecture schedule is booking up quickly at future driving events. Greg Cragel

suggested that he dismount the tires and remove the dirt/grass embedded in the lip of the wheel, stating that it takes a really long time when you need to weedwack the freshly grown sod prior to the Armor All for your tires (sounds like coming from experience).

Sean Foltz arrived after lunch (still completing last minute details) on his 2004 Mustang GT racecar originally from the Rehagen Racing Team. He bought the bare body and roll cage from the ex Grand Am Cup team, and completed a beautiful silver Mustang, in his own garage in the backyard. Nice job, looks very professional, and will make a truly beautiful and fast racecar. Having only driven it from the garage onto the trailer, he was cautious when first going out on the track. Lap after lap, he was getting reacquainted with previous years of track experience, and pushing the new racecar closer and closer to its true potential. Many joined the circle around Sean when he came back into the paddock, and he was describing the attributes of the vehicle. Those of you that went home during the morning rain, not waiting for the glorious sunshine in the afternoon, missed your photo opportunity and autograph session with Sean.

Everyone is hoping for better weather at the Labor Day Classic open track event September 6th. That event is the opportunity for Early pony cars to participate in the Fantasy Trans-Am Open Track Session. Get your cars ready for the event and hope to see you there.



Sean Foltz standing next to his newly completed 2004 Mustang GT race car.



GO 34 participants waiting Sean Foltz's autograph.

2009 Grosse Pointe Spring Cruise

Text by Mike Nyberg, photos by Rich Tweedle and Mike Nyberg



2009 Grosse Pointe Cruise participants gathered in front of John and Sandy Yarema's house.

On the foggy morning of April 26, 2009, several SAAC-MCR members and friends gathered at John and Sandy Yarema's house to have breakfast and conversation at 9:00 am, before starting the Grosse Pointe Spring Cruise. Everyone gathered in John's Garage for a delicious breakfast. Sandy had prepared a sausage casserole, ham and cheddar bake and a blueberry casserole. Coffee, orange juice, fruit salad and bagels were also available. No one went away hungry.

John signaled it was time to start our engines at 10:30 to begin the cruise. He led us to Jefferson Avenue and we went south along the lake shore. By this time the fog had pretty much lifted. It was interesting to look at the estate homes and view the flowers and trees that were in blossom.

The first stop on the cruise was the Grosse Pointe War Memorial. Originally built as a home in 1910 for Russell A. Alger, Jr., a Packard Motor Car Company founder.

The second stop was the Patterson Park. We had an opportunity to walk along the Lake St. Clair shore on a boardwalk.

The group then proceeded south to Grosse Pointe Park. On the way to the park John Yarema got a cell phone call that Mike Nyberg's car wouldn't start back at Patterson Park. John led the cruiser through Grosse Pointe Park and then back to Patterson Park to push start Mike's car.

John then led the cruise north to Pier Park, located in Grosse Pointe Farms, near where John and Sandy live. Following a brief stop there we went further north, past the Edsel Ford Estate, to 9 mile Road on our way to the Stahl's Car Museum. This a little known classic car museum, discovered by John Logan in a newspaper article.

Museum Director Bill Sherwood said the goal of the foundation, which is owned by local businessman Ted Stahl, is preservation and education. Most of the automobiles in the Stahl's collection are in their original state, while a few have been fully restored.

The collection included cars from the brass era, named for the widespread use of brass on cars in the United States between 1905 and the beginning of World War I in 1912, Sherwood said.

There were cars from the vintage era that lasted from the end of World War I in 1919 through the stock market crash at the end of 1929

Stahl's pre-war era automobiles include a 1930 American Austin and a 1930 Packard 745 Phaeton four-door convertible.

Sherwood said the 745 Phaeton is unique as one of the largest Packard's ever made. "It was the first vehicle with a four-speed manual transmission," he said.

Some of the popular pre-war era cars at Stahl's include a 1931 Cadillac 355 Eight Roadster, the 1934 Hupmobile four-door Sedan, a 1931 Ford Model A two door convertible Roadster, a 1935 Lincoln Model K LeBaron two door coupe, and a yellow 1937 Cord 812 Convertible Coupe.

Sherwood said the Cord was a luxury vehicle used by the wealthy and celebrities of the day. The company wanted to keep the vehicle special and produced only a small number. This was ultimately what destroyed the company, and Cord went bankrupt in 1937. There were only 195 of the Convertible Coupes built during its two-year life, and only 64 were supercharged. One is at

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Spring Cruise *(Continued)*



The first stop on the cruise was the Grosse Pointe War Memorial, former home of Russell A. Alger a Packard Motor Company founder.



The next stop was Patterson Park.



The group enjoyed walking along Lake St. Clair on the Patterson Park boardwalk.

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Stahl's.

In addition to the array of breathtaking vintage automobiles, the museum's two buildings are spattered with a collection of old gas pumps, road signs, decade's old dealership and fuel station signs, traffic signals, and an impressive collection of oil jars, spark

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Sign identifying the Stahl's Car Museum in St. Clair Shores.



Everyone was able to get up close and personal with each car in the museum.



Bill Sherwood, (hand under the hood) the Stahl's Museum Director, explains the unique features of the 1927 Franklin in original condition. It has been driven less than 31,000 mile since purchased new.

Spring Cruise (Continued)

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plugs and even radiator caps.

"When people come here, I let them walk around and look, but I don't bother them unless they have a question," Sherwood said.

"They can appreciate the cars more that way. That's what they're here for." Stahl's Automotive Foundation is located at 22960 Industrial Drive West. For more information or to schedule a private tour, call (586) 771-7000. The museum is opening to the public from 1 p.m. to 4 p.m. every Tuesday.

After the excellent Stahl's Museum tour we all proceeded to Pat O'Brien's restaurant at 10 Mile Road and Jefferson. We were able to park our cars in a group, across the street from the restaurant. It was warm enough to eat in the open air pavilion. We enjoyed more conversation and were entertained by the Jody Raffoul duo while we ate. It was the end of a perfect cruise event. Thanks to John and Sandy Yarema for the planning and preparation of another interesting and successful Grosse Pointe Spring Cruise.



Steve White
next to a
Mercury
truck only
available in
Canada.



Gen Yarema
in her favorite
car in the col-
lection.

Bob and
Zelda Grant
standing next
to a 1930
American
Austin, simi-
lar to the one
Bob owned
when he was
in high
school. The
car brought
back a lot of
good memo-
ries.



Penny Ny-
berg stand-
ing next to
a **Packard**
Roadster.
It is **Bill**
Sher-
wood's
favorite
car in the
collection
to drive.



All the men
are looking at
the engine in
a **Boat-tail**
Cord.



Everyone
was hungry
at the end of
the **Spring**
Cruise.



Metal Working at Mroz Restoration Shop

Text by John Yarema and photos by Mike Nyberg & Bill Mroz

(Last issue we discussed the social aspects of the visit to Mroz Mustang, and this issue we'll delve into the technical aspects of what Bill Mroz and his family do at his shop.)

Most people think that they can just buy new metal stampings out of a catalog and replace old panels early. Here's news, it's not that simple. Early Mustangs are one of the first unibody cars and the whole body is part of the frame structure. If it rusts out and you cut the old metal away you make the structure much weaker. You need to weld the new panels in at least as well as the originals.

Most car owners want to show off their old car. In a unibody the whole engine bay is made from welded pieces of sheet metal. So the Engine compartment where we all proudly display our engines needs to be as correct as possible. It takes a real craftsman to weld a unibody together. It needs to be straight, welded solid, and it needs to be good looking. Bill Mroz of Mroz Mustang is very talented at this.

In 1964 my uncle Richard Straughen worked in a Job shop that made the fixtures to hold the many pieces of sheet metal it took to build the unibodies of Ford's new pony car. All the pieces were set in a fixture and spot welded in place the fixtures clamped the parts in place and the welders pinch welded them together.

Today when you buy replacement pieces of sheet metal for your 40 year old car you need to hold these parts in precisely the correct location. Mroz has built fixtures to hold the car straight and square much as Ford did when they originally built Mustangs. If the suspension points are not exactly in the correct location the car will not drive or ride well.

If the car was in an accident the sheet metal panels could be pushed out of location. The car must be checked to see what parts moved. This can be very hard to determine, but with a fixture that is known to be square it becomes easier to see what parts have moved. Bill can then cut the old bent parts away and replace them with straight parts in the correct location.

Today's sheet metal stampings are not made the same way Ford originally made them. When Ford was making Mustangs parts they were blanked out to the rough size then formed to the shape needed in a stamping press. Many pieces could not be formed in one hit of the press so a line of presses were set up to trim excess steel or reform an area of the part.

Today's aftermarket parts such as wheel wells are stamped with as few press operations as possible. If the part is not exactly like the original it is left to the installer to make minor adjustments by hand. For this you need an expert in sheet metal work.

I mentioned the wheel wells because it is one area that rusts out in Michigan and it is one of the harder parts to put in. The wheel well is nested between the trunk floor and the quarter, touching at least 3 other panels. I have been to several car shows and I can always tell when a car has had the quarters replaced by the fit of the wheel wells. At Mroz,

I saw some of the best wheel well fit I have seen on a part that was replaced. If the spot welds were not the same as original, I could tell. I can tell Bill Mroz has talent.

When you paint a car it needs to be straight and panels fitted before it's painted. Once it's painted it's too late. I have been working with sheet metal for 30 years and I have been straightening dents in cars since before I was driving. I have been helping paint cars since the early 80's. I can appreciate what it takes to restore a car and who to recommend. Bill Mroz gets my recommendation.



The fixtures under this Mustang were designed by Mroz to hold the car straight and square much as Ford did when they originally built Mustangs.



Above: Bill Mroz preparing to install a floor pan in a 1965 Mustang Convertible.



Left: Evidence of expert metal work where the rear quarter attaches to the wheel well.

Robert Vickery-The 9th Shelby American Employee

Text and photos by Mike Nyberg

Bob Vickery visited with us and told some stories about his experiences while working for Shelby American, at the May 7th SAAC-MCR monthly meeting.

Bob grew up in western Nebraska near the Wyoming border and his extended family was in the automobile parts business and some had junkyards. His father was in the insurance business. He was always around cars and their parts.

When Bob was 21 years old he decided to move to California to continue his education. He needed some parts to repair his car, after relocating there. He walked into a Ford dealer rattling off several part numbers that he needed. The parts manager who was alone at the counter told him he sounded like he knew what he was doing so he told him to get the parts yourself. After he obtained and wrote up the part invoice the parts manager said now wait on the customers who standing line to get parts. That is how he got his first job in California while going to school.

While working at the dealership someone from Shelby American came in to buy several different throttle cables to try out on a prototype car. It sounded like an interesting project so Bob volunteered to help install the cables to determine which worked best. While he was installing a cable on the first Cobra a person interrupted him and said, "What are you doing?" Bob responded, "What is it to you?" The person indicated, "This is my car." It was Carroll Shelby. That is how he was introduced to Carroll who eventually asked Bob to be his parts man for the organization. Bob became the 9th employee of Shelby American hired by Carroll Shelby.

In 1964, the Shelby American facility on Princeton Street in Venice, California, was a very busy place. In addition to building and racing Cobras, Shelby had his Goodyear racing Tire Company and took care of Ford's show cars. By the end of the year, with the addition of the Mustang GT350, 427 Cobra, and Ford GT programs, Shelby American was forced to move to a much larger 96,000 square-foot, 12-acre facility on Imperial Highway at the edge of Los Angeles International Airport.

Bob would fly out of the Los Angeles Airport for business related trips and he could see the many pallets of take-off parts, next to the Shelby American facility that looked bad. He knew someday the airport authorities would make Shelby get rid of the pallets of parts. The day came and Carroll gave Bob the assignment to get rid of the 40 pallets of take-off parts in 24 hours. Bob told Carroll he would pay him \$50 for all the parts and take care of removing them. Bob wasn't sure how he was going to remove all the pallets in 24 hours so he started calling friends who had trucks to help him and he rented several storage units and had a locksmith change the locks. It cost him \$50 to complete the task. He fondly remembers the day that Shelby needed 5 oil pans so he sold them back to him for \$10 and got back his \$50 initial investment, which Shelby still reminds him of today. He also sold many of the parts to his relatives in the junkyard business.

Bob remembered taking his own modified street car to watch a 12 hour



Robert Vickery was the 9th Shelby American employee



Robert Vickery telling about his experiences while he worked for Shelby American. There seemed to be a halo above him as he spoke to the group

race at Riverside where Shelby American cars were entered. As those cars broke down and needed parts, Bob volunteered to let them take the parts off his car. By the time the race was over Bob's car was a skeleton and had to be hauled on a flatbed. Carroll Shelby was so impressed with Bob's generosity he gave him a letter of accommodation. Of course, Shelby had Bob's car restored to the before race

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Robert Vickery Shelby Employee (Continued)

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condition.

Bob indicated Carroll Shelby was generous. Bob recalled seeing Carroll in a leather coat and complimented him on it. Carroll said try it on. Carroll said, "You look good in it too. A week later Carroll gave Bob a similar leather coat with a note that said, "This is for a job well done."

Bob got an assignment from Carroll, which made an impression on him. He was told to get a particular car to Dearborn by the close of business the next day. Bob knew it would take more than 24 hours to drive a car to Dearborn. He went back to his office and indicated to his person in charge of shipping, "I am in trouble, I don't know how to get a car to Dearborn in 24 hours. The employee said, "That is no problem boss, we can air ship it". Bob didn't realize you could ship something as big as a car. The car was in Dearborn the next day.

Bob had some neat experiences while working for Shelby American. He recalls getting the assignment to deliver the Super Snake, a 427 Cobra with twin superchargers to the comedian, Bill Cosby. On his way there he remembered he needed to renew his expired driver's license. He had to perform a driving test due to the expired license. He and the examiner got into the car and shut the doors. Bob started helping the examiner buckle up the 5-point safety harness and turned on the dual electric fuel pumps which made some weird sounds as they kicked in and the examiner said, "I don't think so." The examiner said, "If you were able to drive this here you pass the driver's test."

Bob was well over 6-foot tall and had size 14 shoes, which made driving a Cobra with their small footwells and small pedals difficult. So Bob always kept a pair of cowboy boots on, as the pointy toes were the only way he could fit his feet to the pedals.

Bob said, "He was in the right place at the right time and as result had many great experiences while working for Shelby American,

Carroll Shelby gets together at once a year with the key people of the original Shelby America organization. Bob indicated to Carroll he could not make one of the gatherings due to a funeral he had to attend. Carroll said, "go to the funeral, and go the reception and before dinner starts I will have someone there to take you to the airport. Northwest will get you to Las Vegas and I will have someone pick you up and get you to the gathering. When Bob arrived Carroll said you are on to tell some of interesting stories about your experiences at Shelby American. Bob said, "I haven't eaten yet." Carroll said, "You can eat and drink later."

Currently there is an effort to write a book about the experiences of key employees of the original organization while they worked for Shelby American. Each employee has been asked to submit a write up and a couple of pictures the cars they owned while working at Shelby American. It should be a very interesting book for Shelby fans to read. Bob Vickery's presentation certainly was interesting for those who attended

Robert Hattle, 1952-2009

Robert Hattle, age 57, of Brighton, passed away suddenly on March 6, 2009 .



Rob Hattle enjoyed SAAC-MCR open track events at Waterford Hills Race Course in his Red 1998 Mustang GT Convertible.

Rob Hattle, age 57, of Brighton, passed away suddenly on March 6, 2009 while bicycling through Kensington Park. He is the loving husband of Georgette. Beloved father of Geoffrey and Rebecca (Peter) Lechowicz. Dear son of Bernice Hattle and the late Robert Hattle. Devoted brother of William (Deborah), Edward, Stephen, David (Kathleen) and Theresa (Fred) Rothenberger. Also survived by many nieces and nephews. Robert retired from UPS in Livonia. He was a member of the Mustang Club, the Shelby American Automobile Club - Motor City Region, St. Patrick Catholic Church in Brighton, treasurer for his homeowners association, and a former Teamster and Union Steward.

He loved the outdoors, bike riding, kayaking and hiking were just some of his hobbies. An avid reader and author, he also enjoyed traveling and racing cars. Aside from all that, his greatest joy in life was his family and he was especially looking forward to being a grandfather for the first time this summer.

Motor City Steel Dyno Day

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



Motor City Steel sign inside their building.

I arrived at Motor City Steel at 4165 Martin Rd., in Commerce Township at 10:00 am on Saturday, May 9th for the dyno day event. Almost everyone had already arrived and was gathered around a 427 Cobra replica. One of the partners that own Motor City Steel, Dave Droulard, was describing the modifications they were making to improve the air suspension ride of the replica. Club members asked Dave questions about the services Motor City Steel provides. Their services include engine tuning, engine rebuild, supercharger installs, frame off restorations, transmission rebuilds, new trans installs, exhaust and induction systems, Laser chassis and wheel alignments, suspension upgrades, brake conversions, electrical repairs and show quality paint finishes.

We were able to walk around the facility, after the introduction to Motor City Steel's capabilities were discussed. There were many cars in various stages of completion. I was impressed by the wide variety of vehicle being worked on. There were cars from all the Detroit Big Three. The cars ranged from the 1930's to current models. The facility was clean and organized. They had a separate area for painting to get it away from dirt and dust creating activity.

The dynamometer testing began after everyone had a chance to tour the facility. It was appropriate that Motor City Steel has a Mustang chassis dynamometer to test club member's Mustangs. It is ideal for tuning and measuring power improvements from performance modifications. The model MD 1100's eddy current power absorber unit (PAU) allows for road based tuning the most accurate way to tune a vehicle. The dynamometer allows steady state fuel injection calibration, Road-load Simulation, 1/4 mile passes, 1/8 mile passes and can handle up to 2,000 hp at the wheels.

Several SAAC-MCR members had their Mustang dyno tested. The cars were secured to floor anchors front and rear with tow straps. The rear wheels were on the dynamometer rolls. The hood was opened to attach a dynamometer wire to the number one spark plug and to facilitate cooling. A cooling fan was placed in front of the vehicle. A device was put in the exhaust pipe to measure exhaust gases. Dave Drou-

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Everyone is gathered around a Cobra replica Motor City Steel is modifying for a customer.



Jeff Burgy is in the main part of the shop looking at the variety of cars Motor city steel is working on.



Mike Nyberg's Yellow 1994 Mustang GT is being dyno tested on the chassis dynamometer.

Motor City Steel Dyno Day

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lard got into the car to operate it during the test, while the other Motor City Steel partner, Trevor Thomas operated the dynamometer computer. Dave brought the car up to speed in 4th gear, then continued to raise the RPM's until the horsepower and torque curves on the computer began to drop. A printout of the test shown the horsepower, torque and fuel ratio was given to car owner.

Everyone enjoyed the Motor City Steel facility tour and the dynamometer testing. We are looking forward to another opportunity for a Dyno Day in the future.



John Kesner's Red 1995 Mustang GT on the chassis dynamometer.



Steve White's Black 1996 Mustang SVT Cobra on the chassis dynamometer.

(Continued)



Matt Dunlavey (Left) and Mike Nyberg comparing dyno test results for bragging rights. Mike doesn't look too happy.



Matt Dunlavey's 1992 Dark Green/Titanium Mustang GT on the chassis dynamometer.



Phil Jacobs (at right) getting the results of the dyno test for his Red 2006 Mustang GT.

President's Corner *(Continued)*



A few examples of the many Shelby's participating in the SAAC-MCR Show 34

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spaces were a complete sell out!

June started off with the "Go" portion of Show & Go, to complete our main event. The day started out with its own version of sunshine, but of the liquid variety, ending clear, dry, and sunny for those brave souls who weren't scared away. The Go is the perfect place for first timers on a road course, to take advantage of a performance driver's school with ride along instructors providing gentle instructions like "BRAKE NOW!", or reaching over and yanking the steering wheel out of their unsuspecting hands as they fail to aim for the apex (or maybe it's just me remembering my first experience?). Of course experienced drivers can use it as a tune up of their track driving skills & blow off the cobwebs developed over the long Michigan winters!

The heart of the summer we don't have any formal events planned yet, or traditionally do we do so, and that's because there are so many other events that are going on in the region and nationally, so it gives our members chances to enjoy the other events going on then. The high point of the summer car scene in our area is usually the internationally acclaimed Woodward Dream Cruise. In the early days, a number of our members used to get together and get a block of spaces together to enjoy the days events – perhaps that's something we want to revisit again as a club?

Also, at the April meeting, I inquired if there was interest from the membership in getting together as a group and do a club Drag-off. There seemed to be about as much interest as the Dyno Day, but maybe we could get a bit bigger turnout? We also might look into pairing up with MOCSEM, as on their website they were also inquiring into going out for a day at the drags?

Usually in late August or September, we have a Country Cruise, usually on the west side. Perhaps there might be another option this year? Stay tuned for more info.

As we get into the fall, we have two more open track events, a color



Street Rods representing what early car enthusiasts did to modify their cars.

tour and chili challenge up at Big Lake Norway. Also, with our former President relocating to Tennessee, perhaps we have a chance to visit the new retirement "cabin", and sneak in a run on the Dragons Tail?

This continues to be a challenging year for most of us in the Detroit area, as many work or are retired from one of the auto manufacturers or suppliers. Some members are worried about losing their job or benefits, as their employer goes into bankruptcy or tries to stay out of it. Most people are seeing their wages frozen, forced days off – some without pay, or reduced work schedules (and corresponding reduction in salaries). I know of one member who said his business has seen an 80% drop in his business! Hopefully the club meetings, events, correspondences, and newsletters, serve as a brief getaway from the everyday worry.

This is also a sad time as several members or car friends have recently passed away way too early, and others struggle through health issues. Club member and frequent open track participant Robert Hattle passed away in late April. Also, MOCSEM president Neil Holcomb succumbed to a sudden illness. Our own Jim Binder successfully kicked back a recurrence of cancer for the second time, and John Yarema's uncle and fellow club member Richard Straughen also is struggling with illness. Erin Garzaniti lost the battle of an inattentive elderly driver who side swiped her and totaled her new Ducati motorcycle, she now is on the mend with many broken bones and further surgery. And unfortunately, there are probably others out there suffering in silence. We wish all the best of health and hopeful recovery or solace in their loss.

Hopefully as a club we can all pull together and help each other out, while enjoying each other's company. Remember, it is all of you members that make this club great, and there's more important issues to deal with out there than our individual petty issues. Thanks for everyone's continued support that makes this club GREAT!!

President's Corner *(Continued)*



BOSS 302's were well represented



A GT40 and many Shelby Cobras were parked together at Show 34



Some of the Thunderbirds at Show 34



The Mavericks Club participated in Show 34 with many examples of the Ford ionic model



Many early Mustangs at the SAAC-MCR Show 34



The Falcon Club had many fine examples of member's vehicles in the show



The Fairlane Club had many cars participate in the Show 34 event. These yellow Fairlanes are two examples.



Lots of Late Model Mustangs

2009 Show XXXIV Awards

Awards Matrix by Steve White and photos by Brian Greene

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
3	66 Shelby GT350	188 Rick Nash	Red w/White Stripes	260 Ken Costella	White W/Blue stripes
4	67 Shelby - All cpe	239 Bryon Henrikson	Brittney Blue GT500	234 Craig Shefferly	Nightmist Met. Blue GT500
5	68 Shelby - All Cpe	151 Mark Movsesian	White GT500KR	189 Rick Nash	Lime Gold GT350
				135 Mike Lauer	Red GT350
6	69-70 Shelby All Coupe	117 Dana Kind	Red 69 GT500	166 David St. Pierre	Blue 69 GT500
7	66-68 Shelby Conv	152 M. Riemenschnieder	Blue 68 GT500KR	202 Randy Burns	Acapulco Blue 68 GT350
8	69-70 Shelby Conv	249 Rob Smith	Red 70 GT500		
9	All Boss Mustangs	109 Michael Andrews	Grabber Blue 70 Boss 302	209 Bob Furby	White 70 Boss 302
				169 Mark Storm	Orange 70 Boss 302
10	SVO and McLaren Mustangs	265 Mark Burkheiser	Silver 85 Capri DGP IV		
11	64.5 - 66 Mustang F'Back and Coupe	137 Ron Bakula	Raven Black 65 fastback	161 Steve Williams	Turquoise metallic 66 fastback
12	64.5 - 66 Mustang Convertible	136 Sheila Lauer	Blue 66	295 Orville Phillips	Red 66
13	67-68 Mustang F'Back & Coupe	316 Ivan Boykin	Gray '67 fastback "Elanor"	208 Stan & Ruth Bentley	Tahoe Turquoise 68 coupe
14	67-68 Mustang Conv	150 Jeff Gniewek	Lime Green metallic 68		
15	69-70 Mustang F'Back & Coupe	331 Dave & Mary Cox	Red 69 Mach1	174 Dennis Giligo	Red 69 Mach1
				187 Tom Stiggow	Red 69 Mach1
17	71-73 All Mustangs	132 Mark Bondy	Black/silver 71 Mach1		
19	79-86 Mustang / Capri Coupe	268 Ron Herring	Black 86 ASC McLaren Capri	108 Roger Ferns	Orange 79 Mustang
				304 Steve Lapp	Pewter 79 Pace Car
21	87-93 Mustang Coupe	184 John Mazzana	Red 91	196 Michael Updike	Red 93 Cobra
				134 Charles Kidwell	Red 88 Saleen
22	87-93 Mustang Conv	305 Dave Wadowski	Green 91 GT		
23	94-98 Mustang Coupe	214 Rob Linn	Black 96	163 Roger Ibach	White/gold 97 Cobra
24	94-98 Mustang Conv	262 Tom Stirling	Red 96 Cobra	149 Tom Pearson	Blue 94
25	99-04 Mustang Coupe	157 Tom & Edna Splan	Orange 04 Cobra	327 Douglas Britton	Mystichrome 04 Cobra
				191 Chad Mariea	Orange 04 Mach 1



Erin Garzaniti arriving in her 1964 cobra 289 CSX7029 Carmel Vintage Racecar.



Mike Radonovich's 1966 Mustang 2+2 (GT359 Clone) in race attire.



FORD GT in the Heritage paint scheme. This car belongs to Camillo Pardo - the designer of the modern day Ford GT who was in attendance at the show with this car. The car is autographed by Carroll Shelby.



Orange '32 Coupe.

Show 34 Awards (Continued)

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
26	99-04 Mustang Conv	311 Jim Phillips	Burgandy 00 Saleen	195 Daniel Monroe	Mineral Gray 01 Cobra
27	2005 to Present Mustang	111 Greg Kaminskas	Blue 05 GT (Shelby)	182 Tom Eyre	Redfire 06
28	Pre-1932 Car & Truck	306 Dirk van den Muijsenberg	Black 15 Touring T		
29	32-48 Car & Truck	217 Wayne&Sue Misko	Red/black 32 Tudor sedan	164 Charles & Donna Perry	Red/black 37 pickup
30	70 to Present - Small Car	243 Anthony Simpson	Burgandy 71 Maverick	246 Shawn Simpson	Grabber Green 72 Maverick
31	49 - 78 Ford / Edsel Mercury / Lincoln	142 Len Slevin	White/Starmist blue 57 Fairlane Sunliner	113 Dave & Barb Stepniak	Black 78 Lincoln Mark V
32	79 - Present Ford /	321 David Tollmuil	Cream 87 Grand Marquis	270 Joe Mooradian	Bronze 79 Fairlane?
33	All Galaxie Hardtop	271 Jay&Linda Williams	Black 64 500XL	175 John Oberg	Pearl white/silver 59
				168 Bob Smith	Burgandy 65
				339 Jack Faelt	Blue 62
34	All Galaxie Convert	220 Adrian Clements	Dark moss green 67 500	223 Adrian Clements	Red 67 Meteor Mont-
35	All Galaxie "Others"	134 GinoBuoncom-	Black 64 500 Fastback	215 Michael Siggia	Red 67
36	60-70 Falcon	289 Chuck Altman	White 64 hardtop	153 Steve Swierlik	Black 65 Futura con-
37	ALL Ranchero	207 Mike Eaves	Blue/green 65	154 Al Potts	Red 60
38	62-65 Fairlane / Comet	238 Richard Kowalski	Black 64 Fairlane Sport	281 Gail Andreas	Black 64 Comet
39	66 - 67 Fairlane / Comet	146 Eric Miller	Red 66 Fairlane GTA	126 Jim Phillips	White 66 Fairlane GTA
				275 Debra LeVeVas-	Blue '67 Fairlane
40	68 - 71 Torino Montego	210 Dick Cash	Burgandy 70 Torino Cobra	143 Larry Slevin	Raven black 69 Fairlane
				167 Keith Briggs	Black 69 Montego
41	72 - 76 Torino / Montego	255 Randall Aller	Lt. Blue 72 Gran Torino	116 Dale & Jan	Silver 76 Torino
42	55 - 57 Thunderbird	313 Teri Boegler	Coral Sand 57	309 Jeff Burgy	White 57
43	58 - 73 Thunderbird	236 Steven DiVirgil	White/blue 68	319 Brian Shear	Red 66
44	2002-2005 T'bird	204 Larry Reitz	Blue 02		
45	67-73 Cougar	312 Bill Cortese	Black 69 convertible	298 Jon Manning	Calypso Coral 68 XRG



1953 Ford Station Wagon



Ford powered T-Bucket



All in the family. Best of Show Early Mustang; Sheila Lauer's Blue '66 Convertible, Best of Show Shelby; Mike Lauer's Red '68 GT350.



Best of Show Late Mustang; Greg Kaminskas' Blue '05 GT (Shelby Clone).

Show 34 Awards (continued)

Class No	Class Description	1st Place Car No / entrant	Vehicle Description	Class Award Car No / entrant	Vehicle Description
46	74-98 T'Bird Cougar	247 Tim Milligan	Red 88 Turbo Coupe		
47	48 to present Truck	216 Ken Wellington	Polo Green 48 F1	280 Russ Dunskey	Red/white/blue 59 F100
48	All 4x4 Truck	318 Tom Carper	71 Stroppe BajaB-ronco	325 Tyler Kellerman	Blue 79 F250 4x4
49	All Small Truck	240 Ryan McFadden	Yellow 00 Ranger	241 Ryan McFadden	Green 01 Ranger
50	All SUVs	318 (see also class 48) Tom Carper	Red/white/blue/black 71 Stroppe BajaB-ronco	325 (see also class 48) Tyler Kellerman	Blue 79 F250 4x4
51	All Ford Foreign	176 Larry Zigeko	Orange 48 Anglia		
52	All Replica and Kit Cobra	104 Tim Dickinson	Copper 66 Cobra replica	141 Rick Sihnas(?)	Black Superperformance 08 Mark II Cobra
53	All Special Interest	180 Terence Wansac	Orchid 61 Custom convertible		
54	GT40 Pantera and Mangusta	300 Keith Batko	White 05 Ford GT	264 Jim Hawrys	Silver Superperformance 66 GT40 427
55	Tiger and Griffith	183 Rick Lora	Green 64 Tiger Mk I	261 Mike Freidlander	Green 67 Tiger Mk II
56	Street Rods	176 Larry Zigeko	Orange 48 Anglia	217 (also class 29) Wayne & Sue Misko	Red/black 32 Tudor sedan
57	All Pro-Street Car & Truck	338 Chester Towles	Yellow 64 Galaxie		
58	Race Cars	106 Mike Radonovich	White 66 Mustang F'back	269 Tom Antonelli	Aluminum 65 McLaren M1B
59	2006 to Present Shelby Mustang	127 Dave Woodby	Black 08 GT500	192 Bill Baccile	Red 07 GT500
				329 Douglas Britton	Black 07 GT500
				342 Tony Ternes	Blue 07 GT500 Convert.
60	Cobras 4000, 7000, 8000	283 Erin Garzaniti	Brown 64 7000 FIA		

Best of Show 34 Awards

Best Shelby Mike Lauer	Award sponsored by Great Lakes Throphy Red 1968 GT350 fastback
Best Early Mustang Sheila Lauer	Award sponsored by National Parts Depot Blue 66 convertible
Best Late Mustang Greg Kaminskis	Award sponsored by SAS Group Blue 05 GT (Shelby clone)
Best Ford Jay Williams	Award sponsored by Total Performance Black 64 Galaxie 500 XL
Best Engine Wayne Misko	Award sponsored by Thomson Automotive Red/Black 32 Tudor sedan
Best Truck Ken Wellington	Award sponsored by National Parts Depot Polo Green 48 F1
Best Fairlane Eric Miller	Award sponsored by The Fairlane Club Red 66 Fairlane GTA



Best of Show Ford; Jay Williams' Black '64 Galaxie 500XL.



Best of Show Engine; Wayne Misko's Red/Black '32 Tudor Sedan.



Best of Show Truck; Ken Wellington's Polo Green '48 F1.



Best of Show Fairlane; Mike Miller's Red '66 Fairlane GTA.

2009 Indiana Spring Fling

Text and Photos by Michael Elwood

I'm sure some of you have been receiving these notes from the Indiana Shelby club about something called the Spring Fling. It sounded good; picturesque surroundings, fun events, and lots of cars celebrating the spirit of Shelby American. When I got my notification this past March I resolved to find out what it was all about. Early Friday, May 15th I was off to central Indiana. If you've done something for 32 straight years you get pretty good at it and the Indiana club has worked out all the wrinkles of an absolutely first class event. The "Fling" actually runs 3 days, Friday – Sunday, beginning with a beautiful Ride and Drive (Pony Trails) through the gorgeous Indiana countryside on Friday morning, followed by the welcoming bash at the Abe Martin Lodge Headquarters. Unfortunately my plans to participate in this part of the celebration and Sundays Road Rally had fallen victim to unforeseen circumstances, but I take it on good authority that a good time was had by all.

It's obvious that there is a family feel to the whole event. As I pulled into the center of activities at the Abe Martin Lodge there were congregations of enthusiasts everywhere, catching up and sharing their love for Ford iron. It was nothing if not a very large family reunion. That's probably the way the founder and driving force of the Spring Fling, Steve Yates would want it. Although Steve has taken the checkered flag his lovely wife Joyce remains to carry on the traditions that Steve started 32 years ago after being energized at SAAC II. The Spring Fling is a fitting tribute to one mans enthusiasm and love for the cars from Shelby American.

Saturday dawned inauspiciously as for the 2nd time in 32 years everyone awoke to a light drizzle, which while dampening the cars, did nothing to dampen everyone's enthusiasm. The parking complex that houses the car show is a short drive from the Lodge which is housed within the Brown County State Park just East of Nashville IN. As in everything else organization was the rule of the day. Car show slots were all laid out and quickly filled with all manner of Ford Powered vehicles.

Although long time familiar faces were observed, it was gratifying to see a strong contingent of the next generation of enthusiasts as evidenced by a lot of Saleens and 20 plus "new" Shelybs. The awards banquet Saturday evening rewarded everyone faced with multiple cleanups required by the liquid sunshine.

Sundays' road rally and awards closed out a memorable time for all the participants. The natural beauty of the 15,000 acre Brown County State Park; the rustic Abe Martin Lodge with new indoor water park; camping and family cabin availability make for value that's hard to beat.. Combine that with all the events put on by the club and you can understand why the Spring Fling brings people back year after year, and I'll be one of them.

I've wondered if there can be such a thing as Automotive Overload. After this past Friday at least for me and I think most enthusiasts, there is no such thing. As I headed down I-69 to the annual Indiana Shelby

American Central Region Spring Fling, I noted my route would take me right past Auburn Indiana. Most autophiles are aware Auburn is the home of the Auburn – Cord – Dusenber (ACD) Museum one of the premier automotive museums in the country. Set in the actual ACD office headquarters it showcases the marvelous vehi-

(Continued on page 22)



Craig (on the right) with friends at the 2009 Indiana Spring Fling.



Sums up the early soggy going, but Shelby enthusiasm wasn't dampened in the least.



Great to see the new Ford GTs embraced and OUT on the streets and at events. Lots of new Shelby Cobras in attendance as well. The legacy lives on and grows!

Eyes on Design 2009

Text and Photos by Jim Binder

What better way to spend a hot summer day than with good friends, enjoying outstanding weather, while reviewing millions of dollars worth of classic automobiles. It almost sounds too good to be true, but here we were again at the Eleanor and Edsel Ford estate, the host venue of the 22nd Eyes on Design benefit-fund raiser for the Detroit Institute of Ophthalmology. In attendance at this year's concourse were Jeff and Claudia Burgy, Phil Jacobs and family, John Yarema, Jim and Wendy Binder, Bonnie Shefferly, with Craig Shefferly and John Logan displaying vehicles.

Special show features this year included a tribute to the 100th year anniversary of the Hudson automobile, the history of the Corvette and a display from the Ted Stahl "Classic Car Collection" (the museum visited during John Yarema's SAAC-MCR 2009 Spring cruise). If you're a motor cycle fans, this year's special guest was Willie G. Davidson, grandson of one the original Harley-Davidson founders. Willie was presented with the 2009 "Lifetime achievement Award" for design (see photo). A special trophy class, the "Visionary" award was presented in various categories to vehicles selected by a group of blind or vision impaired judges based on aesthetic appeal determined by touch, a method previously employed that was expanded upon this year (see photo).

This year's theme was "The Art of Automobile Advertising and Design". Each year the leaders of the Eyes On Design show select a theme that reflects how design has influenced our lives. Note how each of the fielded cars this year has an original advertisement for the vehicle next to it (see photos Tiger/Down, Cats, GT500/Carroll Shelby presents the road cars). "These adds created over the last 70 years, were designed to seduce customers into buying the new car" featured in the advertisement. Both John Logan and Craig Shefferly received high awards in their respective categories for their outstanding vehicles and meticulous preparation. John's Sunbeam Tiger received a "Red ribbon" in the British car category, Craig received a "Gold ribbon" in the muscle car category. Additionally, Ford/Shelby Mustang styling and Craig efforts produced a winning trophy in the prestigious

(Continued on page 19)



Willie G. Davidson (William G. Davidson) grandson of one of the original Harley-Davidson founders and armed bodyguard review 1915 Dusenbergs. Hard to tell which was the real antique here, Willie or the Dusenbergs.



This year's motorcycle display was limited to the Harley-Davidson mark only to correspond with Willie G. Davidson winning the 2009 Lifetime Design Achievement Award.



Group of visually impaired and totally blind judges give 1967 GT 500 the once over by hand to determine the most aesthetically appealing design in the "Muscle Car" genre. This concept for making a selection was also utilized last year, but expanded significantly this year to determine the winner in the special Visionary" category.

Eyes on Design (Continued)

(Continued from page 18)

"Visionary" category., I asked one of the judges" if the Shelby GT 500 won because it had the right nooks and crannies", their answer was yeah it's something like that.

This event receives our highest recommendation for both quality and variety of vehicles as well as outstanding venue. Anyone interested in the history of automobiles and the industry that significantly contributed to this countries greatness should attend this event. If you bring the family, they can tour the Ford house which is open concurrently with the concourse.



Outstanding example of a 1949 Ford "Woody" on display at EOD 2009. John Yarema informed the owner that his talents include restoration from termite damage in the event that he ever requires that type of service.



John Yarema will scrounge parts for swap and sell list from any available source. Sorry John, nothing you can use here.....



Judge presents Craig Shefferly with prestigious first place "Visionary" trophy while styling expert points out features of the cars unique shape to the spectators in the adjacent veiwing area.



The 2009 EOD design theme was "The Art of Automobile Advertising and Design". The display cars were chosen for their outstanding quality as well as how closely they matched the advertising for their year and model.



John Logan and friend Rick Linder were in attendance at EOD 2009. Johns Tiger on display at this years event received a "Red Ribbon" as an outstanding example in the British car category. Note matching "Down Cats" advertising just left of the vehicle.

Alternative Power

Text and photos by Jerry W. Mattson

When the Ford Ranger, now owned by Robert Grebe, rolled off the Louisville, Kentucky assembly line in 1988, it had a 4-cylinder gasoline engine under the hood. It now operates with an electric motor, made for a fork-lift, and is powered by 24 deep-cycle, six-volt lead-acid batteries.

When gasoline was selling for over \$4.00 per gallon, Grebe, of Bruce Township, decided to find a more economical way to drive the 40 mile commute to and from work. He chose electricity as the alternate power source.

Electric Vehicles of America (EVA), located in Wolfeboro, NH, has 20 years experience in converting cars, boats and trucks to electric power. Grebe found them very helpful when he decided to embark on this project. He got a schematic, an installation manual, advice and many parts from EVA. He bought what he described as a "semi-kit" from them which included many of the parts he needed.

As a starting point, he bought the old Ranger that had been retired and was sitting in a field. Light trucks are often the vehicle of choice when converting to electric power. They are able to handle the extra weight and have room for the batteries.

By the time he sold the old engine, fuel tank, clutch parts, radiator, exhaust system and several other items for scrap, he had almost paid for the donor truck.

Grebe changed the rear leaf springs and added air bags to handle the added 1,000 pounds of batteries.

He installed high-load rated tires, requiring 70 pounds of air pressure, to handle the extra weight. This reduces rolling resistance, but also adds to the harshness of the ride on rough pavement.

The conversion to electric power is not cheap, as the total project cost him over \$9,000 including the \$1,800 motor and the \$1,600 speed controller.

"A nice feature of this system is that it can all be transferred to another vehicle," he said. "Also, the motor will operate for more than a million miles with only replacing the brushes occasionally."

He expects the batteries to last four to five years.

It took the 50-year-old, Chrysler machine-builder about a month and a half to complete the project.

"I was working full-time and spending a lot of hours in the garage at night," he said.

(Continued on page 21)



One of the signs that this truck is special.



Electric components mounted on a hinged plywood panel under the hood.



The electric motor is connected directly to the transmission.

Alternate Power (Continued)

(Continued from page 20)

From the exterior, this vehicle does not look much different than any other Ranger pickup from the late 1980s. Grebe did add a small, chrome 'Electric' badge on each side of the bed and on the tailgate and an 'Electric' sticker to the front bumper.

Under the hood is a hinged panel with several electrical components mounted to it. Lifting that panel reveals the electric motor mounted low in the chassis, in line with the original 4-speed manual transmission. There is also a conventional 12-volt battery to provide power for the radio, turn signals and other 'normal' components. A recent under-hood addition is a 100-foot long, heavy-duty extension cord, for emergency use.

"I only ran out of power once and that was about four miles from home," he said.

He was able to get it back home by waiting while the batteries rejuvinated enough to get him two more miles. With the second try, he got close enough to coast down his driveway.

Under the vinyl bed-cover the batteries are mounted in a custom rack and are held in place by ratchet straps. The 120-volt battery charger is also located there, with the plug access behind the fuel filler door. The 'fuel' now comes from an electric cord, rather than a gasoline hose.

It took Grebe a little while to get used to driving the electric powered Ranger. Without the clutch, the shifting is different with a little pause between gears.

"I can drive up to 45 miles per hour in second and that takes me almost everywhere I drive. I use third on the highway and never use fourth gear."

The truck will reach nearly 80 mph on the open road, but the faster it travels, the quicker the batteries run down. Cold weather also decreases the range of the pickup.

With normal use, Grebe will get around 40 miles on a full charge, the same battery range as projected for the new Chevrolet Volt.

"You drive differently with a vehicle like this, coasting a lot more. You also look farther ahead at traffic lights and try to time them so you don't have to stop," he said.

An unexpected side benefit is that his driving technique has also improved the fuel mileage on his other vehicles.

"I am extremely careful when backing up in parking lots. Pedestrians are not used to being around quiet, electric vehicles. I may have to put a back-up signal on it," he said.

A small, portable defroster sits on the dashboard and he has a ceramic heater to warm the cab. The Ranger is also equipped with an emergency switch that will shut the electrical system down if it is ever in a



Electric components mounted on a hinged plywood panel allow access to the electric motor.



Robert Grebe with his Ranger, as he fills it up with electricity.

crash. Sometimes hitting a large hole in the road will kill the power system. A quick push on the reset button and things are back to normal.

He has not kept track of the miles driven, but estimates he has logged between four and five thousand miles so far.

Grebe has plans to upgrade the charger to a 240-volt model to reduce the charging time. He will also mount it under the hood to improve the weight distribution.

He estimates it costs him about \$5.00 per week to operate his truck.

Watch for this little red Ranger being driven around Romeo. You won't hear it coming.

SAAC-MCR 2009 May Summary Financial Report

by Craig Shefferly

	May. 2009			May 2009 Year to Date			May 2008 Year to Date		
Item Description	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
1. Annual Membership	\$60.00			\$1,720.00			\$1,960.00		
A. Newsletter					\$493.55		\$50.00	\$533.71	
B. Hot Line Phone									
C. Calendar									
D. Membership Cards					\$53.46				
E. Mailing Newsletters and calendars to Late Members					\$37.80				
F. Club Insurance		\$1,500.00			\$1,500.00			\$96.00	
Sub Total	\$60.00	\$1,500.00	(\$1,440.00)	\$1,720.00	\$2,084.81	(\$364.81)	\$2,010.00	\$629.71	\$1,380.29
2. Monthly Meeting Food		\$231.38	(\$231.38)		\$905.04	(\$905.04)	\$31.00	\$609.08	(\$578.08)
3. Holiday Party				\$1,662.00	\$3,755.24	(\$2,093.24)	\$1,120.00	\$1,531.05	(\$411.05)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet	\$930.00			\$2,633.00	\$611.40	\$2,021.60	\$2,193.00	\$619.28	\$1,573.72
B. Show 33	\$6,198.00	\$1,316.62		\$6,198.00	\$1,462.36	\$4,735.64	\$7,545.00	\$1,989.54	\$5,555.46
C. Go 33									
D. GingerMan									
E. Labor Day Classic									
F. Harvest Happening									
6. Club Jackets	\$120.00			\$120.00		\$120.00	\$230.00		\$230.00
7. Club Pins & Patches	\$55.00			\$55.00		\$55.00	\$3.00		\$3.00
8. Club Golf Shirts	\$180.00	\$208.50		\$210.00	\$270.40	(\$60.40)	\$60.00	\$78.00	(\$18.00)
9. T-shirts Shirts	\$580.00			\$630.00		\$630.00	\$280.00	\$255.93	\$24.07
10. Tables for show		\$127.14			\$127.14	(\$127.14)			
11. Misc. Food & Family				\$6.00		\$6.00		\$267.00	(\$267.00)
12. Trailer Reorganise					\$176.76	(\$176.76)			
Totals	\$8,123.00	\$3,383.64	\$4,739.36	\$13,234.00	\$9,393.15	\$3,840.85	\$13,472.00	\$5,979.59	\$7,492.41
Beginning Cash on Hand			\$7,505.18			\$8,403.69			\$5,083.33
Ending Cash on Hand		CK.Book	\$12,244.54 12,224.54			\$12,244.54			\$12,575.74

2009 Indiana Spring Fling *(Continued)*

(Continued from page 17)

cles of this innovative manufacturer. But it is much more than rows of gleaming vehicles and engines. The curators have taken great pains to display how the actual development and marketing of these treasured marques was achieved. You get a time capsule of what the automobile industry was like in the early 1930s. Neat stuff!

Could have spent most of a day just at the museum, but as luck would

have it Indianapolis Fairgrounds and the 5 day Spring Classic Mecum Auto Auction housed there called. Primarily a muscle car auction, (Nobody sells more muscle than Mecum, nobody). Mecum advertised over 1200 cars to go on the block highlighted by the vehicles of Shelby American.

And those were highlighted by the 1965 Championship Cobra Daytona

(Continued on page 23)



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

April 2, 2009

Meeting was called to order at 8:02 by Steve White.

Competition Dir: Darius Rudis indicated there was nothing new at this time. Mike Nyberg talked a proposed Fantasy Trans-Am open track session at the Labor Day Classic Event

Financial Dir: Craig Shefferly stated we have around \$7,900.00 cash on hand.

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

National News: Jeff Burgy indicated SAAC 34 moved to PA.

Show Dir: Jim Binder is working on SAAC-MCR SHOW 34 by taking calls and delivering Show 34 fliers to auto dealers.

Membership Dir: Rich Tweedle stated we have 99 paid members so far this year.

Advertising Dir: Mike Riemenschneider indicated all free ads have been placed and ads for a fee will be placed in May.

Tech Talk: John Yarema is rebuilding a motor and had some questions

New Vehicles: Tom Greene ordered a Taurus SHO and he also invited any club member to come on down to Tennessee to see him.

President's Report: Steve White talked about having more guest speakers and DINO DAY'S is being offered at Motor City Steel on May 9, 2009

May 7, 2009

Meeting was called to order at 7:55 by Steve White.

New Faces: Patrice Berra from France, drives a '67 Mustang, Marci Harris, Butch Sharple and Guest Speaker Bob Vickery

Competition Dir: Darius Rudis indicated the GO 34 open track event is all set.

Financial Dir: Craig Shefferly indicated we have around \$7,500.00 cash on hand.

Editor's Report: Mike Nyberg reviewed the list of proposed articles for the next newsletter.

National News: Jeff Burgy indicated the SAAC National Club is reorganizing with new B.O.D. consisting of 5 members and is a nonprofit club.

Show Dir: Jim Binder is working very hard to make SHOW 34 a great success.

Membership Dir: Rich Tweedle stated we have 100 paid members so far this year.

Advertising Dir: Mike Riemenschneider indicated all ads are placed in newspapers.

President's Report: Steve White introduced Bob Vickery who worked at Shelby American building from 1962 to 1969. He told many story's about working with Carroll Shelby and in 1966 he drove a leased Cobra and the cost was \$87.00 a month + insurance he made under \$6.00 a hour and was in charge of the Parts Department at Shelby American.

June 4, 2009

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

New Faces: Mike & Mykel Demel

Competition Dir: Darius Rudis indicated only 25 people ran their cars on the track because of the morning light rain but we broke even financially on the GO 34 open track event.

Financial Dir: Craig Shefferly stated we have around \$12,300 cash on hand thanks to SHOW & GO 34 events and the great weather.

Editor's Report: Mike Nyberg reviewed the status of the list of proposed articles for the next newsletter.

Show Dir: Jim Binder reviewed the status of preparations for the Show 34 at Ford World Head Quarters.

Membership Dir: Rich Tweedle indicated we have 103 paid members this year.

Advertising Dir: Mike Riemenschneider stated all advertising is complete for this year.

Tech Talk: John Yarema has developed disk brake cooling hardware for early mustangs for track usage. The Ford Flex for 2010 will have the new ECO engine with 350 HP.

New Vehicles: Dick Simpson bought an '08 black Town Car.

President's Report: Steve White thanked Jim Binder for doing such a fantastic job making this year's SHOW 34 the BEST EVER

2009 Indiana Spring Fling *(Continued)*

(Continued from page 22)

Coupe encased in its guarded glass display. The car was driven and owned at one time by Shelby pilot Bob Bondurant. It was a no sale at 6.8 million, which probably puts Bob at the head of the "jeez, I wish I hadn't sold it" class. It was my first time at a major auto auction, and I was blown away. The variety, quality, and number of cars of the muscle car era were unreal. There were Hemi – Cudas up the wazoo (arithmetic technical terminology), more than I saw at the MoPar Nationals. Every sort of performance vehicle was represented with ones-

of-a kinds everywhere it seemed. Also got a chance to fulfill a lifelong dream by getting to meet Miss (back when it was Miss) Hurst Golden Shifter, Linda Vaughn, a personal friend of Carroll's. She was as nice as nice could be and every bit as beautiful. If you want to take in a cool automotive museum you'll never get a better chance than attending one of the "name" auctions. What an automotive day, and it's not done yet. On to a celebration of performance vehicles in Nashville, IN, The Indiana Shelby American Spring Fling!

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.

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

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

2009 Events Calendar

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 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

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**



**Why is grass growing between the wheel and tire?
See story on page 2.**

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
for the latest information about events.**