



# Shelby Life

Shelby American Automobile  
Club – Motor City Region

Volume 36, Issue 4

Oct, 2011

## President's Corner

### The Unsung Hero's of SAAC-MCR

Text by Steve White photo by Cathy White



Recent  
SAAC-  
MCR  
Board of  
Director's  
Meeting in  
Steve  
White's  
garage.

I'd like to dedicate this column to those unsung heroes in our club who make this club such a success. It is appropriate timing to recognize those heroes for a number of reasons. While there are still a number of events left this year, a majority that have already occurred, and it's important to recognize those who help make them happen. Also, for those events to occur, someone needs to plan and organize them, whether it's one of the Directors, or a previously unofficial role I'd like to introduce – Coordinators. Least we not forget, the club Directors perform many functions and tasks, some that may go on unnoticed, or aren't directly aligned with their title.

Of course we couldn't have successful events without all those people who show up to volunteer for whatever task it takes to run a swap meet from laying out the spaces, to directing swappers, greeting the public, cleaning up, and generally being there to do whatever it takes and answer the public's questions. The car show takes a lot of people to run smoothly, in getting the area set-up, signage placed, directing participants to their class parking, and helping spectator parking and collecting entry fees, setting up the public address system, all the registration activities, vote counting, awards ceremony, and set-up break down and clean up. The two swap meets require the assistance of a group of dedicated members to set up the layout of the swap spaces the day before, to collect entry fees

from spectators and answer questions, direct the sellers to their spots, provide refreshments, make lunch runs, and clean up the area when the event is over. The THREE track events take assistance to pull each of them off as well, from performing tech inspection, directing pit in/out traffic, registration, or assisting as an instructor to help coach new drivers become comfortable and knowledgeable in the track experience. Thanks to all those who've helped out, and at the risk of missing a name to acknowledge, you all know who you are. (By the way those that help out qualify for the worker discount to our annual holiday party!)

Over the last five years or so we've developed a number of casual events that require planning and coordination to make them happen too.

- John Yarema was the mastermind behind creating the longest running of these other events, the East Side Spring Cruise. Each year we meet at John and Sandy's house for a breakfast, that many others bring contributions to as well, and then we go on some kind of a driving tour, usually ending up at some historical automotive site. Rich Twedle often helps John scout out locations and routes. With so many of these events already transpiring, each

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## President's Corner *(Continued)*

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year appears more challenging to find a route/destination, but every year something new is able to be derived.

- John Logan has also taken on the role of coordinating a West Side Summer/Fall Cruise. A variety of routes and location(s) have been experienced. John has concerns for having cars over-heat, so tries to place them later in the year, making for a busy fall season with our other events. John also helps out extensively in the Show portion for Show & Go, creating the class sizes and layout for the car show. Perhaps we can enlist this skill in the two swap meets (Mid-winter swap at Gorno Ford, and the one that coincides with the Show at Show & Go), to improve their layout and set-up?
- One of the more recent events that's been very popular the last two years is the club Pre-Woodward Cruise, where we meet the Wednesday before the cruise at the AutoZone book and memorabilia store for pizza and the heavy pre event cruise action. Phil Jacobs is the power behind this event, being a good friend with the store owner, in getting us use of the parking lot for the evening.
- We can't forget other events that tie into Shelby lore, those being Chili cook-offs. Every late winter we have a chili challenge that rotates to a different host's home each year. Every fall John Guyer and Trisch Judson invite us up to the Autodrome for a chili challenge, boat tours of Big Lake Norway, and raging bonfires and tales. While this takes a bit of a drive, many of us look forward to spending the night away from home in a hotel and good times. We've had between three and eleven couples over the years, but not too many recently, and John and Trisch's neighbors now outnumber club members as their participation grows. Those that haven't made the trip don't know what they are missing, on several accounts.

How many of you have thought about all the contributions

your Directors make each year, especially those activities and roles beyond there designated titles?

- Rich Tweedle wears many hats, being our Membership Director, who also is our Communications Director sending out all the e-mail blasts to keep members informed on so many topics, but also many (especially if they don't attend the regular meetings) may not know he is also the Club Video Librarian. Rich also designs all the flyers for our events. So you can see Rich is a very busy person that many people may not realize how many things he really does for the club.
- As club Treasurer, Craig Shefferly keeps a watchful eye on the cash flow, and with the aid of Mike Nyberg (in another role that may go unnoticed) analyzes trends in our cash flow and alerts us to changes we need to be looking at. Craig also is our merchandise leader, and handles the buying and selling of club gear, which serves as another source of club income, and keeps everyone looking snappy!
- After many years and many roles throughout the club, Kurt Fredrickson has moved away from the Detroit area this fall, creating a temporary void in the Secretary position (which we have at least three potential volunteers for if we chose to go forward in that direction). Kurt also runs the two club swap meets, making them successful, and a revenue generator. An unnoticed role Kurt also has is the recorder of New Vehicles report at each meeting. So as you can see, Kurt too has worn many hats (which explains his hair!).
- Mike Nyberg is one of the busiest Directors, publishing our quarterly world class newsletter, and often writing many of the articles and taking some of the pictures. And seemingly unrelated, Mike's aforementioned monthly analysis of our financial status brings insight in what's going on, rather than just how the balance compares to past levels. Mike also brings in good insight in many areas to get us to ponder.
- As Events Director, many view Jim Binder's role as mainly the Show portion of the Show & Go event, but there is much more to it. As our premier event the Show & Go show takes a lot of preparation pretty much all year long, ramping up as the event approaches. However, considering the role's title,

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

**SAAC-MCR Membership Status: We Have 115 Members**

**New members include:** *The members added since the last newsletter were previous SAAC-MCR members.*

## Labor Day Classic Open Track Event

*Text and Photos by Mike Nyberg*

My trip to the Labor Day classic at Waterford Hills Race Course started in the rain. It actually pored before I got to the track at 8:00 am. When I arrived, John Yarema was already doing technical inspection of participant's cars. The rain changed to a mist and stopped shortly after I arrived.

The Driver's Meeting was conducted by Darius Rudis for the 25 participants at 9:00 am. We needed around 32 participants to break even with the cost of the event. The rain early in the morning scared away potential walk-in open trackers. The rain definitely eliminated the early pony cars that might have participated in the Fantasy Trans-Am session. Only a couple of early Mustangs showed up, not enough to have parade laps and a photo shoot.

The first open track started at 10:00 am and was used to dry the track. The morning sessions were reduced to 15 minutes to increase the number of sessions before lunch. The track became dry very quickly and the rain had no effect on the event after the first two sessions.

I took orders of McDonalds lunches and my 9 year old grandson, Gunnar, collected the money. Darius' daughter, Monika drove to McDonalds to obtain the lunches and returned to distribute them to the hungry participants.

There were some very highly prepared cars at the event. Scott and Lisa Hoag brought their 2003 Mustang Racing Technologies (MRT) Mach 1 Racer.

Wayne Manor brought his brand new 2012 BOSS 302S with only 5 miles on the odometer. The BOSS 302S is serving as a replacement for the now defunct FR500S race car that was used for the Mustang Challenge race series, the Boss 302S is intended for the serious track day enthusiast as well as racing series like the SCCA's World Challenge and NASA's American Iron.

Rick Schans was exercising his Superformance GT40R replica. It is painted dark blue with orange stripes and graphics like the Gulf Oil GT40. The Gulf livery colors originated with the Gulf Oil Corporation in 1967, when its then vice president, Grady Davis, decided to enter his own GT40, #1049, as an independent entry at both Daytona and Sebring. The car was finished in the standard Gulf Oil colors of dark blue with orange trim.

The event was fun and safe. No one got hurt and everyone took their car home in the same condition as they brought it. Another successful SAAC-MCR open track event!

**Right: Wayne Manor's BOSS 302S.** The BOSS 302S fits between the [Boss 302 Laguna Seca](#) and the Boss 302R race car that competes in Grand-Am, it features the stock transmission, clutch and flywheel mated to the Boss 302 5.0-liter engine putting out 440 horsepower. Race-spec items like a six-point roll cage and Recaro HANS Pro Racer seat will be standard, as well as a fully adjustable suspension system, Brembo race brake system, massive front splitter and an adjustable carbon fiber rear wing. Pricing is set at \$79,000, identical to the FR500S, and just 50 will be available from the Ford Racing Performance Parts catalog. Talk about rare!



**Technical Inspector, John Yarema (in the black hat and T-shirt) reviews the safety inspection of Scott Hoag's 2003 MRT Mach 1 Racer.** Literally starting with a body in white, purchased directly from Ford, this car was designed and built by MRT. MRT used as many factory parts as possible in order to keep the cost down, but not leaving any excuses on the table, MRT married the best aftermarket parts along with in house fabricated parts to produce a well balanced, very reliable, competitive track car with a budget in mind.



**Rick Schans brought his beautiful Superformance GT40R replica. See the related story on page 19.**





## 2011 SAAC-MCR Fall Equinox Cruise

Text by Mike Nyberg, Photos by John Guyer and Mike Nyberg



John Logan, the Fall Equinox Cruise organizer is giving instructions to the cruise participants at Rick Linder's Automotive and Railroad Collection.

John Logan organized the 2011 SAAC-MCR Fall Equinox Cruise. John said the most difficult cruise item to plan is good weather. John planned well, the weather was cool and sunny, actually it was warm enough some cruisers had their convertible tops down for the cruise.

The cruise started at Fredrick (Rick) Linder's Automotive and Railroad Collection in Dearborn Heights. Approximately 35  
(Continued on page 5)



Rick Linder standing in front of some of the cars in his collection.

The collection included:

- 1911 Ford Model T Speedster
- 1924 Ford "Barber Warnock Special" Indy race car
- 1927 Ford Track Nose open wheel roadster
- 1930 Ford Delux Roadster
- 1981 Ford of Europe AC-Ghia concept car
- 1995 Mustang Lightweight Coupe 2 passenger sports car



Left: Susan Linder helped Rick decorate the collection. She makes sure Rick doesn't make the place look disorderly. She is a collector in her own right, so she knows how to display items well.



## 2011 Fall Equinox Cruise (Continued)

*(Continued from page 4)*

people arrived in 20 cars to view the collection at 9:00 am. Rick was a very accommodating host answering questions and describing items in the collection. The collection consisted of automobiles from a 1905 Ford race car to a modern mid-engine prototype. There were many display cases with an array of automotive memorabilia. O gauge model railroad engines and cars were displayed through the collection as well as model sail boats.

Rick's wife Susan was an elegant hostess. She helped explain many of the fine points of the collection. She helped decorate the interior of the facility and tries to keep Rick from making the collection look "junky".

John Logan gathered everyone outside Rick's collection building to give instructions for the cruise to Chelsea Michigan, a 59 mile trip. A large portion of the beginning of the trip was through Hines Park. We stopped for a "pit stop" at one of the nicer English Tudor restrooms in the park. We then headed westward through Northville and into horse country. We went by the south shore of Whitmore Lake and onto Dexter. We arrived in Chelsea at about 1:00 pm and parked in the historic train station parking lot.

We all proceeded to the Cleary's Pub one block away either by car or on foot. There we enjoyed a great lunch and interesting conversation.



**Pit Stop in Hines Park. You can see it was a bright sunny day for the SAAC-MCR Fall Equinox Cruise.**



**This Red Mustang Prototype Convertible has all the parts Classic Design Concepts manufactures for the Shelby GT350's assembled by Shelby American in Las Vegas.**



**John Logan organized and lead the Fall Equinox Cruise. He is standing next to his Red 427 AC Cobra replica.**



**All the cruisers parked in the historical train station parking lot. The over 100 year old Chelsea Clock Tower Building is in the background.**



## SAAC-MCR Does Pre-WDC at Auto Zone Hobbies

*Text and Photos by Mike Nyberg*

Wouldn't it be great if the SAAC-MCR Members could meet at a location on Woodward Avenue to watch classic cars cruise? Phil Jacobs arranged such an opportunity with Steve Pasteiner, owner of Auto Zone Hobbies at 33202 Woodward Avenue. It is located north of Fourteen Mile Road, just as you hitting second gear. Auto Zone Hobbies was established by the Pasteiner family in 1988 and the store features metro Detroit's largest selection of automotive automobilia.

The event occurred on the Wednesday before the 2011 Woodward Dream Cruise, when classic cars are moving at a reasonable speed. Close to 70 SAAC-MCR members brought over 30 cars to the event. It was the best attended event this year. The club provided pizza for the hungry members to enjoy while watching the classic cars go by on Woodward. It was also an opportunity to talk to club members and share stories about their cars.



**Steve Pasteiner owner of Auto Zone Hobbies. Established by the Pasteiner family in 1988 on legendary Woodward Avenue in Birmingham, Michigan. The store features metro Detroit's largest selection of automotive automobilia. Steve hosted the SAAC-MCR Pre-Woodward Dream Cruise event.**



**People watching the cruisers on Woodward in front of the Auto Zone Hobbies store.**



**People were also looking at SAAC-MCR member's cars in the Auto Zone Hobbies parking lot.**



**Steven D. Pasteiner, Steve's father, owns Advanced Automotive Technologies (AAT). AAT is a full house prototype company. They have the ability to build what they design. Steven brought a beautiful example of what they can design and build. It is a La Salle C-Hawk. Built on a custom frame while utilizing Corvette C4 suspension modules and a Cadillac CTS-V engine.**

## SAAC-MCR Show 36 Sponsors



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AutoTrader/Mark Storm supplied 300 copies of the Mustang & Ford AutoTrader Classic, May 2011 Issue.

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Pegasus supplied 300 catalogs.

[PegasusAutoRacing.com](http://PegasusAutoRacing.com)  
1-800-688-6946



## Meet the Member: Doug Witters

*Text and Photos by Mike Nyberg*

Doug has always been interested in things mechanical. His father suggested he take an aptitude test to determine a career path before starting college. He scored high on mechanical aptitude. However, he decided to study law and become an attorney.

Doug was looking for some activity to relieve the stress practicing law. He decided to restore a street rod and use his mechanical aptitude. He purchased a 1934 Ford Sedan delivery project car from Angelo Gianproni, owner of Gratiot Auto Supply, when it went out of business in 1981. He sold it in 1985 to build a 1934 Ford 3 window coupe that was finished in 1987. He sold the coupe to buy an ERA Cobra in 1989.

Doug has a 1965 AC Cobra replica built in 1975 by ERA. It was purchased as built and Doug updated it to race condition in 1995, powered by a 289 with 302 heads and Weber induction. He was invited in 1991 to display his ERA Cobra at the opening of the Chrysler Headquarters in Auburn Hills. Many different Carroll Shelby vehicles were displayed in his honor. Carroll was present for the opening ceremonies and talked to Doug about his Cobra. Shelby complimented Doug on how he had prepared the 289 Cobra for race duty much like the originals. Carroll Shelby autographed the dash.

Doug has a 1933 Ford Victoria street rod that was built by him and friends. It replaced a similar street rod that he built, again with lots of help in 1997 that was destroyed in the roll over in 2000. He was able to save many parts from the wrecked '33 for use on the replacement vehicle. It is powered by a 351 Windsor engine.

Doug also has a 1934 Ford Sedan Delivery built by Norm Francis Street

*(Continued on page 9)*



**Doug's 1965 AC Cobra replica built in 1975 by ERA. It was purchased as built and Doug updated it to race condition in 1995, powered by a 289 with 302 heads and Weber induction.**



**You can tell Doug Witters enjoys his 1965 ERA AC Cobra.**



**Doug's AC Cobra looks ready to race with period correct decals.**



**AC Cobra vanity plate**

**Right: Carroll Shelby only wanted to see Ferraris in the rear view mirror, so Doug applied a Ferrari decal to his AC Cobra rear view mirror.**





## Meet the Member *(Continued)*

*(Continued from page 8)*

Rods in El Cajon California in 2000. He purchased it in 2001 (off the internet, sight unseen - a real leap of faith). Fortunately, it turned out to be a beautiful street rod. Doug has modified the brakes and rear suspension. He has done some transmission work and plans to install traction lock center section in the 9" rear end.

Doug has a 1967 Jaguar Mk2 he purchased in 1988 in stock condition. He had it restored in 2000 by XKs Unlimited located in San Luis Obispo, California. Bev, his significant other, likes the car for luxury touring. Doug likes it for spirited driving on roads with a lot of curves and hills. Doug utilizes the Jaguar in, a guys only, Michigan Mille. It is a classic and sports car rally that covers 1000 miles of scenic back roads over a four day three night period. In the evening they park their cars and smoke cigars and drink wine, a great way to end the day.

Doug's vehicles are built to be reliable. He put 11,000 miles on the '34 Sedan delivery in 2010, for example. He utilizes the cars for trips to car events around the country and family visits. His car hobby has opened many doors that would not otherwise been available to meet interesting people and have unique experiences.

Doug belongs to the National Street Rod Association and the Great Lakes Cobra Club. He likes the SAAC-MCR because many of the members work on their cars and talk about mechanical challenges they have solved. He also feels it is a resource for getting help solving problems you may have with your vehicle.

Doug likes the Breakfast Club at the Rochester Hills Ram's Horn that meets every Saturday morning. Classic cars fill the parking lot every weekend. About 100 guys that just love cars, food, coffee, and the camaraderie connect during breakfast. It is a place where everyone is an equal and can get help with car problems.

Doug is a new member of SAAC-MCR, so introduce yourself to him and make him feel welcome. Hopefully, this article will help you start a conversation with him.



**Doug's 1934 Ford Sedan Delivery built by Norm Francis Street Rods in El Cajon California in 2000. Doug has made some modifications since the purchase and plans to do more.**



**Doug has a 1933 Ford Victoria street rod that was built by him and friends. It replaced a similar street rod that he built, again with lots of help in 1997 that was destroyed in the roll over in 2000.**



**Doug's 1967 Jaguar Mk2, purchased in 1988 in stock condition. He had it restored in 2000 by XKs Unlimited located in San Luis Obispo, California.**



**Above: 1933 Ford Victoria street rod vanity plate.**

**Left: 1967 Jaguar Mk2 vanity plate**

## A Brief History of Ford Automatic Transmissions

### Installment No. 3, FWD Automatic Transmissions by Tom Greene

Automatic Front-Wheel-Drive transmissions are referred to at Ford (and many other manufacturers also) as transaxles. The first foray into automatic transaxles for Ford was the 3-speed ATX introduced in the 1981 Escort.

Oil embargos drove the customers to buy small cars, and while Ford already had outstanding small cars in Europe, they were equipped with manual transmissions, the transmission of choice for European and Asian markets. In fairness, the manuals were the transmission of choice in Europe because automatic transmissions were substantially less efficient than manual transmissions "back in the day" a mere 30 years ago.

Considering the need for small cars and the need for fuel efficiency, the decision was reached that the ATX would have the design feature of split torque. Split torque simply means that some of the torque to the drive wheels is transmitted mechanically, and some via the more conventional torque converter. The arrangement selected utilized a planetary in the torque converter that resulted in about 35% mechanical in 2<sup>nd</sup> gear and a larger percent in mechanical torque transmitted in 3<sup>rd</sup> (3<sup>rd</sup> gear was 1;1 ratio) and I don't recall the exact 2<sup>nd</sup> gear torque split.

Characterizing the function of the ATX is fairly easy (not complimentary, but easy), and I will leave the description to my neighbor in Westland who owned an Escort that at one time stopped shifting to 3<sup>rd</sup> gear. His description was: "instead of getting two bangs as you drive up to the speed you want to drive, you get only one bang". The bangs he was describing were indeed the shifts.

The traits of transmitting torque mechanically as opposed to through a torque converter are two fold; 1) it is mechanically efficient, improving fuel economy, 2) it is very challenging to obtain good shift aesthetics. The application of the ATX was expanded to include the Tempo Topaz beginning in 1984.

The transmission design was changed in the mid 80's to eliminate split torque, and two replacement configurations were created. In

one configuration, the transmission incorporated a conventional torque converter resulting in all torque being transmitted conventionally, that is solely through a conventional torque converter, and another configuration with a centrifugal clutch incorporated in the converter that resulted in the torque being transmitted mechanically as a function of turbine speed – think of a go kart clutch; the kind with the friction shoes expanding against a spring to make contact with the drive shell as the speed increases. The centrifugal clutch in the torque converter works exactly the same way, but with considerably more control.

The ATX was renamed CLC and FLC at introduction of these concepts in approximately 1986 or 7 (I didn't follow this evolution very closely).

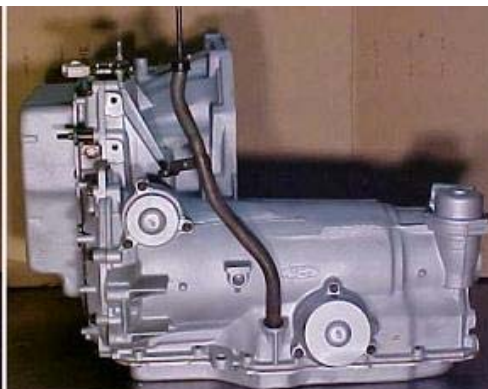
The ATX and the subsequent CLC and FLC transaxles served to get the small front wheel drive vehicles around in the US until the introduction of the overdrive transaxle named the CD4E.

Meanwhile, in Europe, the CTX was designed and first utilized in 1987 Ford FWD vehicles. The CTX was a CVT transmission utilizing a steel Van Doorne belt. This design was chosen because the Europeans were not willing to accept the fuel economy loss of moving from the split torque ATX to CLC or FLC. This transmission did provide good fuel economy, however it suffered the same fate as did all CVTs in North America and Europe. That is, customer acceptance was poor. People had a difficult time coming to grips with the fact the transmission didn't shift, it just continuously changed ratio, resulting in the engine speed not changing proportionally to vehicle speed. Hence, the life span of the CTX was fairly short.

Now moving on to more modern FWD transaxles: When Ford Motor Company was to introduce the company-saving 1986 Taurus, there was a very strong want to launch it with a transmission having excellent efficiency to improve fuel economy while not having the functional anomalies of the ATX and the original AOD. The all-new AXOD was born and was introduced along with the brand new Taurus in 1986 model year.



Driver's Side



Firewall Side

AXOD





## A Brief History of Ford Automatic Transmissions (Continued)

The AXOD is a "U-drive" transmission. That is, the torque converter is not in line with the planetary gear set. The torque converter is housed in a conventional converter housing and a chain that transfers the torque to the "barrel" of the transmission that runs along the back side the engine oil pan. The U-drive configuration improves the space between the wheels for transverse mounted engine FWD vehicles (sometimes known as sidewinders). The U-drive configuration was not new to the industry as GM utilized this configuration in 1979 for the THM 125. In fact, the AXOD and the THM440 are quite similar in looks and identical in kinematic configuration. The AXOD has 4 forward gears with 4<sup>th</sup> being a 0.67:1 overdrive. Other design features to enhance efficiency are the variable displacement pump and the inclusion of a controllable converter clutch, that is, the capacity of the converter clutch was placed under electronic control as opposed to just electronically triggering the application and release.

The VD pump increases or decreases oil flow to meet the needs of the transmission by moving the ring in which the slippers run further or closer to the center line of the pump. (Tom note: VD pumps are a great concept, but in practice are rather difficult to keep stable). Today, electric pumps are a MUCH better way to improve efficiency and they can be electronically controlled to enhance stability and optimize efficiency.

The converter clutch is simply a piston and plate clutch inside the torque converter that when applied eliminates slip between the engine and the input shaft. A typical value for speed losses from engine to input shaft for a conventional torque converter is 4 or 5%. This approximately 4% loss is the primary difference in the powertrain efficiency between manual and automatic transmission equipped vehicles. The other prime contributors are pump losses and mechanical efficiency of clutch packs.

So the agreements were reached. The all-new transmission to go in the all-new Taurus was to be a U-drive 4-speed having synchronous 1-2 shifts and non synchronous 2-3 and 3-4 shifts. 4<sup>th</sup> gear is an over-drive gear, and the transmission utilized a VD pump and an electronically controlled torque converter clutch to improve efficiency. The rest is, as they say, history. The vehicle was a success and did in fact save the company because it was the right car at a time when people were desperate for a package efficient, fuel efficient family car.

A word about the converter clutch and controls: the converter clutch was controlled by a pulse width modulated flow control valve and this gave rise to the ability to run the converter clutch at low values of continuous slip, say 50 rpm. Running with the converter clutch applied, but slipping at relatively low values of slip is called "soft-lock". Soft lock was utilized to minimize NVH by decoupling the torsional vibrations associated with running a converter clutch at lock up – with the torque converter locked up, vehicle response is much like when it is equipped with a manual trans, that is: all bobbles and torsionals are passed through into the vehicle. In the AXOD, the vehicle office people helped improve the vehicle NVH by requiring the converter clutch

to be run at continuous slip. This ability was to be the cause of a Tech Service Bulletin and an eventual replacement of converters in the field when shudder developed as a result of the long term ill-effects of oil degradation at the friction interface of the converter clutch to the inner surface of the torque converter.

As previously covered, transmissions are very expensive to facilitate – a ballpark estimate is that to tool a new transmission in an existing plant costs approximately \$750 Million, hence to evolve a transmission rather than build a new one is pursued when there is a functional or efficiency enhancement available. These are called in-cycle upgrades and generally are much more investment friendly than "build new".

The AXOD received upgrades during its life cycle. In 1991 the transmission was modified to replace the hydraulic controls with electronically controlled torque capacity and shift scheduling – the objective of which was to improve customer satisfaction for shift quality. A variable force solenoid was utilized to control pressure (similar design to the VFS used in the E4OD) and on-off solenoids were used to control the shift valves. The transmission was renamed AXOD-E.

In 1995, the transmission mechanical design was modified to include a low reaction one-way clutch and the torque capacity was upgraded. This revised transmission was named the AX4N. The increase in torque capacity allowed this transmission to be mated to the 4.6-4V V8 Continental engine. The mechanical changes provided non-synchronous 1-2 and 2-1 shifts thereby addressing the single biggest customer concern, the shift quality during the 2-1 downshift while coasting to a stop.

The AX4N was named with the N for non-synchronous. The AX4S named with the S for synchronous shift. Because the demand for FWD vehicles was increasing (there was an increased demand for Taurus vehicles, the Continental, the Windstar people mover and the Freestar vehicles were added to AXOD usage, both the AX4N and the AX4S (ne: AXODE) were both manufactured. The AX4S was built in Livonia and the AX4N in VanDyke. The AX4S was phased out ahead of the AX4N and the last AX4N was used in the 2004 model year Taurus family.

The need for fuel efficient smaller FWD vehicles did not abate and the answer to this demand came in the form of the all-new vehicle Contour/Mystique with an all-new CD4E transmission. The CD4E was designed specifically for use in C and D size vehicles and it launched in the 1995 Contour and Mystique.

**Turn the page to view images of the  
1999 Cougar 2.0L CD4E FWD  
Automatic Transmission.**



Driver's side

Radiator Side

1999 Cougar 2.0L CD4E

The CD4E is an in-line design as opposed to the U-drive configuration of the AXOD and was used in the Contour/Mystique, Cougar and Escape. The gear ratios are 1<sup>st</sup> 2.9, 2<sup>nd</sup> 1.6, 3<sup>rd</sup> 1.0, and 4<sup>th</sup> 0.69.

The CD4E incorporated good shift dynamics in the base design in order to preclude some of the issues known to exist in the AX family transmission. This transmission provided good function in challenging applications. The CD4E was in production from 1995 through 2008 model year when it was replaced by the 6F-mid transmission in the 2009 model year. Each Contour, Mystique, Cougar and Escape used this transmission that delivered good function and efficiency.

The CD4E utilized electronic controlled torque capacity, shift scheduling and converter clutch control. The on-off solenoids and VFS configuration is very similar in concept to those used in the other Ford transmissions.

Still the need for fuel efficient small cars did not abate, and the Focus vehicle launched with an all-new joint venture 4-speed transmission called the FN. The FN transmission was officially named 4F27E, but the transmission was known as the FN around Ford until it went out of production. The FN was jointly designed between Ford and Mazda (Mazda was officially on lead) for this transmission, and the transmission was manufactured in Hofu, Japan. It utilized a chain output, planetary final drive, 2-planetary design and the now-familiar on-off solenoid configuration for shift control, a PWM for converter clutch and a VFS for line pressure control.

The creation of this transmission now provided transmissions to cover the FWD products from Focus thru Continental and at the volume needed to support the small, medium and larger front wheel drive Ford vehicles.

Any transmission or other product that does not evolve will become non-competitive in an ever decreasing period of time, and non-competitive means loss of sales to those companies who offer the better technology that provides a benefit to the customer.

It was recognized at the turn of the millennium that more efficient FWD transmissions were required to carry Ford into the future, but with the limited resources available Transmission Engineering could not dedicate the people needed to design a new FWD transmission at the same time that the 6-speed RWD transmissions were being designed. So a couple bridging actions were taken: To "bridge the gap"

## A Brief History of Ford Automatic Transmissions (Continued)

between the 4-speed transmissions and delivering Ford's own 6-speed design FWD transmission two paths were taken:

- 1) Ford entered into a joint venture with ZF where Ford supplied a plant and ZF supplied the transmission design for a CVT for up to 3.0L applications – most CVT transmissions are designed for small engine applications. This transmission launched in the 2005 Ford 500/ Montego and the Freestyle. The transmission was very expensive and while it met with less of the customer (lack of) acceptance issues than other CVTs because it was very well calibrated to provide more "expected" function while providing the PT efficiency the CVT, it was taken out of production after the 2007 model year.
- 2) Ford purchased a 6-speed FWD transmission from Aisin Warner. This was called the AW transmission and it was used in 2006, '07 and '08 model year Fusion, Milan and Zephyr (aka MKZ). Buying an automatic transmission poses logistical issues, like calibration without having access to the control system design and meeting the functional requirements that Ford transmissions were known for – e.g. This transmission did not provide the ability to start in 2<sup>nd</sup> gear as had all other Ford transmissions since 1966. This transmission provided the additional performance and fuel economy needed to bridge the gap between the 4-speeds and the introduction of the Ford 6-speed automatics

But the time for these transmissions to be replaced came to pass. The AX family, The CD4E, and the FN were to be replaced with 6-speed automatics. The replacements for these transmissions are the 6F50 and 6F55 (the 6F55 is a higher torque capacity 6F50 for compatibility with the EcoBoost engine) and the 6F35. The 6F50 was the first 6-speed fwd transmission for Ford and it launched in the 2008 Edge. The 6F35 is a smaller version of the same architecture as the 6F50/55 and is used in Fusion and Escape.

The Fiesta and Focus now use a Joint Venture Ford-Getrag transmission purchased from Getrag. It is a dry dual clutch design covered in a previous article.

All current Ford products now have 6-speed automatic transmissions. So what about the future???? From the school of more is better, Ford recently announced there will be an 8-speed planetary transaxle with input torque sensing created for the near-future and used in small cars. It will be mated with a 3 cylinder 1.0L EcoBoost engine.



## SCAMP Concours in the Park and Vintage Races at Waterford Hills

*Text and Photos by Mike Nyberg*

Several SAAC-MCR members attended the SCAMP Concours in the Park on July 29, 2011. Depot Park in downtown Clarkston comes alive with the sights and sounds of automotive history. Depot Park provides a unique setting for some of the finest sports and classic cars anywhere. The popular ice cream social, silent auction, the cruise and live entertainment provide an evening of fun for everyone. The park is excitingly active and comfortably crowded as Clarkston and Waterford Hills Road Racing, Inc. (WHRI) celebrate the history of the automobile while benefiting SCAMP. Clarkston SCAMP is a five week summer day camp for children and young adults with special needs. SCAMP provides recreational and social opportunities under the supervision of highly trained staff.

SAAC-MCR members Mike Radonovich, Dave Swanson, Mike Pikelis and Mike & Penny Nyberg met in a parking lot across from the park with about 50 other cars to go on a 17 mile cruise before the car show in Depot Park. We went on an enjoyable cruise mainly through Springfield Township, including the very small towns of Andersonville and Davisburg. The Oakland County Sheriff Department had stopped cross traffic at each intersection so we traveled the entire trip with out interruption.

Mike Radonovich brought his 1996 Shelby GT350 tribute car, Mike had his 1964 Ford Galaxie, Dave Swanson arrived in his Kirkham AC 427 Cobra and Mike and Penny Nyberg had their 1970 BOSS 302. We were directed to position our cars in the park and were not able to park as a group, after completing the cruise. However, the park is small and we were not far from one another.

Other SAAC-MCR members arrived later to view the cars and enjoy the event. They included Ross & Kay Weaver and John & Sandy Yarema. We all enjoyed the beautiful setting for the car show, the excellent food and opportunity to have conversations with other car enthusiasts.

An official from the Waterford Hills Historic Race event noticed Mike Radonovich's and Mike Nyberg's cars decorated like vintage race cars and were invited to display their cars at the Vintage Race on Saturday or Sunday. We invited John Yarema to bring his 1965 Shelby GT350 tribute car along and we displayed them at the Waterford Vintage Race on Sunday. We had an opportunity to talk to people who were interested in our cars and watch the vintage races. Many of the vintage race cars are beautiful reminders of 60's and 70's races and still perform very well on the track.

We enjoyed the weekend centered around the Waterford Hills Historic Race. We hope more SAAC-MCR members will take the opportunity to enjoy next year's event.

**Below, L to R: Mike Pikelis' two nieces, Gwyn (12) & Olivia (15) and Mike Pikelis standing in front of his 1964 Red Ford Galaxie.**



**L to R: Dave Swanson's wife Kelly holding daughter Madelyn (3 months old), brother Tim and Dave holding son Drew (3 years old) standing in front of their Bare Aluminum Kirkham Motorsports FIA 289 Shelby Cobra. Brother Tim, Drew and Dave used 220 grit sandpaper, some steel wool, and Windex to "shine" the Cobra up before the show.**



**Right, L to R: John Yarema with his 1965 GT350 Replica, Mike Nyberg with his BOSS 302 and Mike Radonovich with his 1966 GT350 Replica displayed at the 2011 Waterford Hills Vintage Races.**



## 2011 BOSS Reunion

*Text by Mike Nyberg and Photos by Mike Nyberg, Joe Morsello and Jerry Ostalecki*



**BOSS cars parked at the AAI Mustang Assembly plant in Flat Rock, Michigan before the plant tour.**

The 2011 BOSS Reunion was a three day event. Friday August 5th I left home at 5:00 am to get to the AAI Mustang Assembly Plant in Flat Rock, Michigan by 7:30 am. It was an early start for the event. Approximately 85 BOSS cars showed up for the plant tour. We were guided through the plant in groups of 20 people for the one and a half hour tour. After all the groups toured the plant we went to our cars to line up for an opportunity to use the test track behind the plant. All the BOSSSES went on the test track, lead by a pace car. I lagged behind and I got to make a lot of noise on the banked turns.

Saturday there was an event at Roush that I didn't attend. They had concourse judging during the event. Someone had found Larry Shinoda's 1969 car he used to experiment with the BOSS Graphics and other modifications. It was very rusty. When they swept rust that had fallen off the car out of the trailer, someone wanted it to sell on eBay.

Saturday evening there was a banquet where Donald Farr introduced a couple of speakers that helped develop the original BOSS 302. Bill Barr, who was in charge of developing the engine was very interesting. Several young engineers spoke about their involvement in developing the 2012 BOSS 302.

Sunday I attended the MOCSEM car show at WHO. There were around 144 BOSSSES at the event. It was the second largest BOSS gathering in history. We had our own section at the show. I met some very interesting people and bought a part at the swap meet.

**I am lining up to go on the test track behind the AAI Assembly Plant.**



**Several BOSS cars on the AAI test track.**



*(Continued on page 15)*



## 2011 BOSS Reunion (Continued)

(Continued from page 14)

Bill Cook was instrumental in planning the Friday and Saturday events. He was recognized for his efforts by several high level Ford executive at the Saturday night banquet. I especially remember Steve Ling, Ford North American Car Marketing Manager thanking Bill.

Randy Ream started and managed the BOSS 302 Registry for almost 30 years. He and Bill Cook brainstormed and communicated several times a week over an eight month period to make the successful reunion possible.

It was a great experience. I am looking forward to the next BOSS Reunion.



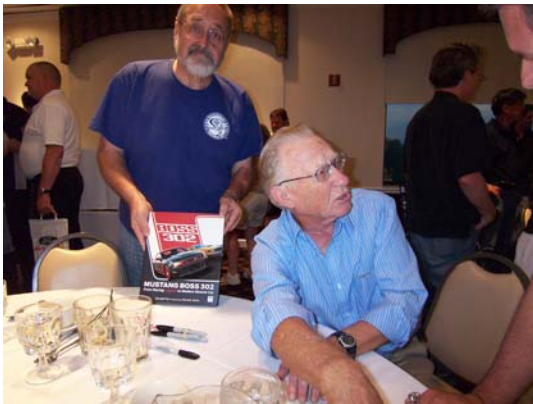
**Ed Ludtke standing by his 1970 Grabber Blue BOSS 302. Check out the 17" wheels**



**Left: Donald Farr (on the right) is auto-graphing my original BOSS 302 book he authored in 1983. This book is the original "bible" for BOSS 302 enthusiasts.**



**Mark Storm in his 1970 Grabber Orange BOSS 302.**



**Left: Jerry Ostalecki is holding the new BOSS 302 book, while I take a photo of Bill Barr, the Chief Engineer for the original BOSS 302 engine.**



**Bill Cook in his 1970 Medium Blue Metallic BOSS 302. My car is in the background.**



**Left: Several young Ford engineers that help develop the 2012 BOSS 302. Donald Farr is on the extreme right.**

**Right: Donald is holding the new BOSS 302 book he authored and auto-graphed for me.**





# 1967 GT350 at the 2011 Concours d'Elegance

*Text and Photos by Rick Nash*

When I was a child I remember visiting the Henry Ford Museum, the Detroit Historical Museum, and the Concours d'Elegance at Meadowbrook. Early on I dreamed of owning a historically significant automobile that would be invited to an event such as the Concours d'Elegance. When I turned fifteen my enthusiasm for Mustangs and Shelys transitioned into a passion. It was only a matter of time, July 31<sup>st</sup>, 2011 to be precise, until my childhood dream intersected with my passion .... The 1967 Shelby GT350 Carol and I own was invited to be displayed at the Concours d'Elegance of America at St. John's Inn.



Our 1967 GT350 is #2545. She has been the subject of a ground up restoration by Tri-City Mustang Restorations (Jeff James' shop in St. Charles, Michigan). This spring and summer #2545 has been judged during the SAAC Indiana Spring Fling, SAAC 36, and the Mid-America Ford concours and has consistently been awarded top honors in her division. The Concours of America event was a great experience.

All vehicles participating in the Concours of America had to submit an application for consideration and then be invited by the Selection Committee. Vehicles invited are grouped with other vehicles sharing a similar period, theme, or heritage. A display grouping is called a ring. In the case of our GT350, was placed in the Muscle Car ring. Significant muscle cars from Shelby (two SAAC MCR cars!) Ford, Buick, Dodge, Pontiac were grouped together in our ring. Three judges reviewed all the vehicles in the ring and selected three muscle cars to receive recognition: A bright yellow Buick GSX took top honors .... Followed by William Deary's 1965 GT350 and a purple metallic Dodge Challenger. Congratulations William!



**Jeff James holding the top award for the Muscle Car ring. Borrowed from the owner of the Buick GSX.**

Regarding our 1967 GT350, she was invited to be driven to the Concours stage as part of the Mode du Concours (the fashion show). Before arriving at the Concours stage, a lovely young model, Jordan, wearing a fashion (a white evening dress) tied to a moment in automotive history joined as my passenger. On stage, Jordan emerged and posed for the cameras. The significance of Jordan's attire and the 1967 Shelby was described. Regretfully, I do not have pictures .... If anyone from the club has pictures of this event, I would appreciate it if they could be shared!



It was a beautiful day for the Concours. The St. John's Inn grounds are a very nice venue for the event. To all of the SAAC MCR members (especially Jeff Burgy) that stopped by, it was great to talk with you. In the other rings there were many other significant Fords. I appreciate the Cobra owners that brought their cars out, it gave me a chance to show Carol (my wife and boss) what I would like to own one day. It was a really wonderful event.





## 1965 Shelby GT350 at the 2011 Concours d'Elegance

*Test and Photo by William Deary*

The Concours d'Elegance of America at the Inn at St. John's (formerly held at Meadow Brook) was a unique and enjoyable experience compared to SAAC and MCA shows. Over 230 cars representing every era of the automotive industry were displayed by class among the golf course allowing everyone to stroll, gaze and appreciate the beauty of the automobile as art. Strolling each "pen" was a treat as owners were friendly and educational. The day was hot in the sun and cool in the breeze of the large shade trees. The new venue, which had to live up to the Dodge Mansion and Meadow Brook did not disappoint.

Cars are selected by invitation and we were pleased to present the 1965 GT350 (#12: Advanced Prototype). The Shelby Legacy was well represented by two Cobras, two Shelby Mustangs and an original GT40.

The GT350 was entered in the Muscle Car Class (the only class where you are allowed the hood to be open during judging!) The entrants all were exceptional: A prototype Daytona Talladega, a Daytona Hemi Cuda, GSX among others. Best in class went to the GSX. We were very pleased to receive the Lion Award for this class. Driving the GT350 across the lawn to the stage to be presented our award was special as we were among absolutely spectacular automobiles.

Another Shelby hosted "Miss Chrome." The model, attired as you envision from her name, representing the art form of cars from the 1950's and 1960's.

Because of the success of this year's event, the Concours was able to contribute over \$20,000 to area non-profits such as the Michigan Philharmonic, Key Club, Boy Scouts, the Plymouth Rotary and the Plymouth Kiwanis. After several years of being unable to make any charitable contributions to all, they feel this is quite a good start down the road to reestablishing the Concours as a major charitable organization in Southeast Michigan.



## CSX2367 at the 2011 Concours d'Elegance

*Text and Photo by Dave and Lori Wathen*

Lori and I displayed CSX2367 at Concours of America in the SuperCar Display which was the first group of cars near the public ticket holder entrance. So this group of cars was highly visible - besides our Cobra it included a Saleen, a Morgan Aero, an R8, a one-off prototype from a Mexican based builder, and several other more modern supercars. And we all know that a nearly 50 year old Cobra can hold it's own amongst modern supercars, both in looks and performance! CSX2367 had won it's class at Meadow Brook back in 2004 and since CSX2452 from Connecticut was in the sportscar class this year, the event organizers utilized the "SuperCar" class to avoid having two Cobras judged against each other which is a nice way to have two popular cars in a show that normally prefers not to double up in a class.

Our opinion is that the switch from Meadowbrook to St John's went well. We took advantage of the option of parking the Cobra on the show field Saturday afternoon which avoided the on-field congestion at 6:00 AM Sunday. Although the parking lots around the headquarters hotel were jam packed with trailers Saturday due to the RM auction that day, on Sunday the parking and traffic rules were well run, avoiding the mess we've all seen at some big shows. But it's worth getting there at 6 am Sunday to watch all the cars coming in, this year that included maybe 40 old Indy racers. It was a great show and event. I wish I could have taken the Cobra to MIS on Friday, but I was working so I can support my car habit....



**Above: Lori and Dave displayed CSX2367 at Concours of America in the SuperCar Display.**

**Left: William Deary's 1965 GT350 (#12: Advanced Prototype). William received the Lion Award in the Muscle Car Class (the only class where you are allowed to have the hood open during judging!)**

## 2011 Vintage Races at MIS

By Dean V. Ricci

I love the smell of MIS in the morning, it smells like ... aviation fuel (?) Needless to say, we had just a tad bit of rain leading up to the inaugural Concours of America Vintage Races, held Friday July 29, 2011 at Michigan International Speedway. The jet powered track dryer employed at MIS was in full song and the track seemed to be dry enough for cars to be taking to the track in short order. I believe the track dryer got the cars out there maybe two hours behind schedule at the most.

This event was not a highly publicized event by any stretch of the imagination. The only reason I knew about it was from an email sent out by Rich Tweedle talking about the races. Like many others, I thought the newly restarted Vintage Races at Waterford Hills was to be the on track event associated with the Concours of America. In that respect, I was wrong. We did attend the Waterford event the next day, but more about that later.

Upon arrival at MIS, finding the access tunnels to be under water (literally), we were directed to another entrance where my wife Judy and I picked up our credentials and proceeded to the paddock, driving across the back straightaway en route. We grabbed our bottles of water, camera and set out on this new adventure.

Three garages were packed full of oldsters, looking to eat up some asphalt. A newbie immediately caught our eye, a Factory Five Cobra, decked out in a full roll cage, Black paint, Gold Stripes and gobs of Late Model Ford Mustang fuel injected power. This car would prove to be high on the awesome meter once track sessions began.

The array of vehicles in attendance were mostly open wheel Indy racers which were simply beautiful to look at. There was also a contingent of Corvettes there, later finding out that the Corvette Set (an owner's club) were providing support staff for the event, in exchange for some on track time with their rides. There may be an opportunity for SAAC-MCR in this regard in the years to come.

While walking through the garages, my wife and I ran across fellow SAAC-MCR members Ben Schiewe and Phil Jacobs. Ben and Phil were providing support to fellow SAAC-MCR club member Richard Schans, who was in attendance with his Ford GT40 replica. A simply beautiful car in its own right, being amongst all these vintage vehicles gave the Ford GT40 a special petina, only a true "Ford Blue blood in the veins" person could see and appreciate.

As the driver's meetings concluded and sounds of gas filled cylinders began to explode, my wife and I walked over to the track and parked our butts in our favorite spot at MIS, on the pit wall at paddock exit. Here we get to sit and admire the machines as they pull onto pit lane and then see them traverse the track at speed along the straightaway. There simply is no better way to spend an afternoon than this particular spot on the planet.

As we sat there admiring all things motorsport, not far from us was a poor lad with an Indy Car that just couldn't get its supply of fuel in a regulated fashion. When they first did get it up and running, the Gurney Eagle leaked quite a bit of oil on the ground. The support crew worked frantically to get the kitty litter down to quell the leakage. After tightening things up in oil delivery, they were back to getting their Gurney Eagle power plant enough fuel. While all this was trashing about, an older gent made his way over to us commenting that it was sad to see people working on a car when they don't know what they are doing. A pretty bold statement I'd say when you looked at the car and the folks working on it - this was no low budget operation.

The crew was trying to push the car forward and my wife was quick to point out to them that a pair of Gun Mufflers was in front of the wheel. They offered their thanks for pointing that out, but the senior gent just muttered "Real racing people don't wear hearing protection" and gave out a laugh. At this point I was beginning to wonder who this guy was and how he could make such brash statements.

I struck up a conversation with the guy, and he proved to be very knowledgeable of racing and cars in general. I went over to my wife and said, "I don't know who this guy is, but he has to be famous because he knows way too much". I got my question answered later on. As the team thrashed on the fuel starved Gurney Eagle, a fast group of cars were taking laps around the track. Various open wheel cars were making all kinds of sweet sounds as they sped by. Soon enough a group of "our" kind of cars took to the track. A couple of big block 'Vettes, the Ford GT40 and the Factory Five Cobra were traversing the track. I remember telling my wife to watch the GT40 as it was going to pass all these cars after the first lap. Unfortunately that never happened, as I would later find out from Phil Jacobs that Richard was not going to show his hand today at all. The car was simply on a shake down run, and its true potential would be unleashed another day. Given that, the speed star of the day was the little Cobra that could. It easily passed all comers it encountered on course, eventually lapping the field.

Towards the end of the day, I just had to find out who was the guy that Judy and I had been talking with all afternoon on pit lane. It turns out that this man was Maury Rose II, a name you might recognize. His father won the Indy 500 three times and is a member of the Motorsports Hall of Fame. Maury Rose II, now 70 years old, is currently leading a drag racing effort out of his garage in Warren, Michigan. He certainly is a knowledgeable and entertaining man to talk to and made our track experience that much more enjoyable.

Look for this track event to get the publicity it deserves for future Concours of America events in the years to come. I envision many more race groups in addition to those that were featured on this day. A venue like MIS would certainly be a great fit for cars of this pedigree.

*(Continued on page 19)*



## My 2011 MIS Experience

Text and Photo by Rick Schans



**Rick Schans' Superformance GT40R in Gulf Oil livery. His "crew" standing behind the car (L to R) Phil Jacobs, Ben Scheiwe, Rick Schans and Ron Mack. The MIS track event required a full race suit and running within your abilities or as they said 7/10<sup>th</sup> ensuring a safe run.**

The Concours d'Elegance of America had a track event at Michigan International Speedway on 7/29/2011. It will be a yearly event to spot light their featured cars and for this year it was the 100<sup>th</sup> anniversary of the Indianapolis 500. The event was planned around Indy racers from all periods, the early racers to the Offy roadsters of the 50's to the Ford 4 cam V8's of the 60's. They also added other cars to run in different classes, closed cockpit to open racers of all periods. It was a whole day event broken down into 4 sessions throughout the day. I attended the event with my Superformance GT40R requiring a full race suit and run within your abilities or as they said 7/10<sup>th</sup> ensuring a safe run. We had the drivers meeting, providing information from the track staff and to the flagman. Their job was to make us aware of the meaning of each flag used in a race. Because it was the first year and not sure if everyone knew about this event, the classes were slim, but it did give us enough room on the track to see what our cars would do. They started with the early racers then us, we followed a pace car for 1 lap then he pulled in and then we hit the accelerator and just tried our best to stay off the walls! All I can say is that I have no idea how the NASCAR guys do 500 miles those banked turns especially turns 1 and 2 it does stick you in your seat so if anyone ever says to me it's a piece of cake to do what they do I'll tell them to just try it, it is not easy. It was a great event to attend and I'm sure there will be more cars next year just need some GT 350's and Cobra's and more Ford powered cars to show up. The sights and sounds are unreal, it's what we live for!

### 2011 Vintage Races at MIS (Cont'd)

*(Continued from page 18)*

While it was impossible to top the day we spent at MIS, Judy and I did drive out to Waterford Hills for the revival of the vintage races, staged by the Oakland Country Sportsmen's Club. The cover of the program for the event featured a beautiful 1970 Boss 302, but unfortunately not one vintage Pony Car of any make took to the track this Saturday. The vintage races at Waterford were always a highlight of the summer racing activities here in Southeastern Michigan and we can only hope that the most challenging road course in North America can once again attract the event sponsors and entry lists of days gone by.

## President's Corner *Continued*

*(Continued from page 2)*

consider how many events we have, they technically should fall under the watchful eye of the Event Director, which means a heck of a lot of work – made easier with a strong group of event coordinators, that we would like to formalize going forward to recognize their contributions.

- Events also need to be publicized, and Mike Riemenschneider handles as our Advertising Director. Searching out the many classic and new media avenues, Mike searches for the best options and values, and we've been evolving our focus over the past two years, with more coming. This is very important, as its success is what pulls in our revenue, and with recent trends we need to make changes for our long-term success. We've held the budget for advertising, as well as the newsletter, flat for the last five years, but it has become apparent this year that those budgets need to be increased based on increased costs, which will hopefully be more than offset by increased revenue if successful.

- In the face of what appears to be decreased open track attendance across many other organizations and track events, Darius Rudis as Competition Director has been able to keep around breakeven while keeping all three track events in place. Some groups used to only have one event per year, while we've historically always had 3-4 events, and some of those groups have only recently increased their number of events, while others have dropped events. There are many details that go on behind the scenes, that Darius handles.
- The bedrock of our club, is Jeff Burgy, who was the creator of our club and designed our club logo, and serves as our National Rep and keeps us up on all the new comings and goings on with the national club.
- Phil Jacobs is always around to facilitate technical questions as Technical Director, and has a long term view and experience in the club.
- Dean Ricci, while stepping down as a Director as part of

### 2011 SAAC- MCR Board of Director's Organiza- tion Chart

President Steve White	Vice President Randy Betki	Treasurer Craig Shefferly	Secretary Mike Pikelis	Membership/Lib/Comm Rich Tweedle
Back-up VP	Back-up tbd	Back-up tbd	Back-up Jeff Grice	Back-up tbd
		Analysis assistant Mike Nyberg	Substitute Rich Tweedle	
			Substitute Cathy White	
			New Vehicles Report Mike Pikelis	



# I WANT YOU!



## to volunteer to help SAAC-MCR



## President's Corner (Continued)

(Continued from page 20)

his retirement program, still serves as the webmaster, providing a top-notch website, that is probably one of the longest running Shelby sites, launched in 1997!

- And who can forget VP Randy Betki, serving as the Joe Biden comic relief role, as well as filling in for me when I'm unable to run the monthly mtgs.

Hopefully this lengthy overview has opened a few eyes and generated recognition for the many, many other tasks our Directors provide.

With the above recognitions, I'd like to formalize some of the roles to acknowledge the individuals ongoing contributions. As mentioned above, many members have been involved in roles that may have not been as recognized as they deserve. To aid in this recognition, the accompanying chart identifies these roles, and how they interact to the Directors. Also, we're evaluating the Director roles with the recent changes this year. In the By-laws, we can have up to 13 Directors! That's an over 10% ratio of Directors to members!! That seems a bit imbalanced. We've had as many as 12 Directors, to our current level

of 10, with decisions to be made on how to best handle the gap of the Secretary role. We're considering taking this opportunity to evaluate reorganizing our structure. We evaluated rolling the Secretary role into one of the other Directors roles, as is sometimes done in other clubs, but ultimately decided the workload deserved to still have it as a separate role. After considering a number of volunteers, we selected Mike Pikelis to fill this role. Please welcome Mike to this new opportunity for him!

This also serves as a lead in to our upcoming annual club elections in November. Considering the historical roles and descriptions provided, you might want to think about what role you might want get involved in, whether it is an elected role, or an unelected one. Also don't forget that for the last few years we've been trying to encourage back-up roles for each of the Directors, so we can have someone who can step in on a short-term or emergency basis in the case when the elected Director may not be available, or even longer term when a position opens up. We've experienced both recently, which demonstrates the need for succession planning. We're pleased to announce that several back-ups have been now

*Continued Below*

Events <b>Jim Binder</b>	Competition <b>Darius Rudis</b>	Editor <b>Mike Nyberg</b>	Tech Exchange <b>Phil Jacobs</b>	Advertising <b>Mike Reimenschnieder</b>	National Rep <b>Jeff Burgy</b>
Back-up <b>Mike Pikelis</b>	Back-up <b>Mike Nyberg</b>	Back-up <b>Ross Weaver</b>	Back-up <b>tbd</b>	Back-up <b>tbd</b>	Back-up <b>John Guyer</b>
Show support <b>Ross Weaver</b>	Tech Inspector <b>John Yarema</b>	Technical Editor <b>John Logan</b>			
Show layout coordinator <b>John Logan</b>	Tech Inspector <b>Gene Kotlinski</b>	Events Calendar <b>Jeff Burgy</b>			
Back-up show layout <b>Phil Smith</b>	Tech Inspector <b>Steve White</b>	Meet the Member Article <b>Linda Kidd</b>			
Swap coordinator-Winter <b>John Yarema</b>	Tech Inspector <b>tbd</b>	Photography <b>Rich Tweedle</b>			
Swap coordinator-Show <b>John Yarema</b>	Driving Instructor <b>Darius Rudis</b>				
Swap layout coordinator <b>John Logan</b>	Driving Instructor <b>Gene Kotlinski</b>				
Back-up swap layout <b>Phil Smith</b>	Driving Instructor <b>Steve White</b>				
Spring Cruise <b>John Yarema</b>	Driving Instructor <b>Phil Jacobs</b>				
Summer/Fall Cruise <b>John Logan</b>	Driving Instructor <b>tbd</b>				
Woodward Pre-Cruise <b>Phil Jacobs</b>					
Color Tour <b>John Guyer</b>					
Holiday Party <b>tbd-rotates</b>					

identified. We still have a few more roles where we'd like to have someone volunteer to act as a back-up, so don't be bashful!

Please take a look at the accompanying club organization chart to see all these roles and members who've stepped up to help, and continue to support them in their roles!

Thanks to all those that help make this club a success, and we look forward to many more volunteers to step up to help out and balance the load.

# SAAC-MCR 2011 August Summary Financial Report

by Craig Shefferly

Item Description	August 2011 Only			Aug. 2011 Year to Date			Aug. 2010 Year to Date		
	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
<b>1. Annual Membership</b>				\$1,960.00			\$1,700.00		
A. Newsletter					\$984.79			\$795.10	
B. Hot Line Phone								\$216.00	
C. Club Corp. renewal		\$20.00			\$120.00			\$270.00	
D. Membership Cards									
E. Mailing Newsletters to New Members									
F. Funeral Flowers					\$100.00			\$169.95	
G. Club Insurance					\$756.00			\$1,756.00	
<b>Sub Total</b>	\$0.00	\$20.00	(\$20.00)	\$1,960.00	\$1,960.79	(\$0.79)	\$1,700.00	\$3,207.05	(\$1,507.05)
<b>2. Monthly Meeting Food</b>					\$1,043.72	(\$1,043.72)	\$24.00	\$1,239.34	(\$1,215.34)
<b>3. Holiday Party</b>				\$1,200.00	\$2,426.97	(\$1,226.97)	\$1,655.00	\$2,389.23	(\$734.23)
<b>4. Waterford Fall Picnic</b>									
<b>5. Programs</b>									
A. Swap Meet				\$1,362.00	\$663.99	\$698.01	\$2,067.00	\$639.49	\$1,427.51
B. Show 36		\$26.83	(\$26.83)	\$6,086.24	\$3,659.47	\$2,426.77	\$7,613.00	\$4,461.76	\$3,151.24
C. Go 36				\$2,849.00	\$3,206.81	(\$357.81)	\$5,151.95	\$2,960.00	\$2,191.95
D. Labor Day Classic									
E. Harvest Happening									
F. Woodward pre-cruise		\$170.00	(\$170.00)		\$170.00	(\$170.00)		\$99.83	(\$99.83)
<b>6. Club Jackets</b>				\$240.00	\$0.00	\$240.00	\$120.00		\$120.00
<b>7. Club Pins &amp; Patches</b>				\$74.00	\$100.00	(\$26.00)	\$35.00		\$35.00
<b>8. Club Golf Shirts</b>	\$5.00	\$0.00	\$5.00	\$365.00	\$334.00	\$31.00	\$180.00		\$180.00
<b>9. T-shirts Shirts</b>				\$635.00		\$635.00	\$648.00	\$429.64	\$218.36
<b>10. '10 Trailer Replacem't Items/'09 Reorg</b>				\$0.00	\$400.00	(\$400.00)		\$1,856.31	(\$1,856.31)
<b>11. Chili Party Prize</b>					\$37.34	(\$37.34)			
<b>12. Sound System</b>		\$319.27	(\$319.27)		\$369.27	(\$369.27)		\$495.06	(\$495.06)
<b>13. Office Supplies</b>		\$48.98	(\$48.98)		\$352.91	(\$352.91)			
<b>14. Mustang Book/ Checking/ Credit</b>				\$60.00	\$192.57	(\$132.57)			
<b>15. Board Dinner for Kurt</b>		\$210.75	(\$210.75)		\$210.75	(\$210.75)			
<b>16. Cobra Calendars</b>				\$264.00		\$264.00			
<b>16. Club Outside Stickers</b>	\$5.00	\$0.00	\$5.00	\$41.00	\$0.00	\$41.00		\$40.00	(\$40.00)
<b>17. Windshield Banners</b>				\$80.00	\$127.20	(\$47.20)			
<b>Totals</b>	\$10.00	\$795.83	(\$785.83)	\$15,216.24	\$15,255.79	(\$39.55)	\$19,193.95	\$17,817.71	\$1,376.24
<b>Beginning Cash on Hand</b>			\$9,526.24			\$8,779.96			\$8,806.88
<b>Ending Cash on Hand</b>		CK.Book	\$8,740.41 8,710.41			\$8,740.41			\$10,183.12



# SAAC-MCR Abridged Meeting Minutes

*By Kurt Fredrickson and*

## July 7 Meeting Minutes

Meeting called to order @ 8:00PM by Steve White. Total number of attendees: 29

Welcome & Recognition of new faces: None

Financial Report: Craig Shefferly indicated we have \$10,100 Cash on Hand

Editors Report: Mike Nyberg reviewed the July issue of Shelby Life and thanked all who contributed the newsletter.

Membership Report: Rich Tweedle not present

Club Library: No additions

National News and Insider Info: Jeff Burgy not present

Competition Report: Darius talked about our open track Driver's School held at the Memorial Day GO 36 event.

Show / Event Report: Jim Binder planed a successful Show 36 and he had 35 volunteers. There were 5 car clubs that came and displayed at the show.

Advertising Report: Mike Riemenschneider is beginning to plan for next year's club events advertising.

Tech Exchange: Phil along with others helped members diagnose problems with their cars.

New Vehicle Report: John Yarema bought a 1967 Falcon

Club Website Report: Dean has been keeping the site fresh

Swap 'n Sell: Rich Tweedle will e-mail the list to the membership.

## August 4 Meeting Minutes

Meeting called to order @ 8:00PM by Steve White. Total number of attendees: 34

Welcome & Recognition of new faces: None

Financial Report: Craig Shefferly indicated we have \$9500. We are down \$1,000 from last year. We discussed why this is happening.

Editors Report: Mike Nyberg distributed the proposed content for the next newsletter.

Membership Report: Rich Tweedle indicated we have 114 members

Club Library: No additions

National News and Insider Info: Jeff Burgy talked about the Concourse d'Elegance in America car show at St Johns in Plymouth, Michigan. There were two original 289 AC Cobra's and a Ford GT40 at the show.

Competition Report: Darius Rudis not present, but September 4<sup>th</sup> is the next open track event.

Show / Event Report: Jim Binder not present

Advertising Report: Mike Riemenschneider is going over our advertising budget to determine the best outcome.

Tech Exchange: Phil along with others helped members diagnose problems with their cars.

New Vehicle Report: William Deary bought a BOSS 429 that he is having restored.

Club Website Report: Dean Ricci has been keeping the site fresh

Swap 'n Sell: Rich Tweedle will e-mail the list to the membership.

## September 1, 2011 Meeting Minutes

Meeting called to order @ 8:00PM by Randy Betki. Total number of attendees: 28

Welcome & Recognition of new faces: A couple of new faces

Financial Report: Craig Shefferly indicated we have approximately \$8,700.00 Cash on Hand.

Editors Report: Mike Nyberg not present.

Membership Report: Rich Tweedle not present.

Club Library: Rich Tweedle not present.

National News and Insider Info:

Competition Report: No report.

Show / Event Report: Jim Binder indicated the Board of Directors (BOD) decided the Swap Meet Coordinators position is not a BOD position. John Yarema was appointed to the Swap Coordinator position. The BOD is working on an organization chart identifying positions and backup personnel. Jim indicated he has a Show Committee consisting of Ross Weaver, Mike Pikelis and Dave Swanson to help organize next year's event.

Advertising Report: Mike Riemenschneider is going over our advertizing budget and determining the best way to advertise the 2012 Show and GO.

Tech Exchange: Phil Jacobs, along with others helped members diagnose problems with their cars.

Club Website Report: Dean Ricci keeps the website up to date with interesting articles and pictures.

Swap 'n Sell: Will be published via the Internet by Rich Tweedle.

## John Logan Wins at 2011 Mad Dogs and Englishmen Event

**Right: Sunday June 10, 2011 John Logan's Sunbeam Tiger won second place in a large "Other British 1965 to Present" class in the Mad Dogs And Englishmen event at the Gilmore Museum in Hickory Corners, MI.**



## 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](http://www.saac-mcr.net)

## 2011 Events Calendar

### October

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

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



**Steve White receives the Swamp King award from Jerry Ostalecki. The award commemorates the open track event where Steve demonstrated how to get a car to enter the swamp at the Waterford Hills Swamp Turn using Jerry's 2011 Shelby Mustang GT500.**

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