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President's Corner

“The Times They Are a Changing”

by Steve White

Living in Michigan, we are used to changes. The changes of the seasons – Winter (major car project season), Spring (hurry up and finish the winter car projects and test drive them season), Summer (enjoy the heck out of your car season), and Fall (cram as much fun as you can in the remaining time before the car season ends). This past year we have experienced other changes.

In May we lost our patriarch, Carroll Shelby, without whom our club wouldn't even exist and you wouldn't be reading this newsletter. There is also a changing of the guard in our club leadership. As raised when I first took over this role, we could foresee changes as people's life's change, and move on to other stages in life, and thus the need to have a plan in place for continuation. This actually began when Tom Greene permanently retired to Tennessee starting in 2008, and later Kurt Fredrickson in mid-2011 due to career change that took him out of state. This leads us to this year's changes.

Due to either personal or family health issues, several key members needed to reduce their involvement. Mike Riemenschneider who has been a lo-o-long time active member and our Advertising Director since 2005 to ensure our events get publicized in the most cost effective manner, will not be able to physically be as directly involved so has stepped down from his position. Jim Binder, our Events Director also needs to step back from the level of involvement he's provided for so many years, and also has stepped down from his role. While the Show portion of Show & Go is our big event and Jim put a lot of his personal energy into each year's Show, he also oversaw the other events throughout the year put on by specific event coordinators. Speaking of events, John Logan who was instrumental in researching, planning, and organizing the Summer/Fall Cruises for the last six years or so, also needs to back away from his involvement. John also developed the layouts for the show & swap areas at the Show. In middle of last year, Jeff Burgy stepped down from his role as National News Director, so that he could per-

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Mike Riemenschnieder retired Advertising Director



Jim Binder retired Events Director

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President's Corner

"The Times They Are a Changing" (Continued)

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manently move down to the year round car season of Florida as the next phase of his retirement. Jeff was the creator of SAAC-MCR, so to not have him locally active will be quite a change, but I'm sure he'll stay in contact (I heard a rumor that he has set up an "MCR Room" for visiting snowbirds in his new condo?). It would be near impossible to provide each of these members with sufficient gratitude for all of their efforts and what they have provided to the club and how the club has benefitted. Never the less, to quote an MCR legend "You done good!"

This year, we also lost another former member, Rob Deneweth who was a terror on the track and assisted as a driving instructor. Rob had not been as visible to the club lately, as his promotion into powertrain director of Ford Racing kept him quite busy. Rob left us way too early.

With change, comes opportunity. We now have the opportunity for new Directors to come from the membership and share their ideas and perspectives. Being directly involved provides a unique experience on what it takes to perform these roles and to run the club. A new respect for the predecessors can be gained too.

With these changes, the goal announced four years ago to get more newer and younger members to the club and involved with club is stronger in focus. We are an aging group. I would have liked to have made more progress, but it takes time and effort – a challenge when trying to balance everything else. We tried a kid's coloring contest as part of the Show two years ago, with enthusiast themed coloring books provided by Ford, and diecast prizes donated by Ford Licensing, but it wasn't advertised ahead of time, and due to other commitments and balancing act, wasn't pursued last year. We've always had low cost or free food at club meetings for younger kids, to make less expensive for members to bring their young ones. We've talked about some other young activities, but need to put more effort into them. While this nurtures the very young, it will be a long time before they are really active in the club, so we really need to focus on the 15-30 year old range. Involvement in tech schools and other areas has been suggested. This is where we can get some near term infusion into the club for the

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John Logan stands next to his Cobra at the final destination of the 2011 Cruise he organized.



Jeff Burgy with his wife Caudia enjoying Florida at the 2012 Amelia Island Concours d'Elegance.



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 128 Members

New members include: Michael & Sheila Lauer and Greg & Betty Sands

SAAC-MCR Harvest Happening Open Track Event

Text Mike Nyberg and Photos by Ed Frank, Phil Jacobs and Aleta Kidd



Several of the Harvest Happening participants gathered in Hot Pit Lane for this group photo.

The October 7, 2012 Harvest Happening open track event at the Waterford Hills Racing Course occurred on a cool sunny day. There were 34 participants including five Focus cars, four 2012 BOSS 302's, four Fox bodied Mustangs and seven non-Ford products. John Yarema participated with the only first generation Mustang, a 1965 coupe.



Three of the four Focus cars that participated in the Harvest Happening open track event.

It was a very good turn out for the end of the open track season in Michigan. Gibson Nichols attended a MOCSEM event the day before and convinced John SantaLucia to participate in the Harvest Happening with his son Dan in his new BOSS 302. This personal contact with potential participants is an effective way to increase participation in SASC-MCR events.

While Mike Kidd was unable to convince Mike Garascia (co-worker) to do the track day he did get new tires on Mike's urging and came out with

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Harvest Happening Open Track Event *(Continued)*

Four 2012 Mustang BOSS 302's participated in the Harvest Happening open track event.

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his cousin and did touring laps. Mike is still working on him, and thinks he'll do a track day next year. He only has approximately 17K miles on his 1994 Mustang GT, and is concerned he might damage the car. Mike will be stressing how well managed the SAAC-MCR open track events are to prevent participants from damaging their cars.

Mike Kidd in his Red 1997 Firebird had a really great time with Matt Foley in his Red 1999 SVT Cobra. Matt and Mike were very close in lap times, so they swapped back and forth a couple times. This made for a really fun session, which they both enjoyed.

Mike Kidd's mom, Linda Kidd, usually participates in a late model Camaro. However, she is recovering from cataract surgery. She came out and did touring laps. She plans to participate in the SAAC-MCR open track events next year.

To help SAAC-MCR to promote the safety of our open track events the Waterford Hills Racing Course has been making safety improvements to the track. There have added a guard rail near the entrance to Big Bend, Turn 5. This guard rail is to prevent cars going into the woods if they off track. Pee gravel run-off traps designed to stop cars safely that run off the track, at Gulch Turn #1 and Archer's Corner #6, have been enlarged. We found that the Turn #6 trap worked very well.

Looking forward to next year's SAAC-MCR open track events.



A couple of Roush Mustangs in the paddock.



Above: Matt Foley entering Hill Top Turn with Mike Kidd following closely behind.

Left: John Yarema had the only First Generation Mustang participating in the Harvest Open track event. Here he is leading two late model Mustangs up to Hill Top Turn.



Meet the Member *by Mike Pikelis*



Editor's Note: A few months ago I indicated if members were willing to write a brief description and history about their car(s) we could include it in the Meet the Member section of the Shelby Newsletter. Mike Pikelis wrote about three of his cars. They are very good examples of type for information that would be of interest to our membership. Please send a picture of your car(s) with a brief description and history to Mike Nyberg at tan-gobythelake@yahoo.com or call me at (248) 969-1157.

**Left:
Mike
Pikelis
with
Shelly
Servis**

Mike Pikelis joined SAAC-MCR two years ago. He wanted to join a Ford car club with technical, hands on based members. Mike's father and grandfather both are Ford Motor Company retirees. Therefore, Ford products are all he has ever known. Mike has three classic or soon to be classic Ford powered products.

Mike has described how he acquired each car and what he has done to bring them to their current state. Enjoy the descriptions below.



In 2009 I was reading Hemmings Motor News and I came across an ad for a 64 Galaxie 500 with an X code 352 engine (250 HP). In the picture the car looked in great shape and the price was reasonable. I emailed the seller and requested as many pictures as he could send. He sent me about 50 pictures and the body of the car was immaculate. It is Rangoon Red with a Black interior and a bench seat. The seller sent pictures of all the hem flanges of the closures and there was no rust on the vehicle. The only problem was it was located in Georgia. The next weekend I was off to Georgia with my buddy Dale to take a look at the car in person. When we got there I was very happy with the car. The pictures did a great job representing the car. The paint was in very good condition and the car needed very little work to be a nice driver. All the sheet metal is original except for a 3 inch patch at the bottom of the driver's quarter panel. We struck a deal and I had the car shipped back to Michigan. Once I got the car home I discovered the carburetor needed to be rebuilt and the radiator needed to be re-cored. I also removed all the stainless steel trim and polished it and had all the anodized aluminum restored. The chrome was in very good shape. The seats needed to be recovered and the door panels needed to be replaced for the interior to be brought up to speed. I also added an original 8,000 RPM Rotunda tachometer on the dash (Speaker grill) to give it the right look. The car has been a great driver and always turns heads.

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Meet the Member *(Continued)*

In 2003 I was looking for a project car and I came across a Factory Five Racing 427 Cobra replica that was about 85% complete. The car was done per the seller but I could tell it wasn't completely sorted out. After some negotiating over the period of 3 months we came to a mutually agreeable price and I bought the car. It is an early run FFR car (Mark I), British Racing Green with no stripes, 5 speed, and had a fuel injected 5.0 engine in it. The finish work in the engine compartment wasn't up to the standard that I wanted so the first winter I decided to do some work, which led to more work, and so on. We have all been there with our cars. There really wasn't anything wrong with the original engine but it didn't have enough horsepower for my liking. I decided to port and polish the TFS heads, slip in a bigger cam, and have a custom chip programmed to optimize the performance. This configuration produced about 340 RWHP. It was pretty fast and I liked it but the speed demons crept up on me the following winter. I came across a Vortech supercharger that someone was selling. I called FFR to find out what it would take to install one and they told me that it couldn't be done because there wasn't enough room. Where there is a will there is a way and I figured it out anyway and took some pictures to send to FFR. About a week later FFR thanked me for the pictures and used the installation ideas on their next generation kit. By the time I had this engine combination sorted out (With the addition of a DSS Racing 331 short block) the car produced over 500 RWHP and was uncontrollably fast. I drove it for a couple of summers with the supercharger and decided that it was way too much horsepower for a 2000 pound car. I have removed the supercharger and fuel injection and installed a Victor Jr. and Holley on it to keep it simple. I currently need to run the brake lines and bleed the brakes. The engine is ready to fire and the car should be ready to go in the spring. The car is very fun to drive because it is almost perfectly balanced and turns a lot of heads when it passes by.



In the spring of 1989 the hot car to have was a fuel injected 5.0 Mustang and like every other 18 year old I wanted one badly. I had a 1984 Mustang GT at the time and enjoyed it but it couldn't run with the newer fuel injected Mustangs. After talking to my father and having him agree to co-sign for my first car loan I started combing the dealer lots looking for my new car. I didn't want just any 5.0, I really didn't care about the color, what I wanted was a 2 door coupe (Notchback) with a 5 speed and the Z code axle (3.08:1). The reason I wanted this combination was it was the lightest and should be the fastest 5.0 Mustang of the day. I found it at Dean Sellers Ford in Troy

(\$13,020 sticker price and \$11,870.36 out the door) and took delivery of my Oxford White 5.0 LX Mustang on June 27, 1989. There was a silver anniversary package in 1989 for all cars built in and after April that consisted of Mustang emblem on the dash and my car doesn't have it (March build date). The car has a grey interior and has every option you can get on a Mustang (Except the automatic transmission) and was the first Mustang I saw with the new 140 MPH speedometer. My Mustang has always been stored in the winter months and rarely has been caught in the rain. It is all original except for the Weld Racing wheels, a MAC power chamber H pipe, K & N air filter, and a Hurst shifter. The summer I got it I had to see what it could do at the drag strip and it turned a 14.01 at 97.1 MPH at Milan Dragway in pure stock form. According to the Marti Report (Recently available for Fox bodied Mustangs) there were 6,813 5.0 Mustang Coupes with 5 speed transmissions built in 1989. My Mustang currently has 55,000 miles on it and is driven to club events, cruise nights, and the occasional pleasure drive.

Babes in the Woods —A Chili Adventure

by Barry Levey

As part of an ongoing tradition, John and Trish Guyer hosted the SAAC-MCR annual Chili party and color tour at their Autodrome in Lake, MI. on October 13.

Ever on the lookout for a family car event, I proposed a “road trip” to my wife, Francesca, as we have both enjoyed the beauty of the mid-Michigan countryside over the years. Visions of driving my 66 Mustang through fall colors, with my beautiful wife at my side, were soon dashed when John sent a note with directions and a warning: “the last mile of the trip is dirt road so most people don’t bring their nice cars”.

The day of the Chili Party:

So, on a very rainy day, my wife and I carefully wedged a crockpot of home made chili into my daily driver and “winter beater”, a 2009 Saturn Sky Red Line, and slithered our way to Lake, MI. For those of you who haven’t been to the area, we’re talking tall trees, lots of pretty little lakes, and – after a big rain – very muddy and rutted dirt roads.

As we approached Big Norway Lake, my wife’s trusty navigation app indicated a left turn down a steeply inclined road that a monster truck might have been able to follow; a low slung Saturn Sky? – no way. A quick call to John provided a safer, more manageable route and we soon arrived at the Autodrome.

Filled with a pair of original Shelby’s and a Cobra replica, the ground floor of the Autodrome was way cool. Even better was the party space on the second floor, filled with the smell of simmering chili and the banter of friends and neighbors. Shelby memorabilia, what has to be the largest existing collection of SAAC national meeting T-shirts, and seating for dozens greeted us at the top of the stairs.

Unfortunately, the weather limited attendance from both neighbors and club members. Apart from John and Trish, only Craig and Bonnie Shefferley and my wife and I were present from the club. The neighbors did their part though and we did have seven tasty variations of Chili to taste, discuss and vote on.

In the end Ray Burdo, one of the “Big Norway Lake locals”, was crowned 2012 Autodrome Chili Champion with a lot of “close” runner-ups. Not sure if the United Nations Election Oversight Committee would sanction the actual process as it followed the Chicago example of vote early and vote often.

All in all, it was good fun and a superb way to spend a rainy day. I can heartily say you all missed a great time, some really nice folks and lots of really tasty Chili.



Several crock pots of chili ready for taste testing to determine the best chili.



The author, Barry Levey and his wife Francesca waiting to test the many different chili concoctions.



Ray Burdo was voted to have produce the best chili. He is seated with his prize in the lower level of the Autodrome. Notice the Shelby Mustangs in the background.

Tiger Restoration Was Too Late

by Emily Rooney

It was just like I remembered it — the car I learned to drive on when I was 16 years old.

That year, 1966, my dad handed me the keys to his brand new Sunbeam Tiger, a British-made sports car with a Ford V-8 engine, and said, "Try not to grind the gears."

All I can remember from that day is sitting in the driver's seat with my twin sister Martha next to me with the car rolling about 60 mph backwards down a steep hill as I tried to figure out how to use a clutch, the gear shift, the gas pedal and the brake all at the same time.

Now, 46 years later, I am driving that car again, heading to a small farm-style arts community in upstate New York where we plan to bury my dad's ashes.

For the past 10 years or so, the Tiger had been sitting in the garage in that upstate home. The garage was unheated but the car was a comfortable winter home for squirrels, mice, chipmunks and a range of mountain vermin who nestled into every nook and cranny of the car from the engine block to the seats. An axle had dropped. The car was un-drivable.

So in the fall of 2009, I took it and brought it to a specialty refurbishing place near Hopkinton. I planned to have it back the next spring for dad to see, not drive, even though he still was driving at age 90.

It was not to be. I got it back earlier this month — 7 months after Dad died. A breathtaking rehab. But it still smelled the same, and drove the same — it's gassy, and fast and hard to control. I was nervous. So I drove it around Boston suburbs for about 60 miles before I dared take it on a 250-mile jaunt on the highway.

I took off around 4 p.m. on a beautiful crisp blue Friday afternoon, top down, engine roaring in idle. I had not gone 2 miles before I started getting beeps and thumbs-up. By the time I reached the end of the Mass Pike a hundred cars and large trucks had honked — startling me every time — hands flying out the windows signaling their approval.

The last 38 miles of the trip were through mountain back roads, which I know well. I thought about Dad. I remembered him telling me he once hit 140 mph on Interstate 87. I floored it — hitting 90 before I felt the new Nardi wheel begin to rattle and I backed off. It was exhilarating.

And so Dad, who had never ridden in the passenger seat, much less the small back landing where the dog and grandkids used to perch, got a final ride after all. We put the burlled maple urn containing his ashes in the back and drove his beloved Tiger to the cemetery where we revved the engine a few times before placing him in the earth. We left a nip of Maker's Mark while we were at it.

I'd like to say the story has a happy ending, but only kind of. The Tiger was packed for my return to Boston. The weather conditions were the same as when I arrived. I had one more person to see: the small-town guy who used to repair Dad's car. I found him home. He said, "Car looks better" but "you're losing antifreeze." I left it there.



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Fox-Body Rear Disc Brake Conversion Secrets

by Steve White

Five-lug rear disc brake conversions are still one of the popular upgrades to Fox bodied Mustangs with four-lug rear drum brakes. SVO and Cobras were the only models that came from the factory with rear disc brakes. Beginning with the update to SN95 platform in 1994, rear discs became standard. Two versions, V6, GT and Cobra, were available that used many similar parts, save for those needed to allow the larger diameter rotors. *Trivia question: How can you tell if an SN95 GT has been upgraded to larger Cobra rear brakes? Look at the relationship of the dust shield to rotor diameter. The same dust shield was used on all applications regardless of rotor diameter (probably a cost saving decision). If the GT still has its stock brakes, you will see more of the dust shield radially out from the rotor diameter. If Cobra brakes are used, the brake rotor outer diameter nearly equals that of the dust shield.*

In addition to using hard to find SVO or Fox Cobra parts for the conversion, when the SN95's came out, use of their parts, or the Ford Racing M-2300-M conversion kit (with additional hardware) were popular. Now there are many aftermarket conversions as well. Rather than go into all the differences of the factory brake options, refer to the article by former Ford brake engineer and SAAC-MCR member Rob Eaton (Shelby Life, Volume 30 Issue 1, January 2005, pages 11-13). No matter which hardware you select, they all require modification to the shock/control arm bracket on the axle housing of the drum brake equipped rear end to accept the new brake hoses required for the brake caliper addition. Since this is an area not ever discussed in detail that I know of, that's the focus of this article, to close the information gap of what is required for the conversion.

Once you have all your physical hardware converted to 5-lug discs, you can focus on the brake hoses. 1979-1993 Fox body cars were non-ABS. 1994-1995 used 3-channel ABS, which means each front wheel has its own dedicated channel for wheel lock up control, while both rear wheels share a common channel for their wheel lock up management. Why this is important, is that it means that hydraulically, all years from 1979-1995 are the same for the rear. The center rear brake hose that mounts to the rear end center section is the same for all those years. This means you could swap an entire SN95 axle assembly directly, if you can handle the slightly wider track of the SN95, to the Fox's (the Ford Racing conversion ends up at SN95 width upon completion anyway). In 1996, Mustangs went to a 4-channel ABS, so each rear wheel now had its own dedicated channel as well. What this means hydraulically is that Ford ran separate body brake lines for each wheel, and the brake hoses went from the caliper to their respective body

brake line, and brake lines were not part of the axle assembly. For my conversion, I used the Ford Racing kit, which includes Cobra rotors and Cobra caliper mounting brackets that move the stock calipers farther out to match with larger Cobra rotors. The same calipers were used for Cobra and non-Cobra, mounting brackets, dust shields, and miscellaneous hardware. Since it was not just an upgrade of a disc brake car to Cobra brakes, I had to pick up all the other parts needed – calipers and slider brackets, and other items. I purchased used 1998 Cobra axles to get the 5-lug feature. While I was going through it, I upgraded it from a 2.73 gear ratio to a 3.55, replaced bearings and seals, and bought new 1994-1995 disc brake hoses and a new 1979-1995 center brake hose.

After all the converting was completed, the last piece was the axle brake lines. This presented some obstacles. Look at the accompanying photos and captions to see the issues that had to be addressed.

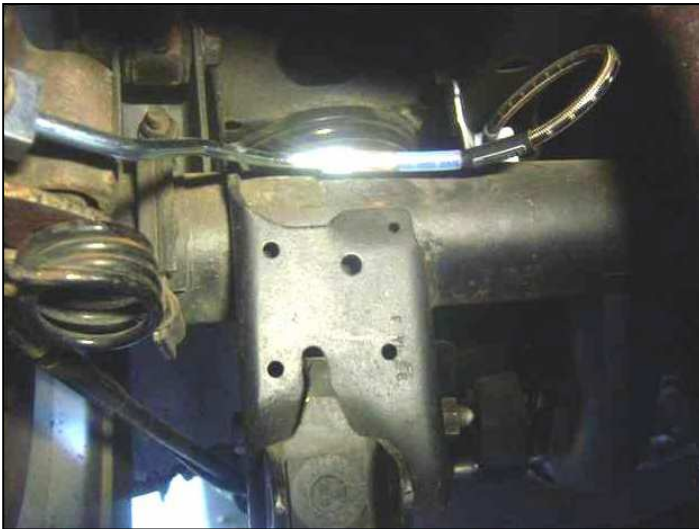


Fox Drum Brake Style Control Arm Bracket

The only hole, except for common shock and lower control arm mounting, is for brake line clip screw.

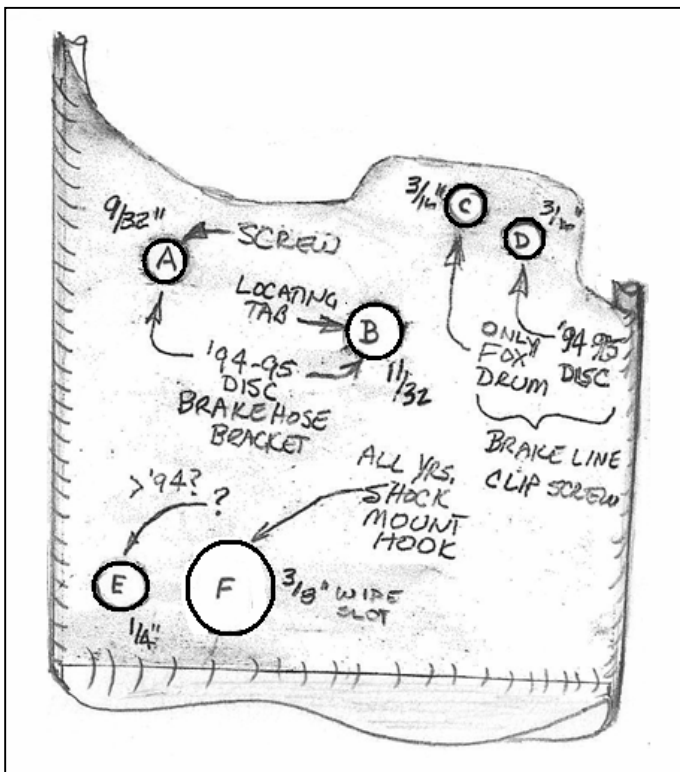
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Rear Disc Brake Conversion *(Continued)*



SN95 Style Control Arm Bracket

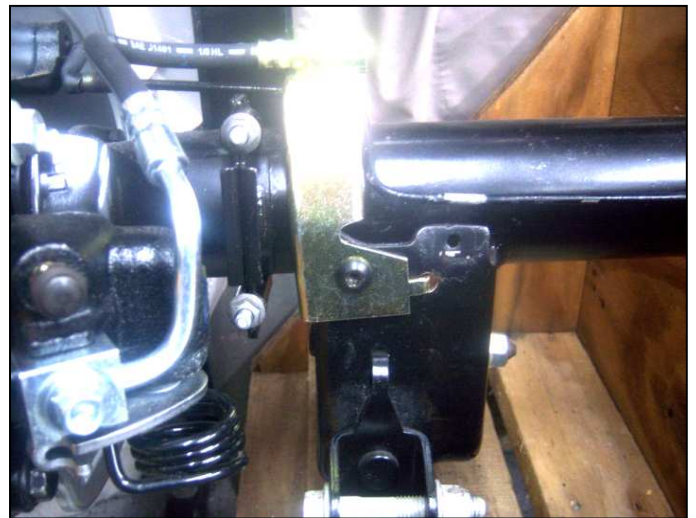
Note the numerous holes compared to the drum brake version. The three upper holes are for the brake hose & brake line on 1994 and 1995 only. The two upper left holes are for the brake hose bracket's retaining screw and locating tab. The upper right hole is for the brake line clip screw. After 1996 there were no holes, as pictured here, as the brake hose comes down to the caliper from the body.



See hole identification above in next column

Comparison of Fox Drum Brake and SN95 Control Arm Bracket Holes

- Hole: A 1994-1995 SN95 disc brake hose bracket retaining screw
 B 1994-1995 SN95 disc brake hose bracket locating tab
 C 1979-1993 Fox drum brake line clip attaching screw
 D 1994-1995 SN95 disc brake line clip attaching screw
 E SN95 all years unknown use?
 F All years shock mount bracket slot
 G SN95 all years located in lower right, unknown use, not shown



Drum Brake Axle Bracket with Added Disc Brake Hose Mounting Holes

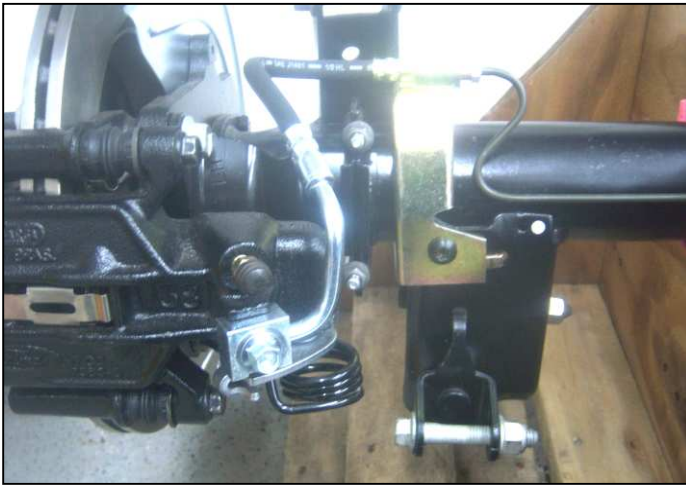
Ford Racing instructions are a good reference, <http://www.fordracingparts.com/download/instructionsheets/FordInstShtM-2300-K.pdf>, along with the drawing shown above. Note, the Ford Racing instruction sheet is incorrect for the size of the brake hose bracket retaining screw, indicating 9/64" – correct size is 9/32". The factory sheet metal retaining screw is no longer available from Ford, but some dealers may have them in stock, part number N802119-S2. You can't get any local dealer discounts you may have normally negotiated, and you have to pay separate shipping if it's not at your local dealer – a cost you don't have to deal with when the parts are still available. The screw is still available from www.LateModelRestoration.com (N802119S2PR) for \$8.95 for a pair, with free shipping, so is a better route to go. You can try to come up with your own sheet metal screw, but due to the axle brackets thickness, a fine thread screw is required, which is hard to find in common hardware. Just depends how clean you want your installation to look.

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Rear Disc Brake Conversion (Continued)

(Continued from page 11)

Note drum brake, brake line. Unpainted area on brake line is where clip would go, as confirmed with alignment of the clip's retaining screw hole. Also note the height of outer portion of the line compared to the height disc brake hose. This confirms the drum brake line can't just be shortened and re-flared to match up with the brake hose, and that a new line needs to be fabricated.



Final Conversion

This shows the SN95 brake hose in factory location, factory drum brake brake-line clip location, and new fabricated s-curve brake line to mate everything together. Note, Ford Racing instructions have a 30-40 lb-ft torque spec for the brake hose banjo fitting bolt, while the Ford shop manual specifies 20-30 lb-ft, all using the same caliper, hose, sealing washer and bolts – huh?

Fox Bracket Modified to fit 1994-1995 Brake Hose

The white dot, which is the farthest inboard the hole for the brake line clip screw could be placed without the clip overhanging the axle bracket. A new hole would touch the old hole which is not desirable. While I have a small line tubing bender with a small 5/8" radius, it still could not match tight 1/2" factory radius. This location would still require some level of an "s-curve" in the brake line, but shallower than if the Fox drum brake line clip location was used, but still not enough space to allow a factory "pharaoh-curve". Therefore creating this hole provides no benefit, other than weight savings!

Go to the Top of the next column



Comparison of Brake Line Radii (Above Right)

Note that even if the tight radii that a factory produced line could be duplicated, the clip location would be outside of the axle bracket. Even moving the clip outboard to the point of the clip contacting the lower radius, the clip's new location would still probably overhang the bracket to the inboard side – a condition I always try to avoid. Since I did not have access to a 1994-1995 Mustang for comparison, I don't know for sure how they pulled off the bracket and line routing even with the ability to make production tight 90-degree radii. I checked with several brake line companies, such as Classic Tube, Inline Tube, etc., but they either did not sell 1994-1995 brake lines, or only in a complete car set. It's interesting that even in the Ford Racing instructions they indicate to fabricate your own lines, rather than purchase 1994-1995 lines, and their illustration also shows an s-curve brake line. Maybe the 1994-1995 lines had an s-curve too? Therefore I fabricated my own lines to the hybrid combination of parts I wanted to use, which led to the s-tube line design. (RH side shown for this illustration.)

The rear end is 100% complete – now I just have to build the rest of the car!

President's Corner

"The Times They Are a Changing" (Continued)

(Continued from page 2)

long haul.

Unfortunately, we did not get any nominations or volunteers for the two open director positions. These are both very important roles for the club, and go hand in hand. If we don't have events, we don't need to advertise them. The biggest event, and the main activity of involvement by the event director, is the annual Show. It is the event that brings the most funds to the club, that enables us to do and support the other areas throughout the year, such as allowing us to subsidize your meals at the monthly general membership meeting, cover half the cost of the holiday party to make your contribution more affordable, provide a buffer in case any of the track events aren't profitable, etc. If we don't get someone to step up for this role, we may not be able to continue in the future. As a fall back, we have a plan to operate it more as a team coordination concept, as we always have been able to rely on good support from the membership to perform the needed "day of" tasks, but we will need strong functional leaders to provide improvement planning. One of the current directors, likely myself, will take over overall coordination activities. However, this is a one-time arrangement only, and if no one steps forward, we may not have a Show & GO 39 (2014), and all the consequences that would follow. Most of the other events are self-sufficient, and there are opportunities for members to step forward and organize new events as we've been talking about, with the event director just overseeing them for consistency and following club guidelines. In the advertising role, we have some back-up possibilities there to consider, and by its nature, I think we can come up with a viable solution there. We have 128 members, less the continuing eight directors, so one would think we have a large pool of enthusiastic individuals that could join in leading the club forward.

I'm looking forward to see where the new direction takes us.



Rod Deneweth at speed during the 2005 SAAC-MCR GO open track event at Waterford Hills Race Course.



SAAC-MCR Board of Directors
want YOU to volunteer for the Advertising or Events
Director position.

2012 in Review



2012 in Review *(Continued)*



**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

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We're on the Web!

www.saac-mcr.net

2013 Events Calendar

January

- 19 SAAC-MCR Holiday Party,**
Kart 2 Kart, 42705 Van Dyke, Sterling Heights, MI 48314

March

- 3 SAAC-MCR Winter Swap Meet,** Gorno Ford Dealership, 22025 Allen Rd., Woodhaven, MI 48183
- ? SAAC-MCR Winter Chili Challenge,** Host, date and location to be determined

April/May

- ? SAAC-MCR Spring Cruise,** Time and location to be determined

June

- 2 SAAC-MCR SHOW 38,** Ford World Headquarters, Dearborn, MI
- 3 SAAC-MCR GO 38 Open Track Event,** Waterford Hills Road Racing Course, Clarkston, MI

September

- 1 SAAC-MCR Labor Day Classic Open Track Event,** Waterford Hills Road Racing Course, Clarkston, MI

Involving Young People



This is how you get young people interested in becoming car enthusiasts . Bring them to a **SAAC-MCR** event. Pictured are Rodney & Micki Beckwith IV with sons Zack and Alex (Left to Right) at the Pre-Dream Cruise.

October

- 6 SAAC-MCR Harvest Happening Open Track Event,** Waterford Hills Road Racing Course, Clarkston, MI
- 12 Fall Colour Tour & Chili Challenge,** at John and Trish's Autodrome, Lake,, MI (Near Clare, MI)

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

www.saac-mcr.net for the latest information about events.