



# Shelby Life

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

Volume 37, Issue 3  
July 2012

## President's Corner

### **“Carroll Shelby 1923-2012”**

*by Steve White*

On May 10<sup>th</sup>, our patriarch Carroll Shelby, took the checkered flag on this final endurance race. Whether it was life imitating racing, or racing imitating life, one could draw the parallels of what Carroll learned to be successful on the world's stage of endurance racing, he applied to life in modifying a human body that should have been out of the race in less than half its duration, to make it to the finish.



*“Welcome, Mr. Shelby.”*

Also in life paralleling the automotive world in which he became legend, he went through a lot of R&R. No, not the R&R of “rest and relaxation”, but the automotive process of “remove and replace”, where worn out parts are replaced with other parts. In 1990, he had a heart transplant, that prompted equally famous racing driver Dan Gurney to quip that it was a first time installation (aka “engine swap”). Carroll went on to be one of the, if not the, longest living heart transplant recipient. He also received a kidney transplant from his son Mike in 1996, making him one of but a few multiple transplant survivors.

Carroll became interested in cars and racing at an early age, riding his bicycle to local Texas dirt bull-rings to watch the racing. However, he didn't start his racing career until relatively late in life at the age of 29 and then only by accident. Like many young men of his time, he was drafted into the service and became a bomber pilot. Much to his chagrin, he did not get an overseas assignment, so never “got the

chance to shoot at anyone or to be shot at”, but flew training runs for bombardiers and navigators. It is my belief that it was that thrill he got from flying that ultimately led him to race in order to fulfill the need for a similar thrill. After the service, he tried many jobs to earn money to support his family. His most famous was as a chicken farmer, that was initially successful, but then failed. He went to a local road race to spectate and got drafted into driving for a friend when the originally scheduled driver didn't show up. Since he had only planned to come to watch and came straight from the chicken farm, he was still wearing his bib overalls, which became his signature driving apparel for his early racing career.

After a brief but very successful driving career, he retired early from racing due to a congenital heart disease that caused him to run his last races with a nitroglycerin pill under his tongue to control the pain. While he was still driving, he opened up a sports car dealership in Dallas. After retiring, he received the Goodyear west coast racing tire distributorship. It was here he launched off on his Cobra vision. He always seemed to have several businesses going on at once, that probably helped him weather the less successful ones, including a wheel business still operating today.

Carroll also was involved in many forms of racing, and not all were successful. He tried running racing operation in Can-Am, USRRC, and Indy, that many people familiar with his legendary Shelys and Cobras aren't even aware of.

Carroll was also very loyal to those who worked for him, and who he worked with. He was a partner with Dan Gurney in launching All American Racers (AAR), and also turned over his driving school to Bob Bondurant after Bondurant had a career ending crash. We have also heard of his many acts of kindness and gifts to former employees – several of whom we've had the good fortune to speak at our local club meetings. It was also this loyalty which probably led Carroll to leave Ford and work with Lee Iacocca when Lee-

## **Inside this issue:**

Membership Report	2
GO 37 Open Track Event	3
SAAC 37 at Watkins Glen	4
Spring Chili Challenge	6
Meet the Member	8
Show 36 Sponsors	9
SAAC-MCR Spring Cruise	10
Eastside Dyno Day	12
SHOW 37	13
Show 37 Class Winners	18
A Tiger is Born	20
Thunder Over Michigan Flyer	23
Events Calendar	Last

## **2012 Club Officers**

- **President: Steve White**  
(248) 363-0731  
swhite9255@aol.com
- **Vice President: Ed Ludtke**  
(734) 878-0727  
ludtke.ed@gmail.com
- **Secretary: Jeff Grice**  
(586) 489-5990  
jjgrice55@gmail.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 Burgoyne**  
(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

## President's Corner (Continued)

(Continued from page 1)

was unceremoniously fired by Henry Ford II and went over to Chrysler – I'm sure he was not happy with Henry, since he was dedicated to Lee.

Carroll had challenges in keeping his businesses going, and having the right people in charge, while he suffered through his worst health periods, but eventually made it through them and came back with strong businesses. Continuation Cobras and modern Shelybs – both post-title and factory built by Ford, and the return to the name Shelby American helped bring things back into alignment as they should be.

While not able to attend any of the 50<sup>th</sup> anniversary celebrations of the Cobra due to his deteriorating health, he at least saw all the preparations come to fruition and how the enthusiast world responded to such a milestone.

I'm sure all of this helped bring great satisfaction to him in his final days.

The dedication and loyalty of fans of Shelby and his products are epic. Many more financially capable fans buy many of his products, often buying a newer model to go with their earlier one. Many more name children and pets after him. Often his name, models, years, and various combinations of them are used to create the numerous passwords that are needed in modern life – come on, you can admit it! Involvement around his products, lore, books, articles, movies, parts, restorations, conversations had, friendships gained, memories, travels, clubs and events have affected many lives.

If nothing else, even ignoring his many accomplishments, there are two key aspects of Carroll's life that we can all learn from. **First**, never lose the passion that is most important to you in life – outside family of course. Last fall, at the age of 88, Carroll could still be found flogging the new 650+HP 2013 GT500 at Sebring and Arizona Proving Grounds, for up to 8 hours a day. **Next**, don't let set backs crush you, but learn from them and go on. Shelby was not a saint. How he approached some activities did not please all. Not all of Carroll's endeavors were successful. "Pit Stop" antiperspirant in the '60's, while sounding like a genius endeavor in the car crazed time of the day, turned out to be a flop. The Series 1 also nearly bankrupted his empire, and caused what looked like at the time nearly irreparable damage to his reputation. His initial foray into continuation Cobras with a number of "rediscovered original frames" also tarnished his reputation for a while, while the use of prison labor showed the extremes of his creativeness in business operations. The split between

Carroll and Ford in the 70's, 80's and 90's, as well as the difference of opinion on how enthusiast clubs should be focused on his marque was painful to anyone involved. In the end, he learned from the mistakes and approached the next endeavor differently, and patched up old wounds, as with Ford, the marque clubs, even returning back to the original company name of Shelby American.

I believe Carroll learned from the extraordinary effort it takes to bring a modern car into production with all the complexity and regulations, even with the technical advancements, with his Series 1 experience. Even with use of an existing engine from a major manufacturer and leveraging them and numerous suppliers on all aspects of the cars development, it was just nearly too much for him to handle. He probably learned that to be successful in the current age, he had to partner with a main automaker, and even build off of an existing platform, rather than starting from scratch. That's likely what lead him back to Ford, and the creation of the modern GT500.

I was always surprised as to why when he came back into the business of modifying Mustangs into Shelby's in his own company, he called it Shelby Automobiles, and not Shelby American. There was probably some legal reason. Whatever the reason, it was good to see it resolved in the last few years of his life.

In the end there is much to be proud of, and he left us all with more than could ever be hoped for. Could you imagine a world that didn't exist without Carroll Shelby's influence in our life?



**Carroll Shelby at the wheel of the original Shelby Cobra (Shelby American photo).**



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

**SAAC-MCR Membership Status: We Have 118 Members**

**New members include:** *Ronald & Laura Alfafara, Eric Penn, Brian Batko, Marcus & Jennifer Merideth and Michael Cameron.*



## GO 37 Open Track Event

*Text by John Yarema and Photos by Mike Nyberg and John Yarema*

The GO 37 Driver's School turned out to be a Father and Son day at Waterford Hills Road Racing.

We had several father son teams sharing cars but the most interesting car was a 1966 Shelby GT350 that was originally raced at Waterford hills but was damaged in a rollover accident in 1979. The car was purchased by Joe Kidwell 3 years after the wreck. He and his son, William spent the next 30 years restoring it. Show 37 was the first show it was in and GO 37 was the first time it was on the track with William at the wheel. I gave him some driving tips and we adjusted his tires and brake bias.

Jim Mittle and his son brought out the gray fox Mustang in the Red Group but a rear end noise cut the day short. Jim is one of our driving instructors and we talked about the past driving days when Jim would chase down other fast drivers in the red group. Jim is kind of sneaky. He will drive his secret line until he passes you but after he passes you he will drive another line to protect his secret line so you can't learn it by following him. Jim moved to Romeo so getting to the track isn't as easy as the 1 mile he traveled before.

Chris Prowse and son Mitch showed up in a perfect 1992 Ford Crown Vic, totally stock. Ok it's rear wheel drive, it has a 4.6 V8 engine, and it's not that heavy! I didn't talk to this team much, but they sure didn't baby this car much. I was standing in the stands by the start finish line to see this big car flying by at full throttle then mashing on those power brakes to slow for Turn One.

Chris Prowse brought his son Mitch to run the Red Corvette in the Blue Group. Chris was so proud!. Mitch was so scared of driving his dad's car but he worked through it. The first session Mitch was pretty slow or should I say cautious. Chris drove about his usual pace as he played with his friend Jerry Garascia in the white Saleen. Jerry asked me if I would ride with him again to look over his line. Mitch went out again just after lunch. He pushed his dad's car harder and drove a bit deeper into the corners and the car held fine. Mitch was so nervous about driving hard that he held his eyes open. He didn't blink at all so when he finished the session and I walked up to talk to Chris, Mitch's face was red from excitement and his eyes were the same shade of red from not blinking.

Chris's car did pretty well staying ahead of Jerry and I in the Saleen. Jerry drove hard as I called out the side of the track to aim for and how hard to accelerate. Jerry followed my instructions for the most part and I sat on my hands and gritted my teeth.



**Chris Prowse's 2002 Red Corvette. His son Mitch open tracked the car.**



**L to R: Joe Kidwell and son William. This 1966 Shelby GT350 took the father son team 30 years to restore. Joe purchased the car in 1982 in rough B Production configuration. The plan was to convert it back to a club racer. William stated the body restoration at age 16. All the bolts and small bits and pieces disappeared during the restoration, so he bought a parts car to get the necessary parts. Meanwhile, Joe gets transferred to Indianapolis, IN. William sends the roller to dad in 2002 to restore and install the drive train. Dad sends the car back to William in 2008 to complete the interior. Show 37 and GO 37 are the first public appearances for the restored 1966 Shelby GT350.**



**L to R: Jim Mittle is looking very disappointed because the transmission broke while Matthew was driving. Next to him is his son Matthew and his wife Bonnie.**



**Peter Gaecke's 1992 Light Blue Metallic Crown Victoria. Peter's son, Paul open tracked the car.**



## SAAC 37 *Text and Photos by John Guyer*



Watkins Glen has always seemed to be such an exotic destination, from Michigan it takes two international border crossings. For many years it was home of the Formula One U. S. Grand Prix. Cobras and Shelybs had raced there. SAAC was last there in 1993 for their 18th annual convention. Sharing this year's event with SVRA had its pluses and minuses. There were more varied cars to see, but it cut down on the amount of track time available to our members.

There is no Dearborn Hyatt in Watkins Glen, so we were spread out over a wide area. Since all the action is at the track, that's where we spent most of the time. One of the first people we met was Craig Shefferly, he and Bonnie had driven the U.S. route on Wednesday. His Midnight Blue '67 GT500 didn't want to leave the comfort of the trailer as it hung up a header flange on the door ramp. With the help of a couple of 2X8's and 17 suggestions from spectators, Craig got the car down the ramp. Steve White was parked nearby with his wife, Cathy, and his black 1996 Mustang SVT Cobra. In the same lot was Ken Costella's rig, with his appropriate for the 45th anniversary, Lime '67 Shelby and some other car. Sons Kyle and Ryan came along for support.

Bill and Mary Lynn Cook came in a Ford Edge or some such vehicle. Ex-Michigander, Jeff Burgy was passing thru in his Aviator on his way

*(Continued on page 5)*





## SAAC 37 (Continued)

(Continued from page 4)

to Florida. Talked to Jerry Ostalecki later in the weekend, he transported a Boss 429 to the convention.

The weather was not perfect, but better than the last couple of conventions at MIS. Warm and partly sunny with just a few minutes of light rain, although quite threatening. If you have never been to Watkins Glen, it's a nice track. Like all tracks it seems harder to get close to the cars now with all the fences and barriers. But looking at the old course using public roads you know more people should have been run over than there were.

With no chance of Carroll Shelby being at the evening program there was a subdued feeling to the Elmira Holiday Inn. Chuck Cantwell and the other speakers gave short stories about Shelby that added to the sad glow.

Usually the banquet signals the end, this year we still had another day at the track, but it was SVRA who was using the track while SAAC displayed cars in the infield area. SVRA also had track events on Sunday. Because of this we didn't all leave at the same time, it was a chance to say goodbye as each person left as they needed.

The concours was one of the largest with forty cars spread over an unusual two days of judging. Missing was Joyce Yates, who had overseen this part of the convention for over 20 years. Sad that she passed away before the last of us would return home.

So another SAAC convention ends and the debate, planning, and hopes for SAAC38 begin.



**"The concours was one of the largest with forty cars spread over an unusual two days of judging."**



## SAAC-MCR Spring Chili Challenge

*Text by John Guyer, Photos by Rich Tweedle and Mike Nyberg*

"What do you mean, you don't have the directions to the Chili Challenge?" I had printed them out and then left them next to the printer. Unfortunately, the printer was 150 miles away. I'll just stop at the McDonald's and use the laptop to retrieve them again. I will need to write them long hand since the printer is still up north. Just go to email to get the address, what's this new message?

### CHILI CHALLENGE CANCELLED.

Wait, they can't do this to ME? I've made the best chili ever. I used my secret weapon – Shelby Signature Habanero Salsa. What kind of medical emergency could cause this? Hopefully it's not too serious, but inquiring minds want to know. I took the best chili known to man to the kids' house and between spoonfuls, they said they'd vote for it.

### CHILI CHALLENGE Rescheduled for April 14<sup>th</sup>.

Now what do I do without my Secret Weapon? Maker of the world's best chili is not just an idle boast. At the past Chili Challenge I had been declared the winner and presented with the Grand Prize – not one, but three bottles of Genuine Ford Sauces: Mustang Cheyenne, Mustang Garlic, and Mustang Habanero Hot Sauce. Could this be the next Secret Weapon? Should I use some of each? No, that will just confuse your taste buds. Habanero was good last time, so let's stick with that.

April 14<sup>th</sup> brought us a cool but sunny day. The trip to Ed and Lori Ludtke's home was easier with the directions, but not without its problems. I had the chili packed to keep it warm in a cardboard box, set on another piece of cardboard with newspapers surrounding it. I put it in the back seat for a smoother ride. Well I guess it wasn't that smooth as it leaked out over the newspapers around the cardboard and out the bottom of the box onto the fabric seat and down to the carpet. Quite a mess that would have to wait for cleanup later.

Ed let us in the front door, we cleaned the outside of the crock pot and put it with the other chili pots on the counter. The house was gaily decorated with balloons and images of Elmo in honor of Tillie's second birthday, Ed & Lori's granddaughter. Besides the usual suspects, recently returned member Ken Luba and his wife were there. Some of the younger members of the Ludtke's family also attended. Longtime member Phil Jacobs' children, Alyssa and Austin, joined us. She's attending Oakland University and he's scheduled to be graduated from high school this year.

Seven batches of chili were there for our judging. Ed began labeling the pots for voting. There was a black bean chili, a buffalo chili, Hot turkey chili, when he had come to mine it was the second

*(Continued on page 7)*

**Right: John Guyer, Trish Judson, Alyssa Jacobs, Austin Jacobs, Mary Luba and behind her, Phil Jacobs.**

**Right: John Guyer won First Place prize for his tasty chili. Try the recipe listed on the next page.**



**Left: Penny Nyberg won Second Place for her chili.**



**L to R: Sandy Tweedle, Penny Nyberg, Gibson Nichols, Rich Tweedle and behind Rich, Ruby Bejester.**





## Chili Challenge *(Continued)*

*(Continued from page 6)*

pot so I just told him to mark it #2. Numbers are usually all that we use to describe the chilis. Although I remember Tom Greene using the alphabet instead.

After two hours of socializing and eating, the votes were cast and Mr. Ludtke announced #2 is the winner. I had eked out a victory over last fall's winner, Penny Nyberg. Since #2 was #1, I had my choice of diecast prizes: 1/18th 1966 GT350 Shelby or 1/64th late model Shelby. I hesitated slightly as I debated with myself as I had a white and blue Shelby at home. I snatched the '66 out of Ed's hand when I realized I had a '65 and a '67 but no '66. Ms. Nyberg would have to settle for the late model.

We made the obligatory tour of the garage, much memorabilia adorned the walls. The blue '70 Boss was not ready for unveiling, so the cover remained on. I liked the American Racing wheels but there was something odd, 17" tires meant they weren't 1970 vintage. Ed explained the larger brakes wouldn't let him use the magnum wheels previously on the car.

We had eaten our fill and seen all Ed's stuff so it was time to be on our way home. Enquiring minds still want to know, "What was the medical emergency!"

The birth of Ed and Lori's second grandchild the evening before the originally scheduled event. Shelby (their oldest daughter) gave birth to her second child, Simon Patrick and Lori was with Shelby for the birth while Ed took care of grandchild Matilda (Tillie). So needless to say, it was an eventful evening and there was no way they could have had the event that Saturday. Besides, this way we got to meet Simon Patrick and he attended his first SAAC-MCR event.

**Right: The guys checking out Ed's 1970 BOSS 302, which was under a car cover. L to R: Gibson Nichols, Ed Ludtke, Phil Jacobs, Rich Tweedle, Steve White and John Guyer peeking under the cover.**



**The Ludtke Family. Seated L to R: Shelby, Ed and granddaughter Tillie**

**Standing L to R: Matthew, Carly, and Lori (how did Steve White get in there?).**



### 2012 CHILI CHALLENGE RECIPE

5lb. ground chuck

1 Carroll Shelby's Original Texas Brand Chili Kit

1/2 cup honey

1 15oz. can tomato sauce

2 bottles porter

1/2 cup chopped onions

1/4 cup Genuine Ford Habanero Hot Sauce

Brown beef 1 lb. at a time in frying pan then put in crock pot.

Drain fat in frying pan to leave 3 - 4 Tablespoons, sauté onions, add to pot.

Return frying pan to heat, deglaze pan with 1 bottle porter. Remove from heat.

Add Carroll Shelby Original Texas Brand Chili Kit spices to pot (omit the mesa flour), before stirring, add second bottle of porter to spices. Then add contents of frying pan and stir in honey and tomato sauce.

Simmer on high for an hour or two.

Add 1/4 cup Genuine Ford Mustang Habanero Hot Sauce.

Serve with cheese, onions, and corn chips. Cornbread on the side is always good and you can use the mesa flour with a box of Jiffy Mix, just add a little extra milk.

## Meet the Member

*Text by Dwight Kreuger and Mike Radonovich*

Sharon and Dwight Kreuger have been SAAC-MCR members of about one year. They are pictured next to Dwight's 1951 Merc painted lavender with purplish red flames. A photographer from the Detroit News took the picture at the SAAC-MCR's Pre-Dream Cruise event at Autozone's parking lot. It appeared in the Detroit News' online paper.

Motor City Steel in Commerce Township designed and installed the air-bag suspension, 2004 Mustang engine, power steering and transmission. The guts of the rear end were upgraded. Disk brakes were installed on the front.

Shelby Trim on Vandyke in Sterling Heights tidied up the head liner, knocked down the back seat back (so one could see out), and put padded vinyl on the dash. Galeana Body Shop frenched the tail and head lights. B&L Plating re-chromed the grill pieces. Discount Tire ordered 4 Cocker radial whitewalls to replace the original balloons.



John Yarema did all the rest: Undercoated the body. Replaced some rusted rocker panel sheets. Repaired the air-bag lines. Made the door poppers work. Made the air conditioner work. Made it possible to re-install the grill pieces. Modified the steering wheel mount so we could install a smaller diameter steering wheel..

Mike Radonovich from Royal Oak Mi has been a member of SAAC-MCR for 6 years.

I've had the car for about 5 years now. It started out as a New Jersey car and found it's way to sunny and shaky California. One of the previous owners had the notion to convert this buggy to as close as possible race prepped clone of a GT 350 as he could get. There are some picks of the car running laps at California Speedway during the 2005 SAAC 30.

I was given the heads up on this car which had found it's way, along with a relocated Ford employee( who was looking to sell) to sunny and hot Plano Texas. The road racing bug had bit and that, along with absolutely no proper supervision and a few bucks in my pocket, resulted in the car sharing a spot in the garage with my totally redone '99 Cobra. A car just a little to nice to go sideways with in the corners. (Another purchase as a result of improper supervision). Oh well.



The motor in the afore mentioned "66" is a Pacific Performance 347 Stroker with a 48 I.D.A. Weber setup. Late model hydraulic roller block. 10.5:1 compression. Pacific Performance custom hydraulic camshaft. Aluminum Avenger big valve cylinder heads. The internals are all pretty much of the go fast variety. The tranny is a Bill Thomas Pro-built close ratio 4spd top loader with Jericho internals, Hurst super-comp shifter, Center Force dual friction clutch with a roller throw-out bearing. Aluminum driveshaft with a Bill Thomas Ford 9 inch rear end, 3:55 Detroit Locker, 31 spline axles and 3" drive studs. The suspension is made up of Maier Racing boxed upper/ lower control arms along with Bilstein shocks. A FAYS Watts Linkage helps hold the rear rubber to the pavement. Fuel is contained (temporarily) within a 22 gallon Fuel Safe cell with a R version gas fill bucket and pop open style gas cap. I could probably just as easily have someone stand on the front valance and pour the gas directly into the Webbers from a 5 gallon can. The car is a blast to drive around in and along with the people I've met thru my association with the SAAC- Motor City Region, and their support, (you know who you are Mr. Yarema) I should be able to enjoy this old hot rod for a long time to come.



## SAAC-MCR Show 37 Sponsors



Thomson Automotive sponsored the Best of Show Engine Award.

Call 1-248-349-0044 or [www.thomsonautomotive.com](http://www.thomsonautomotive.com)



National Parts Depot sponsored the Best of Show Early Model Mustang, Best of Show Late Model Mustang AND the Best of Show Truck Awards.

Call: 1-800-521-6104 for your restoration parts needs.



**Fairlane Club of America**

340 Clicktown Rd.  
Church Hill, TN 37642  
Call: 1-423-245-6678



Superformance sponsored the Best of Show Shelby Award.

Superformance now has a facility in Wixom, Mi. Contact Todd Andrews, Vice President at: 949-900-1959 or [todd@superformance.com](mailto:todd@superformance.com)



Hagerty Collector Car & Boat Insurance supplied the goodie bags.  
Call 1-877-922-9701 for your classic car insurance needs or go to [www.hagerty.com](http://www.hagerty.com)

### TOTAL PERFORMANCE

Sponsored the Best of Show Other Ford Products Award.

Call: 1-586-3710 or [www.totalperformanceinc.com](http://www.totalperformanceinc.com)



Twenty Five Greater Detroit Area Ford dealers supported SAAC-MCR Show 36.



**Russ Milne Ford**

24777 Hall Road, Macomb, MI 48042  
Call: 1-866-353-6819



**Ohio Cobra Club**  
[ohiocobraclub.com](http://ohiocobraclub.com)



Pegasus supplied 300 catalogs.  
[PegasusAutoRacing.com](http://PegasusAutoRacing.com)

## SAAC-MCR Spring Cruise

*Text by Mike Nyberg and Photos Mike Nyberg*



**SAAC-MCR members and friends gathered in front of John and Sandy Yarema's garage where we were treated to a wonderful Continental breakfast before the cruise to the Stahls Automotive Foundation Museum and lunch at the Tryst Restaurant in New Haven.**

The April 28, 2012 weather forecast of possible rain mixed with snow and 20 degrees below normal temperature was not the best incentive for people to participate in the SAAC-MCR Spring Cruise. However, that didn't stop over twenty five hardy souls from showing up at Sandy and John Yarema's home in Grosse Pointe Farms at 9:00 am for a fabulous continental breakfast. Sandy made three different egg casseroles that were delicious. There were bagels, cinnamon rolls, fruit salads along with juices, hot chocolate and coffee. People drank a lot of hot chocolate and coffee to keep warm. It was a great opportunity for everyone to talk to others about similar interests.

John indicated we needed to get to our cars to start the cruise at about 10:30 am. We went to Jefferson Avenue to proceed north. We were able to look at the flowers and trees that were in bloom along Jefferson as well as the beautiful homes that face Lake St Clair. We got onto I-94 and continued north on various roads to 26 Mile Road in Chesterfield Township. After a short trip west on 26 Mile Road we arrived at the Stahls Automotive Collection car museum, which houses a collection of the finest collectible cars from important time frames in automotive history. It is a living collection, with continually changing exhibitions of historically significant cars from the Brass, Vintage, Pre War, Post War and Modern Eras, along with automobile memorabilia. A few of the cars from the collection are displayed along with a brief history and description of each vehicle. The visit was made enjoyable by Curator, Bill Sherwood and volunteers Carolyn Sitas, Jin Proctor, Ray Tucci and Bob Risson.

John Yarema had a planned stop at Impastato Racing Engines for a



**Hostess, Sandy Yarema getting ready to bring in one of her delicious egg casseroles.**

tour of their engine dynamometer testing facility, located near Stahl's. However, a family member of the owner had a medical emergency and the facility was closed.

Everyone was hungry so we got in our cars and headed southwest to

*(Continued on page 11)*



## Spring Cruise (Continued)

*(Continued from page 10)*

New Baltimore then northwest to the Tryst Restaurant in New Haven. The restaurant is on the shore of Lake St Clair and overlooks the lake. The menu included both dinner and lunch entries. It was a great way to end the cruise before people departed for the return trip home.

Sandy and John Yarema did an outstanding job of preparing for this event. Their preparation paid off by providing SAAC-MCR members and friends a great way to start the 2012 car enthusiast's season.

**A BIG Thank you to Sandy and John!**



**1948 Tucker Torpedo Sedan.** The car features many innovations including Center-mounted directional headlight that followed the direction of the front wheels, a perimeter frame for crash protection, padded dash and seat belts. It is 15 of 51 Tuckers built and is the finest restored example in existence.



**A group of early Ford automobiles.** The 1911 Model T Torpedo Runabout in the foreground was Ford Motor Company's attempt to build a two-seater sports car and was built in a very limited numbers. This car was on display at the Eleanor and Edsel Ford House during the Model T Centennial celebration.



The entrance lobby to the Stahls Automotive Foundation Museum had a collection early out-board motors, a wood boat and mechanical music makers.



**Overhead view of part of the Stahls Automotive Foundation Museum.**



**The Ladies of SAAC-MCR.** L to R: Bonnie Shefferly, Penny Nyberg, Gen Yarema, Nancy Riemenschneider and Sandy Yarema. They all thought the travel trailer was cute. The trailer is a 1937 Pierce Arrow Travelodge made by the luxury automobile manufacturer by the same name. It is believed to be one of twelve in existence today.



## 2012 Eastside Dyno Day

*Text by Matt Foley and Photos by Steve White*

The club has had Dyno Days in the past but on the other side of town. I thought it might be nice to have a Dyno Day on the East side so I contacted Lidio Iacobelli, owner of Alternative Automotive in Clinton Township. After a couple of rounds of phone tag, a date was solidified and on Saturday May 12<sup>th</sup>, under cloudy skies (but no rain) the SAAC-MCR 2012 Eastside Dyno Day was upon us!

The event was scheduled to start at 8:00. When I arrived at approximately 7:30, J. C. Heflin in his modified '07 Mustang Shelby GT500, was there ready and waiting as he drove into town from Muskegon the night before. We talked about his car's mods as well as what to expect from the dyno run. We looked around in the main shop area of Alternative Automotive where they looked pretty busy. Lidio had told me that they were indeed very busy and we all agreed that was a good sign of the improving economy.

The final roster had 7 participants. First up on the rolls was Gibson Nichols and his '66 Mustang. Gib documented the event with his video camera since it was the first dyno run for his car. In fact, a few of the other guys were dyno virgins and I assured them that their cars would (probably) not blow up. Next up was J. C. who easily took the prize for the highest HP and torque. Other participants included: Tom Krcmarik and his '07 Shelby GT, Steve White and his '96 Mustang Cobra, Greg Cragel & his '04 Mazda Speed Miata, Andersen Venturini and his '03 BMW M3 and my '99 Mustang Cobra.

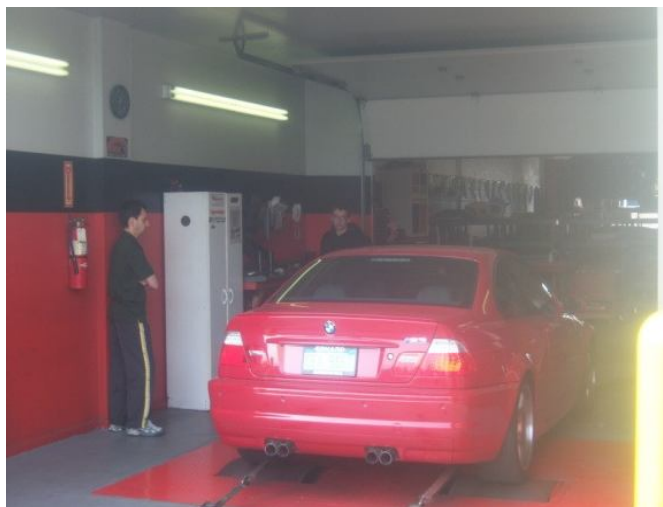
Lidio conferred with each participant as their car was being secured prior to the 2 runs for each car. They discussed power mods installed, red lines and what HP / torque numbers were expected, before Lidio performed each dyno run.

One situation we found interesting was the fact that Andersen's BMW would not rev over 6000 rpm. Something in the vehicle detected an unusual operating condition. Although a BMW expert was nowhere to be found, the group's assumptions were either the hood being open or the front wheels not spinning was the cause of the limited revs. Those darn German cars are too smart for their own good!

I had the benefit of a group diagnosis of my car that was exhibiting a noise from the left rear. Everyone listened as it ran on the dyno at low speed. A wheel bearing or CV joint were the leading diagnoses. (After new left and right rear hubs and bearings, I can report that the noise is gone – we'll see how it goes next time it's at the track).

A few folks showed up to watch the festivities including Jeff Grice with his 1965 Shelby Daytona Cobra (built by Superformance and recorded in the Shelby Registry) in Sunset Red, sporting a Roush 427 SR motor. First time I've seen Jeff's car and it is pretty darn sweet! I could not convince him to run it on the dyno however.

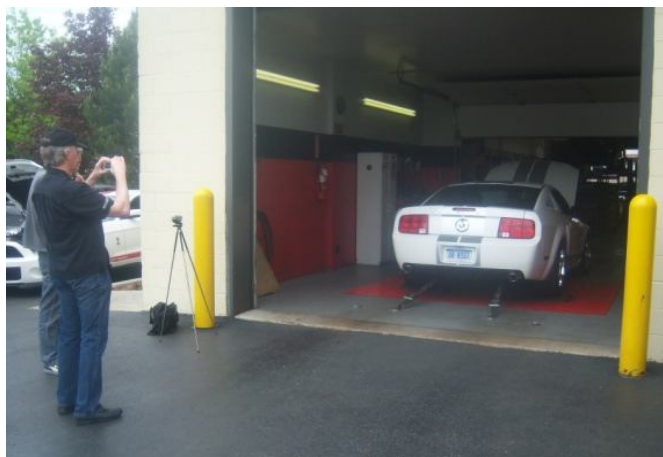
There were no incidents and most participants were "fairly" happy with their results. It's always less than what you think it should be, isn't it? Thanks to everyone who participated as well as our host Lidio and Alternative Automotive!



**Andersen Venturini (far left) watches pensively as his BMW M3 takes its turn on the dyno.**



**Greg Cragel & Lidio discuss the results of Greg's turbo Miata.**



**Tom Krcmarik makes a photographic record of his 2007 Shelby GT as it takes its turn on the dyno.**



# 37TH ANNUAL SHOW & GO

*Text by Ross Weaver / Photos by Kay Weaver*

Well, the day started out looking questionable, as scattered rain showers were forecast throughout the day. Shortly after we arrived to begin setting up for the show, it started to rain. I thought, great here we go, we're finished before we even started, but soon the rain stopped and the weather gods decided to shine down on us and give us a mostly sunny day with mild temperatures. As the weather began to break, the cars came out in force. Unfortunately, due to the weather forecast and other venues operating at the same time as our show (Detroit Grand Prix, Carlisle, Hot Rod Power Tour to name a few), participation was down from previous years. We had 184 cars registered and a few unregistered ones who didn't want their cars judged.

*Continued on page 14*



**Social Director**

*Carroll Shelby*





## Show 37 *Continued from page 13*

This was the first year that we invited the Ohio Cobra Club to bring their Cobra Raffle Car to the show. They were selling tickets to raise money for Cystic Fibrosis and besides, who wouldn't want a chance to win a Cobra replica, especially one that replicates a famous competition Cobra. Tickets were only \$20.00 a piece. The drawing was held June 23rd at the London Cobra Show in London, Ohio. This year's raffle car was copied after the one driven by Allen Grant in the sixties. Allen's crew chief at the time was none other than George Lucas. Lucas was also credited with creating the graphics for Allen's car. Unique Motorcars of Gadsden, Alabama assembled the Cobra, which is one of their kits. Evidently an MCR ticket buyer was not a winner, since we haven't heard the squeal of spinning tires!



This being the 50<sup>th</sup> anniversary of Shelby American, we had a great turn out of these vintage beauties. Unfortunately, only one original Cobra showed up (owned by member Erin Lindsey), but there were some replica owners that wanted to show off their pride and joy as well. There were many Shelby Mustangs, GT 350's and 500's from various years, new and old that were crowd pleasers.

*Continued on page 15*





## Show 37 *Continued from page 14*

In addition to the many usual Ford models past and present, there were some unusual ones as well, for instance, some Ford GT's, a GT40 replica. A Saleen S7 participated in the show, much to the enjoyment of the crowd. You couldn't mistake the sound when a couple of pro drag racers thundered onto the scene.



Another vendor at the show was a group of ladies selling bottled water to raise money for the Juvenile Diabetes Research Foundation. With the way the day was turning out, with the temps rising, they probably sold a lot. Unfortunately, as the wind began to build, their tent was severely damaged. At least no one was hurt.



*Continued on page 16*





## Show 37 *Continued from Page 15*



Here is an original one owner Mercury Park Lane which has an interesting story behind it. It was built exclusively for the 1964 New York Worlds Fair as part of the Magic Skyway Ride in the Ford Pavilion. The car was mounted (minus the drive train) to a conveyor system with other Ford convertibles and people would line up to ride them, waiting in line for hours for a twelve minute trip. After it's duty was fulfilled at the Worlds Fair, the car was re-assembled as a numbers matching car and put on the B lot and sold to the current owner's father, who was a Ford Engineering employee. The car served daily driver duty until 1970 when it fried a valve, it was then parked. The car sat for the next 40 years until in 2010 the decision was made to restore it. After 15 months of meticulous work, it was reborn. Back in as new condition, the car was debuted at the 60<sup>th</sup> Annual Autorama in 2012. It won first place in the "Restored Convertible 1949—64" category and has gone on to win three more first place trophies since, including one at our show.

*Continued on page 17*





## Show 37 *Continued from page 16*


This is the first year John Yarema was in charge of organizing the Swap Meet portion of the show. Though his Swap Meet in March at Gorno Ford garnered more vendors than at Show & Go (which is to be expected as it is a dedicated swap meet only), he still had 20 vendors filling 24 spaces, which showed their wares to the well attended crowd. Well done John.

Even though Carroll Shelby's recent passing has left a void in the Shelby community, it looked like Ol' Shel decided to come back and check on us to see how we are doing. At least it looked like that, in reality this was just someone who looked like a twin of Carroll's who was enjoying the day looking at Shelby Mustang's Cobra's and other fine Ford products.

**Many Thanks to Jim & Wendy Binder and all of the other volunteers who helped make the Show a success.**

**See Show 37 Class Winners on pages 18 & 19**



<div>  <div> Page 18 </div> </div>		Shelby Life			
Class No.	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
1	Shelby Cobra	146 Erin Lindsey	Deep metallic maroon 1962 289		
3	66 Shelby GT350	194 Bill Kidwell	Blue 1966 GT 350	101 Alan Hanna	White/Blue 1966 GT 350
4	67 Shelby - All Cpe	201 son Bryan Henrik-	Brittany Blue 1967 GT 500	208 Ken & Renee Costella	Green 1967 GT 500
				217 Joe Gerhard	Black 1967 GT 500
5	68 Shelby - All Cpe	143 sian Mark Mouse-	White 1968 GT 500 KR	137 Michael Lauer	Lime Gold 1968
				198 Gary O'Donnell	Yellow 1968 GT 500 KR
7	66-68 Shelby Convertible	145 Mike Riemanschneider	Blue 1968 GT 500 KR	245 Mike Suliman	Red 1968 Shelby
9	2006 to Present Shelby Mustang	167 son Mike Wilkin-	Black 2008 GT 500	176 Michael Cameron	White /Blue 2009 GT 500 SE
				104 Dale Jerome	Black 08 GT 500 Supersnake
10	Cobras 4000, 7000, 8000	175 Rick Schans	Blue/Orange 1968/2010 GT40 R		
11	All Boss Mustangs	239 Brian Batko	School Bus Yellow 2013 Boss 302	120 Ken & Mary Luba	Kona Blue 2012 Boss 302
				264 Michael Cameron	Red/Black 2012 Boss 302
13	64.5 - 66 Mustang F'Back & Coupe	131 Bert Kovacs	Black 1966 Mustang	114 Roy Fetter	Red 1965 2+2 Fast-back
				204 Rob Creesy	Caspian Blue 1965 Mustang
14	64.5 - 66 Mustang Convertible	166 Lee Digue	Red 1966 Mustang	147 Randy Burns	Silver Blue Met. 1965 Mustang
				164 Andy Grooten	Ivy Green 1966 Mustang
15	67-68 Mustang F'Back & Coupe	257 bell Bruce Camp-	Blue 1968 Mustang	213 John Buresh	Red 1968 Mustang
				150 Greg Csernai	Blue 1967 GT 350 Clone
16	67-68 Mustang Conv	179 Gniewek Jeff	Lime Green Met. 1968 Mustang		
17	69-70 Mustang F'Back & Coupe	110 triede August Vor-	Calypso Coral 1969 Mustang	138 Rob Bakula	Grabber Blue 1970 Mustang Grabber
				229 John Holmes	Orange 1969 Mach 1
19	71-73 All Mustangs	271 Mark Autenrieth	Wimbledon White 1973 Mach 1		
21	79-86 Mustang / Capri Coupe	232 Bensette Paul	Red 1986 Mustang Gt	234 James Maynor	Silver/Black 1979 Mustang Indy Pace car
				237 Steve Lapp	Pewter 1979 Mustang Pace car
23	87-93 Mustang Coupe	161 zara John Maz-	Red 1991 Mustang GT	119 Michael Updike	Vibrant Red 1993 Cobra
				236 Fred Prince	Black 1993 Mustang Cobra
24	87-93 Mustang Convertible	133 Stinson Dave	Vibrant Red 1992 GT Con- vertible	163 Paul Mazzara	Blue 1988 Mustang GT
25	94-98 Mustang Coupe	134 Space Alan	Bright Blue 1995 Mus- tang GT	151 Sam Fite	Green 2008 Bullit
26	94-98 Mustang Convertible	149 John & Lelian Grabowski	Chrome Yellow 1998 Mustang Cobra	247 Ryan Costella	Red 1996 Mustang Cobra
27	99-04 Mustang Coupe	148 Splan John & Edna	Competition Orange 2004 Cobra SVT	105 Richard Melow	Red 2004 Mach 1
28	99-04 Mustang Convertible	218 Kwolek Stanley	Black 2003 Cobra 10th Annv.		



Class No.	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
29	2005 to Present Mustang	258 Rick Piososny	Torch Red 2010 Mustang	178 Derrick Kimbaugh	Satin Silver 2005 Mustang GT
				124 Dave Jones	Torch Red 2005 GT
30	Pre-1932 Car & Truck	1 Mike Brady	Red/Black 1915 T Speedster		
31	32-48 Car & Truck	278 Ken Holloway	Brown 1940 Coupe	169 John Arps	Blue 1934 Tudor
32	49 - 78 Ford / Edsel Mercury / Lincoln	199 Paul Coleman	Red/Black 1957 Fairlane Convertible	100 Hank Dawson	Red/White 1956 Fairlane HT Victoria
33	79 - Present Ford / Edsel Merc / Linc	189 David Popovich	Black 2003 Mercury Marauder	111 Joe Kleynenberg	Black 2003 Crown Vic.
34	All Galaxie Hardtop	159 Ron Sandie	Green 1970 LTD	147 Frank Elvin	Black 500 Galaxie
35	All Galaxie Convert	154 Virginia Jedryczka	Palomino 1964 Mercury Park Lane		
36	All Galaxie "Others"	135 Seraphim Pallas	Aqua 1967 Galaxie		
37	70 to Present - Small Car	103 Mike Stolarczyk	Green 1971 Mercury Comet GT	171 Anthony Simpson	Vintage Burgandy 1971 Maverick
38	60-70 Falcon	190 Wally Peterson	Burgundy 1965 Falcon	196 Jerry Laho	Red 1964 Futura Conv.
39	ALL Ranchero	107 Al Putts	Red 1960 Ranchero	153 Gordon Leslie	Orange 1962 Ranchero
40	62-65 Fairlane / Comet / Meteor	170 Jerry Worful	Pearl White 1963 Fairlane 500	140 Greg Miller	Black 1965 Comet
41	66 - 67 Fairlane / Comet / Meteor	118 Eric Miller	Red 1966 Fairlane	260 Mike & Charlene Damic	Blue 1966 Fairlane 500 XL
42	68 - 71 Torino Montego / Fairlane	158 Michael Truell	Yellow 1969 Talladega	132 Larry Slevin	Black 1969 Fairlane Cobra
43	72 - 76 Torino / Montego	139 John Surgener	Dark Blue 1972 Gran Torino Sport	215 Steve Ranzazzo	Red/White 1975 Gran Torino
44	67-73 Cougar	231 Jon Manning	Calypso Coral 1968 Cougar	246 Doug & Amy Blake	Red/White 1969 Cougar
45	55 - 57 Thunderbird	244 Jesse Nyikon	White 1956 Thunderbird	128 John Mortend	Black 1957 Thunderbird
46	58 - 73 Thunderbird	211 Deidra Hensley	Blue 1966 Thunderbird	188 Steven Di Virgil	White/Black 68 T-bird
47	74-98 T-Bird Cougar	210 Tom Milligan	Red 1988 T-Bird Turbo Coupe		
48	02 to present Thunderbird	224 Sheila Wahl	Mtn. Shadow Grey 2003 Thunderbird		
49	48 to present Truck	220 Don Raupp	Red 1953 F-100	121 Bill McGlockin	Red 1999 F-150
50	All 4x4 Truck	253 Tyler Kellerman	Blue 1979 F-250		
52	All SUVs	254 Lisa Pennington	Biege 1995 Bronco		
53	All Ford Foreign	191 Rick Linder	Tungsten 07 vantage		
54	All Replica and Kit Cobra	184 Tony Simari	Black 1965 Cobra	226 Bill Gill	Red 1966 AC
55	All Special Interest	221 Arnie Meissner	Black 1993 Miata 5.0		
56	GT, GT40, Pantera and Mangusta	263 Rick Brooks	White 2005 Ford GT		
57	Tiger and Griffith	162 Rick Lara	Green 1964 Sunbeam Tiger	192 Steve Papas	Blue 1966 Sunbeam Tiger
58	Street Rods	195 George Farley	Candy Red 1926 T-Bucket		
59	All Pro-Street Car & Truck	129 Ed Vusick	Grabber Blue 1969 Mustang		
60	Race Cars	160 Brian Lane	Red 1984 Mustang	265 Mack Travis	White 1988 T-Bird

# The Prodigious Event!! A New Sunbeam Tiger is Born

By John Logan



## Inspiration

I have pretty much completed the restoration or modification of my cars and have no room in the garage for another. With an obsession for cars and a desire to be involved in some car project, I decided to create a Sunbeam Tiger model.

The Sunbeam Tiger is one of the lesser known vehicles with a Shelby heritage.

The Sunbeam Tiger body is a relatively simple design. Since a Tiger was handily sitting in my garage and Michigan winters inspire an inside project, I decided to build a 1/10 scale mahogany model.

## Conception

The first step in this project was to develop a set of templates to guide the shaping of the mahogany. Template processes have been used to copy designs of items, such as cars and boats for centuries. I think Noah used templates when he built his Ark.

I don't have the ability to scan the car with a laser and machine the body with a CNC machine like Mattel, so I developed a method using a digital camera and the "Paint" program in my computer as tools to help create the templates.



First, to assure accurate templates without parallax distortion, pictures of each surface of the Tiger were taken from multiple positions and then combined to develop an optical mosaic. Notice, in the side view picture above, that without parallax distortion, you can see both bumpers and the right side wheels are hidden directly behind the left wheels.

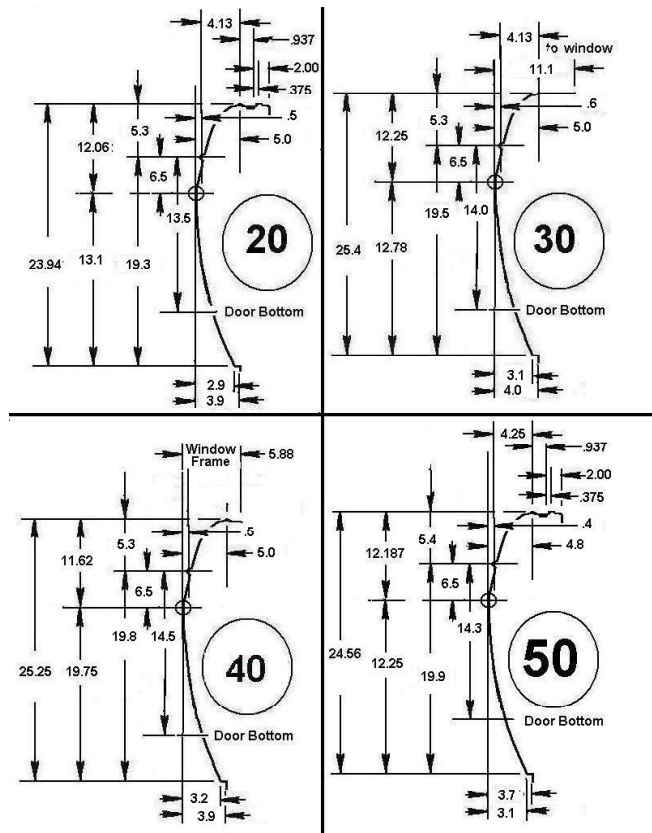


*Continued on Page 21*

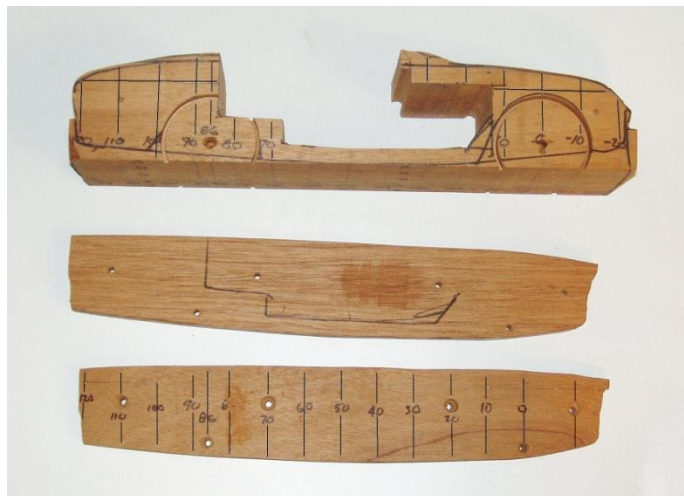


Next, white cords, as seen above, were taped to the fenders, hood and trunk at every ten inch line and then photographed.

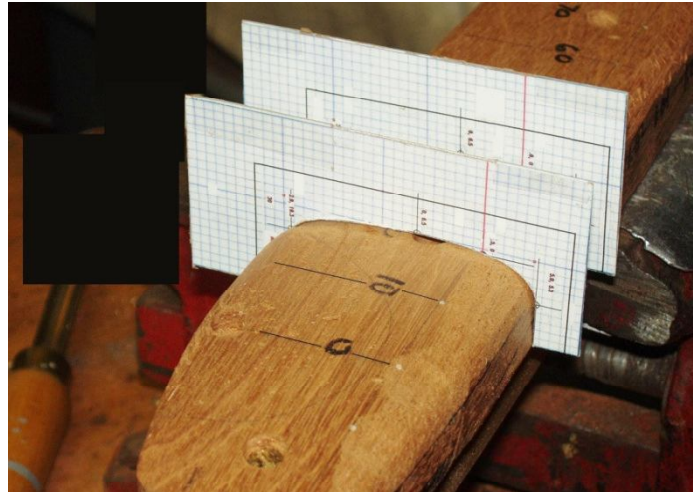
The photographs were entered into a computer where each ten inch vertical, longitudinal and lateral white line was isolated and fitted to actual measured dimensions as seen below. Over four hundred measurements were taken in the process. The profiles were then transferred to aluminum.



## Gestation



Three blocks of mahogany, two for the sides and one for the center, were sawed, using the outside and inside overall templates. The pieces were marked with the vertical ten inch lines. The horizontal chrome strip on the side of the Tiger was used as a major longitudinal reference.



Shown here are the sides being shaped using the templates.



The hood and trunk surfaces were shaped on the center section block. Shaping the sides and center separately, allowed more clearance for the carving, filing and sanding tools.



After the three parts were shaped, they were glued together to form a complete car. With the help of the



*Continued from Page 21*

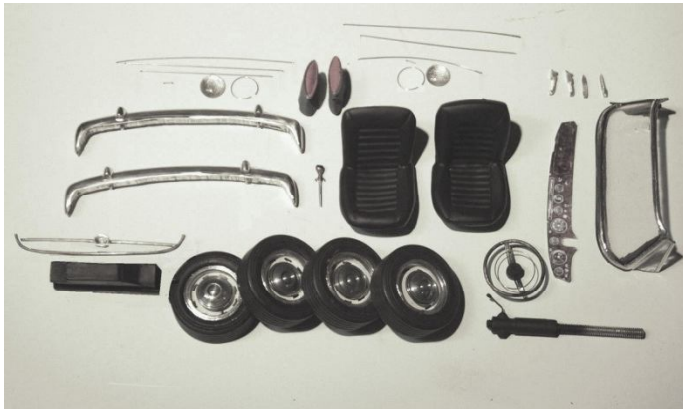
miracle material Bondo, radii were added and surface imperfections were corrected. At this point in the process, a lot of time was spent using tried and true visual and tactical comparisons to the full size car.

## Painting



The painting process was the same as one used for a full size car. After sanding, the model was sprayed with several coats of high fill primer and block sanded between coats to fill the wood grain and correct small imperfections, as seen of the primed model above. Of course, a miniature sanding block was used.

Four coats of the final Flame Red lacquer was applied with wet sanding between coats.



If you have restored a car, this picture may look like your garage before adding all the trim to the painted body.

## Completion

There are always pictures taken of a new baby. Since this baby will probably not grow to a full size adult Sunbeam Tiger, this is it.

Now maybe I can learn how to make a mold from this model to cast copies.







## Sign Up for the Thunder Over Michigan, SAAC Car Show

Plans for the Shelby American Automobile Club Motor City Region car show during the Thunder Over Michigan Air Show at Willow Run Airport **August 5th, 2012**, are now finalized. Thirty eight vintage aircraft will be on static display until noon followed by an outstanding air show until 4:00 PM. Sixteen P-51 Mustangs will be the featured World War II aircraft.

The occupants of our show quality cars will be allowed in the airport grounds **free**. Members in non show cars must park outside but will be provided **free** occupant and parking tickets. You must **register by July 22<sup>th</sup>** so we can obtain the proper number of free passes. Children under 15 do not need tickets. Tickets will be **distributed August 2<sup>nd</sup>** at the SAAC meeting and at the gate before **10:00 AM**. The normal cost is \$30 for adults, and \$10 for parking. Show cars can start entering the back gate at **7:00 AM** and must be parked before **8:30 AM**. They must stay parked until **5:00 PM** and removed from the airport by **6:00 PM**. We will be allowed to take pictures of our cars with the P-51 Mustangs after 5:00 PM.

Willow Run is an operating airport. There are important airport **entry restrictions** such as carry-in items that we must abide by. Go to their web site;

<http://www.yankeeairmuseum.org/airshow/>

This web site also covers information on the air show, facilities and driving directions.

If you plan to attend, please provide the following information to me by **July 22<sup>nd</sup>** by E-mail, at our monthly meeting of **July 12<sup>th</sup>**, or call me.

### Show car attendees

Name \_\_\_\_\_  
 Description of show car \_\_\_\_\_  
 Number of occupants \_\_\_\_\_  
 E-mail address \_\_\_\_\_

### Non show car attendees

Name \_\_\_\_\_  
 SAAC membership number \_\_\_\_\_  
 Number of tickets required. \_\_\_\_\_  
 E-mail address \_\_\_\_\_

I will need **help** at the beginning of day helping people enter the airport property, getting the show cars parked in an interesting display and handing out tickets to non show car participants.

Let me know if you can help, have questions or comments.

**John Logan** carmods@aol.com 313 565 8810

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



Dedicated to the  
preservation, care,  
history and  
enjoyment of the  
automobiles by  
Shelby American  
and/or Ford Motor  
Company

Monthly meeting,  
first Thursday  
of every month,  
7:00 pm at  
Pasquale's, 31555  
Woodward Ave.,  
Royal Oak, MI  
48073

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3

**Newsletter Editor: Mike Nyberg**

**Phone: 248-969-1157**

**E-mail: tangobythelake@yahoo.com**

**Technical Editor: John Logan**

**We're on the Web!**

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

## 2012 Events Calendar

### August

- 5 Thunder Over Michigan Air Show**, Willow Run Airport, Ypsilanti, MI (See Page 23)
- 15 SAAC-MCR Pre-Dream Cruise**, Auto Zone Hobbies, 33202 Woodward Avenue Birmingham, MI
- 18 Woodward Dream Cruise**, Pontiac to Ferndale, MI

### September

- 2 SAAC-MCR Labor Day Classic Open Track Event**, Waterford Hills Race Track, Clarkston, MI
- 21-23 SCMC Open Track Event**, GingerMan Raceway, 61414 County Road 388 South Haven, MI 49090

### October

- 7 SAAC-MCR Harvest Happening Open Track Event**, Waterford Hills Race Track, Clarkston, MI
- 13 SAAC-MCR Fall Colour Tour & Chili Party**, John & Trish's Autodrome, Lake, MI

## A pair of a pair of Shelbys!



**MCR Vice  
President's  
daughter  
Shelby  
(Ludtke)  
Kotthoff**



**MCR  
President's  
daughter  
Shelby  
(White)  
Thompson**

**Both daughters at Road America during the 1997  
SAAC 22**

**\*\*\* Check the SAAC-MCR website at:**

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