



Shelby Life

Shelby American Automobile
Club – Motor City Region

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President's Corner

by Steve White



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2011 Club Officers

- **President:** Steve White
(248) 363-0731
swwhite9255@aol.com
- **Vice President:** Randy Betki
(734) 692-3390
kbetki115888@comcast.net
- **Secretary:** Kurt Fredrickson
(734) 837-9614
shelbytiger2002@yahoo.com
- **Treasurer:** Craig Shefferly
(248) 698-8825
thebullitt@comcast.net
- **Events:** Jim Binder
(586) 776-4836
sasgroup@comcast.net
- **Advertising:** Mike Riemenschneider
(734) 459-1348
mriemens@aol.com
- **Competition:** Darius Rudis
(313) 206-7009
drudis@dariusrudis.com
- **Membership:** Rich Tweedle
(586) 791-0279
rtweedle@comcast.net
- **National News:** Jeff Burgy
(248) 515-6915
cobrajef@att.net
- **Editor:** Mike Nyberg
(248) 969-1157
tangobythelake@yahoo.com
- **Tech Exchange:** Phil Jacobs
(248) 703-7766
shelbyta68@yahoo.com

We've recently received acceptance of "service marks" (the equivalent of a trade mark for a service or action, rather than a product) for our club logo, designed by Jeff Burgy in the very early days of the club

Trust me everyone, the car enthusiast weather is really coming! And our club activities are picking up too. The Winter Swap Meet and Winter Chili Challenge to name two, and then the official season will kick off with The Yarema's annual spring east side cruise.

One of the main objectives I've had since becoming president is to ensure the long-term viability and solvency of the club. The first order of business was to get our club incorporation up to date and keep it updated each year. We've accomplished that and are now on regular annual maintenance

keeping it that way. Next up was to ensure our brand is protected. To that end, we've recently received acceptance of "service marks" (the equivalent of a trade mark for a service or action, rather than a product) for our club logo (designed by Jeff Burgy in the very early days of the club) as well as the "saac-mcr" acronym and any of it's forms or uses.

The other big area to ensure our future success is to bring in new and younger members to continue to carry our club into the future. This area we've

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* Club Website: www.saac-mcr.net

President's Corner *(Continued)*

SAAC-MCR

We've recently received acceptance of "service marks" (the equivalent of a trade mark for a service or action, rather than a product) for our club "saac-mcr" acronym and any of it's forms or uses.

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made some inroads, but not as much as desired or hoped for. This seems to be a common issue with other clubs and automotive businesses as well. There seems to be a trend where not as many young people get as interested in cars as in generations past. Automotive businesses have a hard time getting young car enthusiasts and apprentices as employees. The auto manufacturers are having a hard time getting young buyers. Cost of new cars can be a part of it, but buying used cars and fixing them up doesn't seem as popular as in times past. It still costs a lot to buy a used car and modify it too. The ability to get a classic, or modern, musclecar is usually far outside their means. There seemed to be the trend of younger enthusiasts to drift (no pun intended) to the import "Fast and Furious" movement, but that seems to have died down. There is still a drift competition following, and even Vince Gittin in his Mustang, but there doesn't seem to be as many modified street cars out there as there once was. Contradicting this is a recent observation I experienced at the recent Ford Field Monster Jam event, in which there were a lot of rabid youngsters going wild over the antics of monster trucks. Maybe we need to build monster Shelby's and Mustangs? The youth of today seems to be more interested in getting the latest iPhone or app, or get their car adrenalin from the ever more realistic car driving video games, which rather than getting them interested in the real thing, they can just plug in for a few hours in front of the couch. There was a certain level of expectation that this would happen as the younger generation was identified as more interested in computers than mechanical things, so the level of automotive computerization and the ECU tuning tools was hoped to tap into that, but it appears not enough so. The surge in environmental

vilification of cars is also sending the youth the message that cars are evil. Many forego even getting their drivers license (I know it's unbelievable, but true!) and in places where mass transit is more readily available just go for it rather than the personal freedom of commuting. Of course with any generalization there are exceptions, and there still are some young gearheads out there, we just need to find the way to reach them and hopefully expand upon them. If anybody has any ideas, we'd like to talk about them.

We've also been fortunate to get some national exposure via a brief article on our Show and Go 35 in Mustang Monthly magazine. We've also tried to introduce more variety of activities over the past two years such as shop tours and guest speakers. That's one of the great features of our club, is the wide variety of activities we have to get a little bit of everything to meet everyone's varied interests. This year our event's schedule has been thrown a few curves due to outside factors, and we don't have as evenly spread out events as desired, but hopefully they will still be a success and also hopefully we can distribute them more uniformly next year. Hopefully we can expand our range of event locations too, as there are a number of great automotive opportunities in a few hours drive from the metro area. With the recent explosion of gas prices, we may have missed our opportunities there (I hope not), but there's always classic car pooling! Things always go up and down, but what better way to do it than with like minded enthusiasts, so get out there and enjoy it while you can for as long as you can!!



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 98 Members

New members include: Chip & Kay Bliem, Michael Cameron, Jeff & Kathy Chapp, Dan & Debby Delaby, Jeff & Sharon Grice, Zachary Jacques, Dale & Debra Levasseu, Michael Pikelis, Philip & Katy Smith, David & Kelly Swanson, Ross & Kay Weaver, Geoff Wilson and Doug Witters.

Meet the Member *By Linda Kidd*

Do you remember what kind of gifts your parents gave you for your birthday when you were nine or ten? Mike Pikelis remembers. He asked his parents for tools instead of toys because Mike was so interested in building and fixing things with his dad. He specifically remembers wanting a timing light to work on his dad's car. Mike has happy memories of a childhood shared with his two brothers in a home where his mother stayed home to take care of the family. His father recruited him to help him with the care of their home and cars while teaching him about tools and tool safety.

Mike developed his engineering spirit at Lawrence Technological University while he worked part time and applied his skills in the fields of design and processing of welding systems. Currently he works as a Mechanical Engineer for Tower International making metal stamping assemblies for automotive manufacturers.

Mike's love of Ford automobiles continues a third generation family tradition as his father and grandfather were lifelong Ford employees. He and his brothers all own Fords. At age fifteen Mike realized that his father was not going to buy him a car when his father told him that he could get "Whatever kind you can pay for on your own." Mike began to save his money and his father sold him his 1984 Mustang GT. He admits that he drove the car fast and hard and wishes he still owned it.

His hobby cars include an '89 Mustang LX 5.0, '65 Factory Five 427 Cobra Replica, and a '64 Galaxie 500. Mike traded his '84 Mustang GT to buy his '89 5.0 LX, which has never been driven in the rain or snow. He has lots of stories he could share about his British Racing Green Cobra which he affectionately calls "Booger." He gave it the name because it seems to have a mind of its own and has provided many expensive lessons. Despite all this he still enjoys it and plans to have it back on the road this summer. While purchasing his '64 Galaxie in Georgia he was so busy dealing on the price with the seller that he did not pay attention to the changing weather conditions. It turns out that a tornado touched down three or four miles away from the place of purchase.

"Have fun meeting others with similar interests," is a great reason to get involved in car clubs. Auto enthusiasts do not need to have expensive or rare cars in order to enjoy themselves. "Hopefully the good times you have and the friends you make will offset the headaches your car will occasionally give you." Mike enjoys SAAC-MCR because the members share similar technical interests. He enjoys the history of Shelby racing in the 60s. He is also a member of the Motor City Galaxie Club. He finds the members willing to help anyone in need. The MCGC plan several summer activities and participate in the Show n Go. Mike enjoys stories about how people have found, restored, or bought their cars.

Mike has a competitive nature and enjoys all forms of competition including: football, baseball, hockey, and basketball. Racing is another interest. At the 1995 Indy 500 Mike met Walter "Sweetness" Payton and Joe Montana while visiting the pits. At the Phoenix Cup Race in 1998 he was excited to get garage passes and see the Robert Yates Racing cars go through tech inspection. He met Robert and Doug Yates at that time.

He attends club meetings, car shows, races, cruise nights, and shop tours. He spends time with his cars in the garage. He also enjoys his two labs at home in Brandon Township.



Mike's Oxford White 1989 Mustang LX 5.0



Mike's British Racing Green Factory Five Racing '65 427 Cobra replica



Mike's Rangoon Red 1964 Ford Galaxie 500 Sport Roof



**Left: 1995
Indy 500
Mike (Right)
with Walter
"Sweetness"
Payton**

SAAC-MCR Winter Chili Party

Text by Bonnie Shefferly and Photos by Rich Tweedle

I think spring has finally arrived, after a very cold and snowy winter. We jumped started it with our annual "Spring Chili Bash". For those of you who don't know, there is a Chili Bash in the fall, at John and Trish Guyer's, up north near Clare, Michigan. We have had several Spring Bashes, which have been at many different club member's homes. This year Craig & Bonnie Shefferly hosted the Bash at their house, in White Lake, on March 13th. We had 25 people grace us with their presence, with most arriving in their Ford vehicles. One neighbor mentioned how surprised they were to see so many Ford cars parked in our court. Along with great visitors, came 10 different Chili's to sample and enjoy. We also had fruit, veggies, chips, salsa, cornbread, bean dip and desserts that were to die for. By the end of the day we were all pleasantly content.

Rich Tweedle brought some car racing videos to watch, as usual. Some others brought car pictures to talk about. Of course, for the Guys, much of their conversation was geared towards cars.

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The guys are bench racing. (L to R) Steve White, Gibson Nichols, Phil Jacobs, John Yarema and Mike Pikelis.



John Yarema is showing Judy Kulwik old family photos while Sandy Yarema looks on.



Trish Judson is very proud that John Guyer won first place prize for the Best Chili.

Katie Shefferly next to her proud father, Craig. Katie is planning to get married in November.



More Chili sampling and conversation. (L to R) John Guyer, Mark Kulwik (facing away from camera), Jim Binder, Ben Scheiwe, Mike Riemenschneider, (back to camera) and Ross Weaver.

Winter Chili Party *(Continued)*

(Continued from page 4)

The women, on the other hand, loved talking about their kids and grandkids. All in all, it was just a great time to get together with great friends and family.

The time had come to vote for your favorite chili. For the first time ever, there was a four way tie for first place. After voting again on those four favorites, John Guyer came out on top, with Wendy Binder coming in a cool 2nd. All the Chili's were just exceptional. Some hot, some medium, and some mild. They really tested our taste buds. Thanks to all for bringing the Chili and the extra goodies.

In the future, make sure you put this event on your calendar. It's an awesome time to relax and just enjoy each other's company.

It's an awesome time to relax and just enjoy each other's company.



(L to R) Mark Kulwik listening to Gibson Nichols' story.

Above: (L to R) Jim Binder, Ross Weaver and Mike Pikelis.



The Chili pots are ready for taste testing before voting for the best Chili.



The ladies are catching up on family. (L to R) Sandy Yarema, Nancy Riemenschneider (hidden), Sandy Tweedle Cathy White and Wendy Binder. Wendy won a 5.0 Alarm Hot Sauce and a Mustang key chain for the second place Chili. Phil Jacobs is in the left corner of the picture, enjoying a Chili sample.



John Guyer showing off his prize for the Best Chili. The prize is a Genuine Mustang 3 set of hot sauces sold by Ford- Horseradish naturally, Garlic and Habanero

SAAC-MCR 30th Annual Swap Meet at Gorno Ford

Text by Mike Nyberg based on an interview with Kurt Fredrickson and Photos by Rich Tweedle

SAAC-MCR held their annual Winter Swap Meet at Gorno Ford in Woodhaven, Michigan on Sunday March 6, 2011. There was a surprise snow fall the night before, which may have kept some people from coming to the event. However, by mid-morning the sun was out and the roads were clear. A little over 200 people came to see what was available and purchase needed parts for their projects. About 30 vendors were there to supply the much sought after parts.

Several SAAC-MCR members helped on Sunday to make the event a success. They included; Kurt Fredrickson, Jim Binder, Rich Tweedle, Craig Shefferly, Phil Jacobs, Bud Koss, Mike Pikelis, Tom Krcmarik, Vito Campanaro, Bob Rice and Jeff Seaman. The day before the event, Jeff Seaman and Steve White helped Kurt prepare the dealership for the event by identifying vendor locations.

Gorno Ford goes out of their way to provide a clean and friendly environment for our swap meet and we owe them a great big THANK YOU! A special thank you to George Gorno's daughter, Cindy Czarnik, who coordinated the effort at the dealership.



Left: (L to R) Tom Krcmarik and Mike Pikelis volunteered to collect entrance fees at north door all day.

Right: (L to R) Bob Rice and Vito Campanaro collected entrance fees from attendees at the south door all day.



Left: (L to R) Bud Koss (seated) Craig Shefferly and Phil Jacobs. Craig and Phil are trying to figure out what to charge for the T-shirts.



Left: (L to R) Jerry Ostalecki and Mike Riemenschnrider were vendors at the event.



Right: John Yarema brought many parts to sell.



SAAC-MCR Show 35 Sponsors



Thomson Automotive sponsored the Best of Show Engine Award.

TOTAL PERFORMANCE

Sponsored the Best of Show Full Size Ford Award.



Sponsored the Best of Show Late Model Mustang Award.



Sponsored the Best of Show Early Model Mustang AND the Best of Show Truck Awards.



Sponsored the Best of Show Fairlane Award.



Sponsored the Best of Show Shelby Award.



Fifteen Greater Detroit Area Ford dealers supported SAAC-MCR Show 35.



left: Milan Dragway supplied free passes to the dragway and gift certificates to raffle.



AutoTrader/Mark Storm supplied 300 copies of the Mustang & Ford AutoTrader Classic, June 2010 Issue.



Collector Car & Boat Insurance™

Supplied Hagerty goodie bags.



Pegasus supplied 300 catalogs.

SAAC-MCR 2011 Holiday Party

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



These are the hardy souls that stayed to the very end of the 2011 SAAC-MCR Holiday Party. There were at least an equal number of people who left just before we thought of taking a group picture.

Thirty three SAAC-MCR members and significant others attended the 2011 Holiday Party at The Automotive Hall of Fame located near the Henry Ford Museum. We had The Automotive Hall of Fame all to ourselves.

The Automotive Hall of Fame is the place to go to learn about the people whose names are on the cars we drive. Ford, Chevrolet, Chrysler, they're all there, but so are Honda, Peugeot, Daimler and Ferrari. It's not as much about the cars as it is about the people who created the automobile, then made it better over the course of history. You can also learn about The Driving Spirit, a theme that describes the unseen force that pushed inventors to think of something better.

Hors d'oeuvres were served before we began the tour of the "halls". An open bar with wine, beer and soft drinks was also available. I ate several spring rolls, mini mushroom quiches and crab cakes. We all went into a theater to view an introduction to The Hall of Fame called The Driving Spirit, before we began the tour of inductees. The displays that accompanied the descriptions of the inductees' achievements were very interesting.

Dinner was served at 7:00 pm in an area surrounded by displays of significant automotive achievements. The excellent buffet dinner was catered by Epoch Catering and consisted of three meat dishes,

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President, Steve White, thanking the Epoch catering staff for the excellent dinner. He also took the opportunity to thank everyone present for their efforts that made SAAC-MCR successful in 2010.



L to R: Sean Foltz, Margaret & Darius Rudis and Stefanie Foltz enjoying conversation and refreshments.

2011 Holiday Party (Continued)

(Continued from page 8)

Cider Basted Turkey, Sautéed Salmon and Herb & Garlic Beef. I liked the Caesar salad while others preferred the Winter Greens salad. The desserts were wonderful as we had Chocolate Mousse Torte, White Frost Torte and a sugar free Cheesecake. I will need to diet for a week.

We were treated to a big screen video of "Rendezvous", which is a high speed trip through Paris in a Ferrari, ending with the driver meeting his girl friend. We also viewed an in-car video of Phil Jacobs' 1968 Trans-Am car in a vintage race while we dined.

Some of the group continued to tour The Hall of Fame after dinner and others sat at the tables to socialize. It was an enjoyable evening and an opportunity to thank people who helped make 2010 a successful year for SAAC-MCR.



Carroll Shelby's coveralls was an interesting display for members of SAAC-MCR.



This the area where hors d' oeuvres and refreshments were served prior to touring the museum.



Some of the ladies of SAAC-MCR. L to R: Sandy Tweedle, Cathy White, Sandy Yarema and Penny Nyberg in front of a classic Thunderbird in a glass enclosed display.



We had dinner in an area surrounded by displays of significant automotive achievements. The excellent buffet dinner was catered by Epoch Catering.



L to R: Mike Kidd, Sandy Tweedle, Stefanie Foltz (nice pose) and Ed Ludtke.

Powergrid Shop Tour

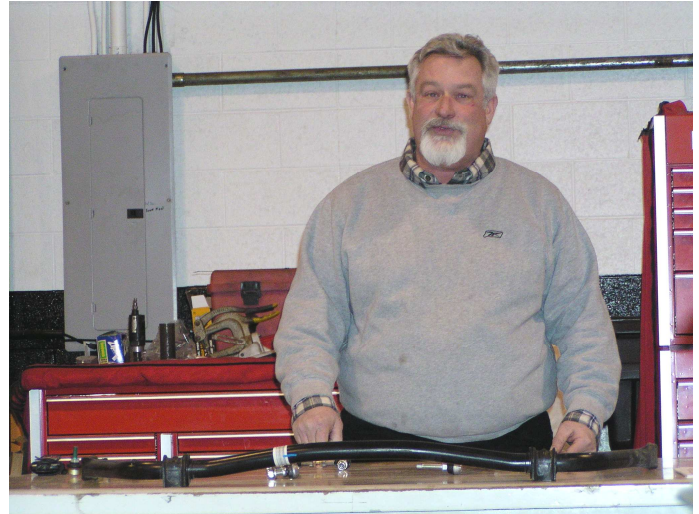
Text by John Yarema and Photo by Rich Tweedle

On Saturday, February 12th we went to an event at Powergrid in Novi. Rich Tweedle and I arrived promptly at 10am because we had to call for directions. The flyer had the wrong address. We entered a 9000 square foot man cave with a flat head Ford block by the first table and a couple of old Hemi's on the wall rack. A table was laid out with sway bar links and a new style sway bar to look at but mostly we were allowed to just mill around and look at stuff. Racing Corvettes and other cars were littered about the shop. A '55 T-bird and two '69 Mach 1 big block cars were awaiting restoration. There was a giant motor home with a huge car cover covering it, a drill press, a press, a brake, a shear, and a nice 620 hp '92 Mustang Cobra.

Soon people started taking their seats for a lecture on sway bar links. Chip started his talk with a description of his background at Roush and how he moved from powertrain to suspension where he met a supplier



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Chip Minich owner of Powergrid in Novi, giving an informative lecture



Above: Examples Powergrid sway bar links that are available in 10 mm increments

Left: SAAC-MCR members who attended the Powergrid Shop Tour. L to R: Mike Pikelis, Chip Bliem, Shaun Burgess, Mike Kidd, Greg Cragel, ??? ???, Steve White, John Logan, Phil Jacobs, John Yarema and Michael Elwood. Rich Tweedle is not pictured because he is taking the photo.

Powergrid Shop Tour *(Continued)*

(Continued from page 10)

of joints for sway bars. Chip called him "My new best friend". Chip wanted some special sizes and adjustable lengths to tune suspensions. His supplier would make the joints he needed but Roush was not interested in pursuing that business so Chip started Powergrid.

The joint uses a ball bearing welded to a stud with a low friction surface around the ball and an aluminum socket cast around that. Chip can get these joints with left and right hand threaded holes to make any size the customer may want. He puts kits together to fit most cars. The joints will give 55 degrees of free movement which is great compared to a Hiem joint which only has 27 degrees. Hiem joints just weren't designed for the duty needed for sway bars.

Chip went on to talk about how to set up a sway bar. Many people lower their cars without considering that they also changed the sway bar geometry and that it should be corrected. Chip offers different length sway bar links in 10 mm increments to accommodate any changes you may have made.

Chip described his method of setting up a front sway bar. Most performance driving is done with just the driver, so to set up your car initially, before tuning it for the track, park it on a flat surface, put your weight in the driver's seat and set your sway bar links. The pivot of the sway bar and the ends must be parallel with the road to give the correct movement. Once you get one side set to the right height set the other side so there is no pre load. The left and right hand threads on the center rod allow adjustment without requiring the removal of the joint from the bar. It will turn free and can then be locked with the jam nuts before going for a ride.

As you tune the car for a given track, you will be changing this neutral setting using the links. Chip talked a little about weight jacking and how he once put two turns more on one side of the sway bar link to add 14 lbs to the opposite corner of the car and improved the cars lap time at Waterford. Why two turns? It was an educated guess that he would modify if it wasn't right but he had to start somewhere.

When the lecture was over we went up to see the display of parts and adapters that Chip offered for older applications. The rubber or urethane bushing sway bar links have a lot of resistance so Chip had some aluminum eyelets made to change the mounting holes to accept his links. Steve White commented that without the resistance the car has more feel as it enters a turn. This isn't a bad thing. The feel gives him more confidence in the car's handling.

To see how the aluminum eyelets are mounted, we looked at Chip's brother's '92 Mustang Cobra on the lift. This car had a Maximum Motorsports three link rear end with spring jacks, a panhard rod and variable coil springs on the front. The motor is a 5.4L 620 hp SBF with a really odd intake. To tell the truth, many of us weren't just looking at the sway bar. There was a magazine article about the car posted on the lift.



Larry Shinoda sent Chip Minich a letter thanking him for "one Super Job" as the Roush Technologies, Program Manager, for developing the 650 HP, 1994 Cobra Mustang "BOSS" vehicle.



Chip answers questions that attendees had about the products he makes.



The group had lunch at Powergrid and discussed what they had seen and heard.

The Brief History of Ford Automatic Transmissions

Part 2 *by Tom Geene*

FORD INCREASES THE NUMBER OF FORWARD GEARS

THE AOD IS BORN

It is appropriate to start any discussion of overdrive RWD transmissions with the 4-speed AOD transmission. The AOD was Ford's first 4-speed with overdrive and it traces its roots back to the FMX. The AOD utilized the Ravigneaux gear set (The Ravigneaux is a compound gearset providing ability to get 4 forward ratios from one compound planetary set). The AOD transmission lived on to become the highest value 4-speed transmission in the world. It had rather a "rough" beginning however as it was not a functional thing of beauty as it launched.

In CY 1979 the AOD was born. Recall that this timing was prompted as a result of not one but two oil embargos 74 and 78, and fuel efficiency for larger cars was a must if Ford was to be able to sell larger, more profitable vehicles. The AOD transmission utilized a torque split in 3rd gear providing 66% mechanical and 34% hydraulic coupling – and 100% mechanical coupling in 4th gear. This was a very fuel efficient transmission and was able to "fill the gap" in the darkest era of automotive history – the 80's.

The mechanical delivery of torque to the rear wheels without the benefit of torsional isolation of the torque converter however caused functional issues – included in those issues is shift quality and driveability. To appreciate the challenge of making the AOD aesthetically acceptable, imagine shifting your manual transmission from 3rd to 4th gear – within 300 ms, without using the clutch and without being able to modulate the accelerator pedal. It makes for some rather rough and jerky shifts. But it was indeed fuel efficient.

In 1979 electronics in use at Ford or any other auto manufacturer were not up to running both an engine and a transmission. Electronic control of the engine (just spark and fuel control) had just been launched in 1978 in the Versailles. Applying electronics to auto transmissions was still in the "we've done it in Sci Lab".

The split-torque AOD arrangement was the best fuel economy solution available for that time. It would be nearly 10 more years before the electronic controls were up to doing a credible job of controlling transmissions. The AOD used linkage (later replaced by a cable) for throttle valve pressure control where other Ford transmissions utilized vacuum modulators. The transmission was modernized by use of an aluminum case.



In 1992, The AOD transmission was updated and the name changed to 4R70 (4 for 4-speed, R for Rear Drive, 70 for 700 ft-lb input shaft torque capacity). The name was changed to denote the quite significant changes made to improve the transmission. In 1992, the changes made included eliminating the cable TV control and the governor and converting the transmission to full electronic control. There were shift solenoids to control scheduling and a Variable Force Solenoid (VFS) to regulate torque capacity and the split torque design was replaced by an electronically controlled torque converter clutch.

This transmission launched in the '92 Town car and resulted in a substantial functional improvement. Gone were the lurches associated with mechanical torque split transmission and shift quality was significantly improved. This was truly the modern evolution of the FMX. It delivered both outstanding function and fuel efficiency.

In 1993, the 4R70 transmission was again upgraded with a wider ratio gear set and re-named 4R75. It benefitted from a quieter gear set and further refined electronic controls. In 1993, only the electronically controlled 4R75 was sold.

The 4R75 transmission went on to become the highest value 4-speed in the industry, providing outstanding durability and function at a price that was unmatched by any other 4-speed. For this reason, the transmission lived on through 2009 model year after which it was replaced with 6-speed automatics.

A quick check shows that this transmission was produced in 4-speed form from 1979 through 2009 – or 30 years of longevity. As previously stated, transmissions typically have longevity because they are expensive to design and produce – and once the tooling is in place, it is used for as long as the market will support it.

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The Brief History of Ford Automatic Transmissions

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THE C3 BECOMES A 4-SPEED, AND A 5-SPEED

The transmission family spawned of the 3-speed C3 is the most confusing Ford transmission family of all time – the C3 became the 4-speed A4LD, and then became the series of 4Rxx and 5Rxx 4 and 5 speed transmissions. It took Ford's self-nominated trans historian and long-time friend of mine, Bob Roethler, about 2 years to compile what we believe to be is an accurate chronology. As a side note, I know Bob's outstanding credentials well as we started Co-op within 6 months of each other, worked in the same places, our kids are the same ages, and we played bridge as partners for over 40 years, and we both had an entire career in auto transmission engineering.

I have included the outline of the evolution in this article as few people understand or appreciate the mountain of changes through which this transmission evolved.

1974my – Launch of the C3 3-speed Simpson gear set transmission. It had 2.47, 1.47, 1.00 forward gear ratios

1985my – Launch of the A4LD. This trans was based on the C3. The design added a planetary gear set in front of the 3-speed. The case was extended 5 inches or so. The gear ratios were 2.47, 1.47, 1.0 and 0.75. This overdrive transmission used a vacuum modulator for control of torque capacity and retained the governor and hydraulic shift scheduling arrangement of the C3. The C3 valve body will actually bolt exactly to the A4LD "worm tracks" (but not work of course) because the same bolt hole locations were retained to save tooling. The C3 and A4LD were machined on the same machining lines in Bordeaux, France.

The A4LD transmission utilized electronic control of the converter clutch and was the first Ford transmission to have electronic control of any feature.

1995 – The A4LD was evolved to the 4R44e and 4R55e (aka A4LD -E). The primary change was to utilize electronic control of shifting. The launch of this new transmission included no change to gear ratios. Shift solenoids eliminated the governor and hydraulic logic for shifting. A Variable Force Solenoid (VFS) replaced the vacuum TV system.

1996 – 10 years after launch, the A4LD was evolved to a 5-speed called 5R55E by utilizing the OD gear ratio while in 1st gear. Gear ratios became: 2.47, 1.85, 1.47, 1.00, 0.75. This arrangement im-

proved performance, but did not enhance fuel economy as one can infer from analyzing the gear ratios.

1999 – The 5R55E evolved to 5R55N which was used in cars only. The 5R55N was a substantially revised transmission from the 5R55E. It incorporated an all-new case, new gear ratios, new hydraulic controls, an added One-Way-Clutch (OWC) for non-synchronous shifting and the electronics utilized a PTEC electronic controller (a PTEC is a PowerPC chip that was much more powerful than the micro used in the EEC-5). Gear ratios became 3.22, 2.4, 1.538, 1.00, 0.75. These mechanical upgrades were incorporated to achieve improved fuel economy and improved function. The transmission launched in the Lincoln LS.

2000 – The 5R55 W was launched. This transmission was also upgraded with new gear ratios as used in 5R55N, but deleted the One-Way clutch on "intermediate" to save cost and weight.

2002 – The 5R55S transmission was created. This transmission obsoleted both the 5R55N and 5R55W transmissions – The "S" utilized a 3.22 low gear and 0.712 OD to improve both fuel economy and performance.

The same transmission was used for car and truck, but launched in different years resulting in the N, S and W transmissions all being available at the same time. After the "W" launched in truck applications, the 5R55N and W were both dropped from production.

The "C3/A4LD/4R/5R" family transmissions were manufactured in two different locations: Bordeaux, France and Sharonville, Ohio. The attached chart shows usages of these transmissions. The transmission plant in Bordeaux, France was sold to First Aquitaine Industries who operates the plant today (in 2011) and manufactures the 5R55 transmission for sales to customers needing an efficient, light-weight 5 speed automatic transmission.

THE INTRODUCTION OF OVERDRIVE FOR TRUCKS

The time had come to put more gears in the "real trucks" (as they were referred by many Truck Office personnel), the F150, 250, 350. But the question was quickly raised: how to replace the legendary C6 transmission? The answer became: with a heavy-duty, electronically controlled 4-speed transmission with a converter clutch, **BASED** on the C6. It had several names including C6E4, C64E, C6OD and C6ODE numbered among them, but was ultimately named the E4OD, Electronic 4-Speed Over Drive.

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The Brief History of Ford Automatic Transmissions

(Continues)

(Continued from page 13)

Within any transmission program, particularly one of this gravity to the customers of Ford trucks (recall the story of the customer who said to the Chevy dealer, I'll take that C30 if you put a C6 in it), there are many check points established to ensure a transmission is ready for launch. There were additional check points set up for the E4OD to replace the legendary C6.

One of the more obvious to the outside world checkpoints was: To supplant the durability data from APG (Arizona Proving Grounds) and MPG (Michigan Proving Grounds) – we generated one particularly compelling additional piece of data. Doug Whitney (then the executive engineer, Execs are now called Chief engineers) asked a question that launched one of the most emotional and challenging efforts I've ever undertaken.

Doug asked a small group of us – what would it take to build E4OD transmissions to go beat the Baja? His challenge was one of “everyone recognizes the Baja as the toughest race venue in the world, and anything that stands up to that environment will have the reputation of toughness. A group of 5 engineers took on the challenge. Tom Greene, Eileen Davidson (software), Paul Skiba, and Kevin Norris (mechanical), Ed Waterbury (torque converters) plus one experimental build mechanic named Marty Powers – Marty built each and every one of the race transmissions throughout the entire program and became the source of information on the various build levels that none of the rest of us were able to maintain. Marty's contributions were many and highly valued.

Doug Whitney introduced the 5 engineers to a race team, Enduro Racing, (Owner, Dick Landfield: who owns two Ford dealerships in S Calif.), comprised of Team Manager and driver, Dave Ashley: and co-driver, Danny Smith).

We made the offer to supply transmissions to them for free, if they would take on the challenge of testing them and providing feedback to us with the goal of “beat the Baja” to affirm the toughness of the E4OD. To validate the agreement, I made the statement to them that “we believe we are taking the steps necessary to make the transmission as tough as your race truck and team, and we believe the parts won't break – but if you ever break a part, you will break it only once because we will correct it and you will never break it again.

The Enduro race team used displacement enhanced small block Ford race motors in their class 8 truck (class 8 is full-size stock frame trucks) – their engines were 447 inch small blocks making well in excess of 650 hp. Their truck competed in the “full stock” class 8 class, which means that the engine and the frame had to be from the same manufacturer, the truck needed to have the original frame (no tube chassis trucks allowed) and the front and rear suspension had to

be of the same type with which the truck was originally sold. In their case, the truck had twin I-beam front suspension with ¼ elliptical rear springs. This configuration allowed the truck to have nearly 22 inches of rear travel – and be much more capable of traversing the whoops and jumps encountered in Baja off-road racing. A side note is that Dave and Dan were both previously motorcycle racers, both of whom had won their classes in SCORE in Mexico races including the Baja 500, the SanFelipe race and of course, the Baja 1000 before moving to truck racing for the Enduro race team. Their driving style for the truck was much like riding a motorcycle: Gas it hard at the beginning of the jump and get the front end up in the air with the rear suspension handing the launch of the truck over the jump. The truck then landed rear wheels first and carried the front end for several feet after the rear wheels land. Just to put this in perspective, they accomplished this driving style in a vehicle that weighed about 7400 pounds. Watching them negotiate jumps provides a VERY impressive display of driving ability and vehicle toughness.

An additional side note: When we were introduced to the race team, they briefly, but humbly reviewed their credentials. They had competed in SCORE racing (SCORE is an acronym for Short Course Off Roadracing Enterprises) and it was founded in 1973 by Mickey Thompson. As with most sanctioning bodies that are now famous, it had a humble beginning, the impetus for which was “who can get from Ensenada to wherever we will pick as a destination first” competition between friends in dune buggies.

Dave and Dan's race record was an absolutely ASTOUNDING over 50% record. They further explained that their 50% was not a finishing record, but a WIN record. It is indeed impressive to finish 50% of desert races (recognizing a typical finisher to starter ratio in Mexico is about 40%, and it's not the same 40% each time), but to win their class in nearly 60% of their races is a record that is unequalled today by anyone else. It was obvious we had teamed up with a professional team who expected nothing but excellence in the mechanicals of their race vehicles.

We reached an agreement. We supplied transmissions, they tested our transmissions. They liked the performance and the electronic control of the transmission complete with paddle shifters mounted on the steering wheel – or on a console by the seat. NOTE: we beat Porsche into use of a paddle shifter as they launched “Tiptronic” on the 911 a few months after we had an off-road race truck running with this arrangement in 1988. Both drivers particularly liked the lock up torque converter they were able to activate on demand, and we incorporated an automatic schedule that was selectable from the driver's seat which provided the ability for anyone to drive the truck without using the paddle shifters.

The results were encouraging. The race truck was substantially faster equipped with the E4OD than with their tried-and-true C6. We had tested, and we were ready – or so we thought.

Our first race outing was a dismal failure. The first leg of the San Felipe 350 was a pavement section – and in this pavement section

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The Brief History of Ford Automatic Transmissions

(Continued)

there was a crowd-pleasing jump – negotiated by the class 1 buggies and unlimited Trophy Trucks at speeds over 100 mph. Dave had the class 8 truck at full-boogie and did the jump at over 100 mph with the 447 engine at 6000 RPM and the 17 inch BFG tires spinning at well over 130 mph while the truck remained airborne for what observers say was the highest and longest jump of the participants. When the truck landed, there was a LOUD bang as the output shaft snapped in two and the truck then coasted to a stop. Dan Stuczynski (the SVO engineer assigned to off-road racing) had met with his Chief, Dan Rivard (the then Chief Engineer of all of Ford Special Vehicle Operations and Ford Racing) suggested rather strongly that we build a bank of C6's for Enduro race team to finish out the race year with. Our team met. We declined his offer.

This OPS failure was the first test of our “you’ll break it only once” pledge. Paul Skiba and Kevin Norris – our mechanical engineering wizards did some really quick calculations and determined that the OPS had to have seen well in excess of 4,000 ft-lb of torque to shatter it in the way it had failed. As a most significant understatement, we had a challenge.

Paul and Kevin designed an output shaft made of specially treated Chrome moly (4340) steel, procured the stock, drove the stock (in the trunk of a test car) to Sharonville where we had it processed through the production tooling for size and splines, drove it back to Livonia, had it hardened and finished ground, and delivered it to the race team in 1 week – a previously unheard of turn around time.

The Enduro team went out to test the new trans. They added considerably more jumps in the test procedure. There was NO output shaft failure – however we did fail an input shaft after nearly 100 gallons or so of “extreme testing” in the desert.

Paul and Kevin provided a similar response as to the OPS failure: New Chrome moly material, instant processing and rapid delivery. While they were designing the new IPS, they also designed a new intermediate shaft and took a look at the other “stem-winder” parts for material upgrades. We wound up with Chrome-moly shafts throughout the trans, spent a lot of money and created a truly bullet-proof trans.

In the process of ensuring they “would break a part only ONCE”, we damn near ran out of parts “not to break again” before we achieved the impeccable reliability. The Enduro Race Team prevailed and continued their winning ways. that resulted in their not only finishing races, but winning the Baja 1000 outright against the Class 1 buggies and the unlimited trucks in 1993. We finished the relationship with Enduro Racing when Ford tightened the money belt in 1995 in preparation for entering Ford 2000. Before we finished however, Enduro racing achieved another SCORE record. They completed the longevity record of having completed every race mile of every race for two seasons. In the process of this finishing record, they also won over 50% of the races in

which they competed. Which included the two dnf's we caused in the early stages of the “E4OD beats the Baja” qualification program – AND their move up from Class 8 to the unlimited Trophy Truck class.

How did this qualification program of “beating the Baja” work out for Ford you may well ask (I mean besides being a really fun project for the original 5 of us Ford employees). It worked well above expectations. One example of effective results came when the U-Haul principals returned to Ford before placing their 1991 fleet order with the demand that Ford do a special build of C6's to install in their rental van fleet.

We outlined the outstanding results of both the proving grounds and of the Baja races to the U-Haul brothers. They were unmoved by the data from the proving grounds, but immediately related to the Baja results. They changed their requirement for C6's and embraced the E4OD for their vehicles after the 1990 model year trucks were delivered. We had succeeded in launching the US's first electronically controlled transmission and won over the hearts and minds of the customers who previously had been a fan ONLY of the C6. A few people even saw the reference to the testing in the Ford truck sales brochures for 1991 and a few magazine ads featuring Dave Ashley in a stock F150 and the race truck on facing pages comparing how Ford had applied technology learned in racing to improve the production trucks making the “Built Ford Tough” trucks even tougher.

We will stop here for now – having covered “just” the RWD transmissions, and only up to the evolution of 4- and 5-speed transmissions for the first 50 years of automatics at Ford.

The next installment will cover FWD automatic transmissions (known around Ford as Transaxles) – then there will be another installment of the ever-accelerating world of more, and more efficient automatic transmissions that will cover 6-speeds, touch on CVT's and the ever increasing complexity of electronic controls as the “hard parts” are made more and more simple to allow for space and weight reduction.



David Ashley air born during the Baja 1000 race.

How to Replace Mustang Quarter Panels

Text by John Yarema and Photos by Rich Tweedle & John Yarema

Many people have a project car they plan to work on but it needs just a little more work than they are comfortable with. Mustangs are great cars that you can get most any parts for, but most of them were driven in the winter and the lower quarter panels are rusted. Many people bought the cars used, only to find the rear is all Bondo from 20 years ago. Well here's how to fix them. Our description pertains to our project car, a '69 sports roof from Jersey that we planned on just repainting. Your Mustang will probably be a different model but most of the process will be the same.

We stripped the old paint off with a sander because we didn't plan on disassembling the interior or motor compartment which were fine. As in most projects, it was worse than we thought. The rear quarters had Bondo squished through rust holes. If you paint over that Bondo it will pop through in a year or two and there goes the money you just spent on a paint job.

Start off by aligning the door to the quarter panel, making sure all the lines line up as perfect as possible with the right gap. This is important as a reference for the new quarter panel. The quarter panel skin we bought was the type that only comes to the belt line, not a full panel with the sail panel attached. Look at your panel to see what might be different than stock so you can see if you want to leave some of the original panel attached to the car. Our new quarter panel didn't have the same shape under the valance panel so I left that area alone when I cut off the panel.

With a Sawzall and the air chisel, rough cut a ¼" above the rocker from the hole in the wheel well to the door jam, thru the quarter skin over the wheel well flare to the rear trunk drop and then to the rear valance panel, leaving a big flange to trim off later. Cut the quarter panel along the edge of the surface for the quarter extensions and stop 2" from the body line at the top of the quarter panel then cut a line 2" below this line back toward the door. We have a '69 Mustang with side scoops so I cut around them, also leaving an inch or so because the new quarter doesn't have them ('70 style).

Use an air chisel to separate the spot welds from the rocker first. This will tear the thinner piece of the quarter free and leave small bumps where the welds are. Grind these off. Thinner areas like the tail panel will want to bend while you are cutting with the air chisel. Prep the surfaces for the new quarter panel with a grinder. You may want to drill the centers of the welds or grind them thinner. I cut around the welds with a plasma cutter, which most people don't have. Remember that you're trying to save the tail panel but you have a new quarter panel, so destroy the old quarter panel all you want.

With the original quarter panel chiseled free from the trunk drop, the rusty trunk drop and the lower part of the B pillar at the rocker may need repair so use a strip of steel to make patches. Lap them over the old metal and clamp them on with vice grips. Cut the old metal away with a cutoff wheel and butt the new and old pieces together and tack weld with the welder, making sure they are flush on both sides. Complete the welds a little at a time to prevent warping and grind them on both sides.

Ok, the outer wheel well should now be exposed. The lower corners may be gone allowing dirt to get behind the rocker and into the trunk. Also, the lip

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New outer wheel well lapped over old one and tack welded



Area trimmed at rear door jamb. Notice the rocker panel needed a repair patch.



New quarter panel temporarily secured with a sheet metal screw at the rear wheel well opening.

How to Replace Mustang Quarter Panels *(Continued)*

(Continued from page 16)

between the wheel well and the quarter panel has probably been rusting for years. If you find this, replace it. Aftermarket stampings are not perfect so leave as much of the original outer wheel well as possible. If the lip is damaged, cut it all around the wheel opening from the rocker to the trunk drop, staying clear of the inner roof support. Cut the flange off the new outer wheel well so that it will lie inside what's left of the old wheel well. Make sure to leave enough to lap over all areas. Fasten this with a couple of zip screws.

The alignment of the outer wheel well lip is important so trial fit the quarter. Cut the top flange off the quarter flush with the belt line and notch out for the side scoops. I trim the corners by the lower B pillar and front wheel well and bend the flange at the rocker a few more degrees so it won't interfere. Trim any extra metal off the flanges by the tail panel and cut off any excess by the valance panel. Now you are ready to try the quarter panel. Line up the rocker, the door, the tail panel, etc. You can hold the panel with vice grip clamps and five zip screws. If the outer wheel well doesn't match up, remove those zip screws, readjust it and put in new screws. Once the wheel well is lined up perfectly, tack weld it a few places and remove the quarter panel. I used a Sawzall to cut through both layers of the lapped area a little at a time, while tack welding the two sides flush about 4" behind where I was cutting. This left a nice butted area to skip weld. If you find a few pin holes, a few minutes of welding and some grinding may be required to fix them.

Once all the patches are done, wire wheel the rusted areas. With the quarter panel off, paint the inside of the quarter area with rust encapsulator to seal up any rust you couldn't get. Paint the inside of the quarter panel and put it back in with the zip screws and clamps. Tack weld the rocker and the top of the tail panel. Cut a line $\frac{1}{2}$ " to $\frac{3}{4}$ " below the belt line with a .040" X 3" cut-off wheel. This is the best spot to avoid warpage as the crease of the original quarter panel is strongest here. Cut through both sides of the lap about 6" then go inside to make sure the old quarter panel piece is falling free to the inside and the new quarter panel piece is falling free to the outside. Then gently push the new quarter panel in until the gap closes up and both sides are flush. Tack weld this and move ahead a few inches at a time, tacking as you go until the whole belt line is tacked. Start skip welding less than an inch at a time and don't get it hot in any one area. Drill small holes where the spot welds should be and weld them up or you can just amp up your welder and melt it in. I have a spot welder but it won't fit everywhere.

When grinding the welds, use long strokes with the grinder so you don't get any spot too hot. I grind 6" or more at a time and watch when it's getting flush. I use a 4" grinder and then go back and finish with a 2" air grinder and follow up with a file over the area. Use the 2" grinder on the inside of the quarter panel to hide the weld seam.

Paint the area and then undercoat.



Sawzall is used to cut through both layers of the lapped area a little at a time, while tack welding the two sides flush about 4" behind where I was cutting. This leaves a nice butted area to skip weld.



Continuing the process tack welding the old and the new panels at the join seam.



This is the finished product. When grinding the welds, use long strokes with the grinder so you don't get any spot too hot.

SAAC-MCR 2011 February Summary Financial Report

Item Description	February 2011 Only			Feb. 2011 Year to Date			Feb. 2010 Year to Date		
	Income	Ex- penses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.		Income	Expenses
1. Annual Membership	\$760.00			\$1,400.00				\$540.00	
A. Newsletter					\$338.82				\$224.38
B. Hot Line Phone					\$100.00				
C. Club Corp. renewal									
D. Membership Cards									
E. Mailing Newsletters to New Members									
F. Funeral Flowers									\$69.95
G. Club Insurance									
Sub Total	\$760.00	\$0.00	\$760.00	\$1,400.00	\$438.82	\$961.18		\$540.00	\$294.33
2. Monthly Meeting Food		\$112.50	(\$112.50)		\$274.32	(\$274.32)		\$24.00	\$369.12
3. Holiday Party	\$300.00	\$0.00	\$300.00	\$1,200.00	\$2,426.97	(\$1,226.97)		\$1,655.00	\$2,389.23
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet	\$0.00	\$327.49	(\$327.49)	\$0.00	\$353.99	(\$353.99)			\$48.00
B. Show 35									
C. Go 35									
D. Labor Day Classic									
E. Harvest Happening									
F. Woodward pre-cruise									
6. Club Jackets								\$60.00	\$60.00
7. Club Pins & Patches				\$48.00	\$100.00	(\$52.00)			
8. Club Golf Shirts				\$30.00	\$0.00	\$30.00		\$30.00	\$30.00
9. T-shirts									
10. '10 Trailer Replacem't									
Items/'09 Reorg				\$0.00	\$400.00	(\$400.00)			\$254.38
11. Signs									\$582.67
12. '10 Sound System/'09 Ta- bles									\$495.06
13. Office Supplies	\$0.00	\$121.73	(\$121.73)		\$121.73	(\$121.73)			
14. Misc/Gifts/Book Fee/ Memorial	\$0.00	\$192.57	(\$192.57)		\$192.57	(\$192.57)			\$40.00
15. Calendars-Cobra	\$88.00	\$0.00	\$88.00	\$220.00	\$0.00	\$220.00			
Totals	\$1,148.00	\$754.29	\$393.71	\$2,898.00	\$4,308.40	(\$1,410.40)		\$2,309.00	\$4,472.79
Beginning Cash on Hand			\$6,975.85			\$8,779.96			
Ending Cash on Hand			\$7,369.56			\$7,369.56			\$6,643.09
		CK.Book	7,338.56						

Meeting Minutes (Continued)

(Continued from page 19)

Show / Event Report: Jim Binder says that the Car Show portion of S&G 36 is on Sunday, June 12th and all the hard points are set, flyers are out and car clubs have been contacted and encouraged to join us.

We have two cruises set for the summer: the Spring Cruise, being arranged by John Yarema, is on April 30th and incorporates a trip through the Wills Sainte Claire Museum in Marysville and lunch in St. Clair. The Summer Cruise, arranged by John Logan, is on Sunday, September 11th and runs through the western counties of the Detroit Metro plus area. Details and flyers to follow.

Advertising Report: Mike Riemenschneider has Show & Go 36 well advertised online and in magazines and with ads in the Detroit News and Free Press and the Toledo Blade. We'll poll attendees as to how they learned of our show and track event.

Tech Exchange: Phil Jacobs fielded inquiries from the group. Darius had a question about the ABS light going on. John Yarema needed headers to rework for use on a 5.0L motor with GT40P heads as the ports and spark plug angles are different.

New Vehicle Report: Darius bought a Ranger from Randy Betki and is donating it to the Boy Scouts. GOOD IDEA!

Randy bought his wife a 2011 Ranger V6 4-dr. Wanted a 4 cylinder but couldn't get one in the model he wanted.

Club Website Report: Still looking good.

Swap 'n Sell: Will be emailed to the membership

President's Report: Birthdays celebrated, celebrating or will be soon: John Logan turned 77 last week, Austin Jacobs on the 2nd, turned 17 (can you believe it already?), Rich Tweedle on the day of the meeting turning 66 and Phil Jacobs' birthday is in a couple of weeks.

SAAC-MCR Abridged Meeting Minutes

January 6, 2011 Meeting Minutes: By Kurt Fredrickson

Mtg. called to order @ 8:00PM, Total # of attendees: 40

Welcome & Recognition of new faces: Dave Keating, Ken Field, Ross Weaver, Joe Pappas, Dale Levasseur. Joe, Ross and Dale joined the club. Ken is a member but hasn't been to a meeting.

Financial Report: We have \$8,800.00 and have Holiday Party Deposit

Editors Report: Steve White Read a note that Mike had written to thank all those who helped write articles on the last newsletter.

Membership Report: We have 23 paid members, "it's the first of the year".

Club Library: Lots of CD's and DVD's - email Rich Tweedle what you need.

National News and Insider Info: The 1965-67 Shelby Registry is \$200.00 a copy in book form.

Competition Report: No June Weekend dates available so June 13 maybe the GO track date.

Show / Event Report: Show&GO Dates are June 12 - 13.

Advertising Report: Swap Meet date of March 6 is out and waiting for new dates to be finalized.

Tech Exchange: Phil Jacobs heard straight on the Ford Hot Line that on the New 5.0 Mustang motors that get aftermarket Hi-PO tuner chips that #8 piston is melting. Ford Motorsports tuner chips don't have the problem.

New Vehicle Report: Mike Riemenschneider has a new 2011 Mustang GT 5.0L.

Club Website Report: Check out the Clubs web site it looks GREAT.

Swap 'n Sell: See email later this month.

President's Report: Steve White Talked about the future events for this year and which date to pick for Show & GO 36.

February 3, 2011 Meeting Minutes: By Rich Tweedle

Meeting called to order @ 8:00PM or so. Total number of attendees: 25

Welcome & Recognition of new faces

- Doug Witters, owns an ERA Cobra, '33 & '34 Ford street rods and a '67 Jaguar Mk.II. Member of GLCC. Joined SAAC-MCR tonight.

- Jeff Chapp, owns a 2011 Shelby GT500. Joined tonight. Is planning on going to SAAC 36.

Financial Report: Craig reported that we had approximately \$6900 after Holiday Party payouts.

Editors Report: Mike is on vacation in Florida but reported via email his thanks to those that have written articles for the upcoming issue of "Shelby Life" and that we need two more authors, for the PowerGrid Shop Tour on Feb. 12th and for the Gomo Mid-Winter Swap Meet on Mar. 6th.

Membership Report: Rich Tweedle reported that we have 63 members after the two who joined tonight.

Club Library: Rich says he added the TV programs "Mustang Boss 302: The Legend" from HDTV (Cable) and "The Greatest American Race Car: Cobra Daytona Coupe" from Speed TV. Mike Pikelis gave the club five DVD's of vintage videos.

National News and Insider Info: Jeff Burgy is another snowbird in Florida but reported that the 50th Anniv. 289 Cobra sold out in 48 hours. 1965-1967 Registries have been mailed out to pre-purchasers. SAAC 36 is still at VIR, May 27-29, and in conjunction with the SVTOA and SMC (SVT Cobra - Mustang Club). Club web sites.

Competition Report: Darius Rudis reports that the Go part of Show & Go 36 will be on June 13th, the Monday following the Show portion. All other track events not actually confirmed but should be in their usual weekends. He showed two helmets that will be for rent at our track events and there was a discussion on head socks (between head and helmet)

Show / Event Report: Jim Binder mentioned the light turnout for the Holiday Party at the Automotive Hall of Fame. Discussions centered on the causes of the light turnout, whether it's the costs, dressing up for one event a year or that members thought the AHoF would be boring. Can't be the last one, at least after you've gone there. A LOT of historical automotive history is showcased and a lot will be news to you.

Show & Go 36 will open on Sunday, June 12th in the East lot of Ford World Headquarters near Michigan Ave. He has already been visiting other Ford clubs to build up interest. There is a design contest for the dash plaques.

Advertising Report: Mike has advertising out for the Gomo Mid-Winter Swap Meet on Mar. 6th.

Advertising will be out for Show & Go 36 now that the dates are solidified. Many free ads have been placed.

Tech Exchange: Problems mentioned - '05 Taurus steering - owner thinking that the pressure switch is bad. Consensus is that the pump or rack is bad. Try replacing fluid, which usually fixes power steering problems. If not, check the rack.

'08 Taurus steering column groans loudly in cold weather. See dealer and hope you're in warranty.

New Vehicle Report: Claudia Burgy now has a 2002 Thunderbird to tool around Florida in. 6000 miles.

Amy White now has a Ford Escape, 95,000 miles (hardly used), replacing a 169,000 mile Sable.

Club Website Report: Dean is still doing a fine job. Visit the site often. Never know when something of interest will be added. There is a LOT of club history there.

Swap 'n Sell: Three items listed. Will be sent out in email by Rich Tweedle. There will be more by then.

President's Report: Henry Ford Museum hasn't reported anything new about their "Racing in America" display that is going together now. We have offered help in any way we can. Ruby Nichols, Gibson Nichols' mother had her 90th birthday today.

Meeting Minutes: March 3, 2011 By Rich Tweedle

Mtg. called to order @ 8:00PM by President Steve White. Total number of attendees: 30.

Welcome & Recognition of new faces: No new faces, honest.

Financial Report: Craig reported that we have \$7300 and four 2011 calendars left. They were gone by the end of the meeting.

Editors Report: Our Editor skipped out to warmer climes still, but did send a note requesting two authors for articles, one for the Gomo Swap Meet and the other for the Chili Challenge, plus photos of each event.

Membership Report: At the beginning of the meeting we had 87 members. 5 members renewed during or after the meeting, 2 members renewed and one new person joined at the Gomo Swap Meet and three renewed through the mails. We now have 98 members.

Club Library:

National News and Insider Info: Jeff Burgy is also a snowbird, waiting out the arrival of spring in Florida but did email a report that the latest SAAC newsletter is out. No new news of the upcoming SAAC 36 Convention at VIR.

Competition Report: Darius Rudis reported that our dates at Waterford have been firmed up and all are GO!

Monday, June 13th for S&G 36, Sunday, September 4th for the Labor Day Classic and Sunday, October 9th for the Harvest Happening.

(Continued on page 18)

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
every Month
7:00 pm at Mama
Mia's Restaurant
27770 Plymouth
Rd., Livonia, MI
West of Inkster Rd.

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

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

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

2011 Events Calendar

April

- 30 **SAAC-MCR Spring Cruise**, Grosse Pointe Farms to Mayville, MI

May

- 20 - 22 **34th Annual Shelby Spring Fling** hosted by Indiana SAAC, Brown County State Park, Nashville, IN.
- 27 - 29 **SAAC 36, Virginia International Raceway**, Alton, VA

June

- 12 **Show 36**, Ford World Head Quarters, Dearborn, MI
- 13 **Show 36, SAAC-MCR Open Track Event** Waterford Hills Racing Course, Clarkston, MI
- 19 **Eyes on Design** at the Edsel and Eleanor Ford Mansion, Grosse Pointe Shores, MI
- 31 **Concours d'Elegance of America** at St. Johns (formerly at Meadow Brook), Plymouth, MI



Richard Schans won his class with his Superformance Continuation Series GT40R at the 2011 Autorama. Congratulations Rick!

August

- 7 **MOCSEM Mustang Memories All Ford Car Show and Swap Meet—BOSS Reunion**, Ford WHQ, Dearborn, MI
- 17 **SAAC-MCR Woodward Pre-Cruise**
- 20 **Woodward Dream Cruise**, Pontiac to Ferndale, MI

September

- 4 **Labor Day Classic, SAAC-MCR Open Track Event**, Waterford Hills Racing Course, Clarkston, MI
- 11 **SAAC-MCR Equinox Cruise**, Dearborn Heights to Chelsea

October

- 9 **Harvest Happening, SAAC-MCR Open Track Event**, Waterford Hills Racing Course, Clarkston, MI
- 15 **SAAC-MCR Fall Color Tour and Chili Party** at John and Trish Guyer's Autodrome, Lake, MI

Check the SAAC-MCR website at:
www.saac-mcr.net
for the latest information about events.