



Shelby Life

Shelby American
Automobile Club—
Motor City Region

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President's Corner

"It's Show Time"

by Steve White



This is the graphic of banner that ran in AutoTraderClassic.com for one month prior to Show and Go 38. It would appear if you were located in MI, OH, IN, or IL and searched for a Ford product.

WHEW! Another successful Show & Go is in the record books. How do you measure success for such an iconic Show? Most importantly is the reaction and feedback you get from the participants. We had lots of very positive feedback this year, with nary a complaint. Also, how about those members that worked at the show – how did they feel it went and how was the feedback they received? Check and check. Everyone seemed very pleased with this year's event and went home happy. That's the most important thing.

How do you make that happen? First you keep the features that make the event a success, such as the wide variety of classes, and the high number of awards presented. Next, you take a look at rough spots from past events and try to come up with ways to improve them. One of the key stumbling blocks year after year was the vote tallying process and how long it took, which prevented keeping to a defined or at least reasonable schedule, which makes for some frustrated participants. Thus, the gauntlet was thrown down to improve the voting process, along with the awards presentation, and keeping to a defined schedule.

In years past, there was no official schedule other than a rough time for when the registration started and when voting began and ended. Also, registration end overlapped with voting start – how could that be fair or acceptable? There was also no fixed and published awards time. This year, we affixed time for each segment of the Show, and to hold our feet to the fire to make sure we met it, we published it on the event flyer. The pressure was really on now!

	<u>Show & Go 38</u>	<u>Previous years</u>
Registration begins	~8:00AM	9:00AM
Registration ends	11:00AM	Noon
Voting begins	11:00AM	11:00AM
Voting ends	1:00PM	~1:00PM
Vote tallying begins	1:00PM	~1:00PM
Vote tallying ends	3:00PM	~3:30-4:30 PM
Awards begin	3:00PM	~3:30-4:30 PM
Awards ends	by 4PM	~5-5:30PM

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President's Corner "It's Show Time" (Continued)

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One of the key enablers to make this happen, was the voting process and the tallying of the votes. To do so, we finally listened to Craig Shefferly's suggestion over the past few years to get away from the 60 individual ballots for each class and their associated number of ballot boxes. This took a lot of time for each participant to separate each class ballot and stuff them individually in the respective ballot boxes. Add to that a swarm of people trying to do this at the same time, and near chaos ensued over the years. We took Craig's basic concept, and tackled some of the concerns we had to make it work. Mike Nyberg deserves a big round of THANKS! for working through the issues and developing a workable system. The key to success was not having the participants separate the ballots, but to just drop off the entire sheet. The sheets were perforated in 6 class groups, and each vote team of 2 people handles one of the 10 class bundles. The vote team separated the ballots and deposited them into class bundle ballot boxes. Tallying began just as soon as any ballot was deposited, and continued through the whole vote period. This enabled the votes to be tallied ahead of the deadline, and time for analysis and decisions on how many awards to give per class.

The result was the award presentation began right at the specified time of 3PM. The physical presenting of awards was also a rough spot in the past. Trying to hold the microphone, the class award sheet, receive the award from the assistant and hand it to the winner and shake their hand all at the same time, meant I really needed to be an octopus! This year, I would focus on reading the awards, Walt Berti and his son Anthony would grab the respective First Place or Class Award based off of what I read, and would hand it to either Ed Ludtke or Phil Jacobs, providing a duel presentation stream handing the award to the winner, congratulate them and shake their hand. The end result was we completed the awards ceremony by 3:47PM! One side benefit of starting the awards earlier than historically and completing them in a brief period, is that there were only a half dozen awards not picked up due to winners not being at the ceremony – I can recall past years when upwards of two dozen awards went unclaimed! This also means less post show work for us, as there are fewer winners we have to contact individually and work out a way to get them their award.

Another area of change this year was an increase in the number of Best of Show (BoS) awards. Recent tradition has been 7 BoS awards, but this year we had opportunities present themselves to have 9 BoS awards. This meant we added three new BoS sponsors to our traditional list of supporters. MRT and Ladd Road Collision joined our faithful sponsors, NPD (increased to 3 award sponsorships this year), Total Performance, the Fairlane Club of America, and Thomson Automotive. This year also marked a long-term commitment (5 years) by the Carroll Collection – a first for us! William Deary personally made the selection for the car to receive the Best Shelby award, and while commitments prevented him from actually presenting the award, we offered this option to all the sponsors, albeit last minute – so perhaps with more advanced discussion next year we might have more sponsors select and present their BoS award?!

Another area of focus this year was to bring the next generation of enthusiast on board. We brought back the Kid's Coloring Contest from the first attempt two years ago – last year we did not pursue it due to other commitments. Once again, Ford Marketing came through with awards for the first 3 places. Previously, we used progressive sized diecasts of various models to denote the different place awards. This year they provided all 3 as 1/18 scale 1967 GT500's each with a different color, so the winners could pick their color!

Also as a new feature we created two new classes to get the kid's involved. Each kid (pre driving age) that attended the show, either as a spectator or a participant family, received a ballot to vote on two awards – Kid's Choice, and the Car Most Like to See as a Hot Wheel. As special thanks for participating kids, each one received their pick of a variety of Hot Wheels, again graciously provided by Ford Marketing. All of the kid's features seemed to be a hit and the kids really got a kick out of them. Hopefully, next year we can work the kinks out, mainly resource driven and can grow these and other kid's features next year!!

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Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 108 Members

New members include: Richard Teeple, Dave & Kelly Swanson, Tom & Jenny Curtis and James & Susan Shelton

SAAC-MCR GO 38 & Driver's School

Text by Ewen Chan & Mike

Nyberg, photos by Mike Nyberg

SAAC-MCR starts the 2013 open track season with a larger group of participants than normal. We had 31 registered drivers, which is significantly higher than previous years. The biggest group of similar cars was the 2012-13 BOSS 302's with 6 participants.

The weather was cool and ideal for open track, so the engines and brakes were not affected by high ambient temperatures.

The event had an extreme contrast. Scott Hoag, owner of Mustang Racing Technologies (MRT), brought his TKO Mustang. A beautiful 2012 Orange and Black V6 Mustang, a street legal track-day road racer loaded with everything it takes to knock out the competition. Ewen Chan brought his 2013 White Platinum Fusion Hybrid, a street legal sedan designed to produce excellent gas mileage. They parked next to each other in the paddock. Both participants were determining how well their car performed.

We had one incident that shut down the track to allow clean up. A participant's Car sprayed oil on the track near Skeethouse Turn. Workers and volunteers had to use oil dry to mitigate the effects of slippery oil on the track. The oil leak was caused by replacing the oil filter and not realizing the old gasket was still in place. The oil leaked between the old and new gaskets. No harm done to the engine, just topped off with fresh oil. Corner workers volunteered to have a short lunch break, so that we could get out on track again sooner, and make up for lost track time. Everyone enjoyed the day and hopefully are looking forward to the Labor Day Classic open track event, on September 1, 2013.



Above: Scott Hoag next to his 2012 Mustang V6 TKO.

POWERTRAIN:

- Procharger air-to-air supercharger package
- MRT stainless steel MaxFlow h-pipe and axle back exhaust system
- Ford Racing Performance Parts rear axle
- SPEC low-mass performance clutch
- Dynotech one-piece drive shaft
- Eaton E-locker Carrier
- MGW short throw shifter
- MR solid mount powertrain system
- MRT oil cooling system

CHASSIS:

- H&R coil-over performance suspension with MRT-tuned chassis
- Bear Brakes 6 piston big brake, 14" rotor
- MRT brake ducts with cooling fans
- J&M lower control arms, camber plates and adjustable panhard bar
- MRT diff cooling system

WHEELS & TIRES:

- Forgestar F14 18" wheels
- Toyo Proxes 1 tires 265/40/18 front, 295/35/18 rear



Ewen Chan Above: I recently bought myself the brand new Ford Fusion Titanium Hybrid and I was very curious to find out what are the limits of its performance. However, finding a suitable venue where I would be able to push the car to the limits and finding a safe environment to do so was a bit challenging. Obviously, I wouldn't want to try it out on open, public roads. As luck would have it, through the Shelby American Automobile Club-Motor City Region, they had an open track day at Waterford Hills racetrack in Clarkston, Michigan.

I was pleasantly surprised to find that a car powered by a 2-litre Atkinson engine (141 hp @ 6000 rpm, 129 lb-ft @ 4000 rpm) augmented by a permanent magnet AC synchronous electric motor (118 hp), it performed quite well. It certainly had dramatically different vehicle dynamics compared to the rest of cars in the group that I was driving with, but it held onto its own. One of the spectators had asked me if I was aware of the

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President's Corner "It's show Time" (Continued)

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Another addition for this year was a Young Enthusiasts Award. Open to any participant aged 16 – 25 years old, the award was another attempt to encourage the younger generation to keep interest in our hobby for the future. Without new enthusiasts, our sport won't be able to continue, or at least not on the scale it currently is. To assess this award, we first added a field on the registration form for participants to mark if they fall within this range and were interested in vying for this award. The challenge was this covered all classes, so we had to review each registration form and find out who, what car number and class they were in. It was planned to have a running list developed as registrations were turned in, but due to lack of workers, we were unable to perform that. Without the list, we could not evaluate entrants and select and present the award at the awards ceremony. This compilation and evaluation had to be done in the days after the event, and then the award presented at a later time.

Additional encouragement this year came in the form of the number of pre-registrations we had for this year's show. We had roughly double the amount we normally average, or about 1/5 of the total registrations this year. This is still low compared to anecdotal pre-registration levels we have heard from other groups' events, but the fickle early Michigan weather probably plays an impact.

2013 also marks the 150th birthday of Henry Ford. To tie into this milestone, we noted this on our flyer and also targeted 150 awards to be presented – one for each year of Henry's birthday. While we fell a little short of this on pure awards, as we still had some classes unrepresented or underrepresented, if you count all awards and prizes, we squeaked through to that goal!

We also made a big push to promote our event with a lot of the big Ford marque car clubs, that while they normally support us well each year, we asked for even more support this year. It seemed to pay off well, as MOCSEM took home the Club Participation award with 35 of their members entered in our event! We added a few more clubs to our normal promotion list this year, while there are still a few other clubs we can reach out to next year that we didn't have enough contact info or time to realize.

Dale Rabe also did a great job this year as his first year taking over the advertising responsibility. Last year we experimented with spending more on advertising in a few new areas, that didn't pan out with the return for the investments, so this year we focused primarily on the myriad of free advertising options – big and small. We also tried more social media area, free and minimal cost, with Gibson Nichols help. We also tried an internet ad buy that could be focused to our area and cars, through a minimal buy ad on AutoTraderClassics.com. We had another inquiry field on registration to ask where entrants heard about us, and in the coming summer months we'll go through each registration and assess what worked and what didn't.

Everyone wants to know about car count, and we were a bit down this year, even from last year, but event and post event discussion seemed to be centered on the weather. While we didn't have a drop of rain, a number of times throughout the day, we heard in other areas it was raining, scaring away some planned entrants. We were also down on vendors, which require people to be involved ahead of the show to go out and contact companies ahead of the show, which we didn't have the resources or time for. The same goes for raffle sponsors. Swap was also down a bit this year. There are other smaller details that will be evaluated later.

The Board of Directors will go through a more in-depth analysis when they meet later in the summer, and will come back with recommendations for next year.

As you can see, there were a lot of positives this year. The only way this happened is due to the dedicated commitment of a small group of members. The operative word here is small, as many members performed multiples, and multiple of multiples, of tasks – to the point of near burnout. If there was one negative, it was that we did not have more members helping out. Traditionally we have an excess of workers waiting around for directions, or sitting behind the registration table waiting to get called into action like a bull pen, to trade off with other workers for a break, or to assist in the various things that pop up through the course of an event – such as go inspect cars tied for an award, select Best of Show awards, etc. This occurred even with many pre-show pleas for help, and list of roles sign up sheet being sent out twice to the membership. This is an area we must resolve before next year. There are some clubs that have monthly meetings in the functional area the entire year before their next event. I think this may be a bit extreme for our level of event, but definitely some pre-meetings in the functional areas is required, so everyone knows what the tasks are, FAQ are gone over, and as much preparation is done to have as smooth an event as possible. This year, we tried to break the tasks into functional areas with team leaders, who would then have group meetings, but this didn't really happen so completely. This is especially important for new members who may not be familiar with traditionally how we handle an issue, as well as team leaders that may have experience in one part of their function, but not the other. Having sufficient member support was the number one issue we had from all member participants this year. I hope we can get earlier commitment from everyone next year, so we can focus on other areas and get an earlier start next year. Oh yeah, we need a dedicated Events Director! I would hate for our 38th Show & Go to be our last! We are the longest continuously running marque event to be granted permission by Ford Motor Company to use their World Headquarters grounds (22 years!)

Thanks to all those dedicated members who allowed us to pull off the event successfully, and thanks in advance to all those members that will flood the grounds next year to build off of this year's success and evolve even further next year.

Shelby American Automobile Club

Opportunity to Join the National Shelby Club

The **Shelby American Automobile Club** was born in 1975 and was dedicated to the preservation, care, history and enjoyment of the cars Carroll Shelby created. Those goals have not changed.

SAAC provides members with no-charge insurance appraisals, assistance in researching individual car histories, advice on technical matters, information on parts sources, serial number verification and assistance in obtaining stated value insurance. SAAC has active regions in almost every state which hold events of their own. And every summer the club holds a blow-out of a national convention. A typical convention will include a real vintage race, open track high-speed running, parts swap, judged concours and popular vote car shows, and guest speakers made up of drivers, mechanics and fabricators who made the Cobra, GT40, GT350, and GT500 household words. If you already own one of these cars it's hard for us to picture anyone slogging through life without SAAC. If you're thinking about buying one, our advice is to join up before you do. There are fakes out there just waiting to sting the uneducated. One of the reasons we exist is to share what we know with members.

Dedicated to the preservation, care, history, and enjoyment of the World Championship cars from Shelby

American since 1975.

The **Shelby American Automobile Club** is the only international enthusiast's organization dedicated to the World Championship cars from Carroll Shelby. Ownership isn't required for membership - just interest in and enthusiasm for these legendary cars. SAAC has more than 4,000 members across the US, in Canada, and in just about every other country where there is interest in high performance automobiles. SAAC members will have access to our online Member's Only website, Memberlodge, where one will find our award winning magazine, The Shelby American, posted 4 times a year, along with our famous SnakeBite ads where you will find our classified ads updated weekly. Ads are free to members without word limit. SAAC also hosts an annual national convention that is the stuff dreams are made of....even for grownups.



Join us. Annual dues are \$50.00 As soon as we receive payment we'll send you a new member's packet via USPS containing a copy of the year's Annual Shelby American magazine (all 4 issues posted online: compiled into one magazine), general club information, sponsors literature, and usual club regalia (windshield decal and membership card).

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Members only website: www.saac.memberlodge.com

Name: _____

Address: _____

City State Zip _____

Email address _____

Credit Cards accepted V MC D AmEx _____

Card Number _____

Your Name as it appears on Card _____

Expiration Date (mo/yr) ____/____ CVV ____

Join online either www.saac.com (Blue wording under tabs "Join SAAC today") or www.saac.memberlodge.com

Membership tab (to left of binder rings) and follow links to PayPal

2013 SAAC-MCR Spring Cruise

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

Early Saturday morning May 4, 2013 thirty eight SAAC-MCR members and friends with 28 cars gathered at Sandy and John Yarema's home in Grosse Pointe Farms for breakfast and the beginning of the SAAC-MCR car event season. Sandy had prepared several different delicious egg casseroles. John had prepared the garage with tables and chairs for people to enjoy the breakfast. Cruisers brought other continental breakfast items so no one went away hungry. It was an opportunity for people to talk about things of common interest.

John Yarema had planned an interesting cruise and we needed to leave his house at about 10:00 am and start the cruise. The first leg of the cruise went north on Lake Shore, Jefferson and Shook Road to I 94. We took I 94 to M 59 and went east to Capaldi Racing, located across from the entrance to Selfridge Air Force Base.

Leo Capaldi, owner of Capaldi Racing greeted our group and introduced his staff, which included Shop Managers Craig and Chris Capaldi his two sons, Parts Manager Tim Casey, Mechanic Kyle Schmitt, Communications Manager Charley Matus and Office Manager, Leo's wife Sandy Capaldi. Leo gave the following overview of the service and products Capaldi Racing provides. "We pride ourselves in being an Authorized Warehouse Distributor for Ford Racing Performance Parts as well as other top after-market brands. We provide competitive pricing, and our technical knowledge which has become second to none from 30 years of racing Ford and Ford-based vehicles.

Our goal is to provide the best services, equipment, crew and results to ensure an enjoyable and rewarding experience for the

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SAAC-MCR Spring Cruisers and friends enjoying breakfast in Sandy and John Yarema's garage.



Left: The breakfast is an opportunity to do some bench racing.



SAAC-MCR Spring Cruisers parked at Capaldi Racing.



Cathy White is getting ready to try some of the delicious casseroles Sandy Yarema made.

Spring Cruise *(Continued)*

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drivers and their guests. We have extensive experience when it comes to road racing Ford vehicles, and provide a full service racing experience from car build and prep to trackside support to ongoing maintenance for those interested in racing Ford and Ford-based vehicles at the Grassroots level or Professionally.

From supplying the parts to build your own race car, to building a turn-key race vehicle, we can provide the product and support to take your Ford or Ford-based vehicles to the winners circle. Capaldi racing also offers pre-race preparation, track side support, and vehicle and product development services."

Leo gave us a tour of the shop and explained some of the features of the race cars they have prepared. He showed how they take a Mustang body in white and make it much stiffer by stitch welding every unibody seam. It takes 40 hours to complete hundreds of one inch MIG welds spaced a half inch apart on each seam.

Leo also explained how they remove the roof panel to allow easier removal of material from underside of the roof panel. It also allows easier installation of the roll bar. It takes 60 hours to TIG weld the roll bar components in place.

Everyone enjoyed the interesting tour and the snacks and refreshments Capaldi Racing provided.

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Leo Capaldi giving an overview of the products and services Capaldi Racing provides to its customers. He also introduced his staff.



Leo Capaldi shaking hands with each driver as they left Capaldi Racing.



Group photo of the SAAC-MCR Spring Cruisers at Capaldi Racing.

Spring Cruise (Continued)

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Next we got in our cars and drove a very short distance to Selfridge Air Force Base, practically across the street from Capaldi Racing. We had to be cleared to enter the base. John Yarema had prepared a list of cruiser's names and the cars they were driving and sent it to the base in advance. Once each car was cleared to enter we proceeded to the Selfridge Military Air Museum and Air Park. SAAC-MCR member Dick Soules had prepared an interesting tour of the museum. He directed us on how to park our cars for a group photo.

Dick then led us to a small building where volunteers restore items for the museum. Volunteer Russ Valeri was in the building explaining how volunteers restored the Link Trainer and how it functions. The original Link Trainer was created in 1929 out of the need for a safe way to teach new pilots how to fly by instruments. A former organ and nickelodeon builder, Ed Link used his knowledge of pumps, valves and bellows to create a flight simulator that responded to the pilot's controls and gave an accurate reading on the included instruments. More than 500,000 US pilots were trained on Link simulators.

The group next proceeded to the Selfridge Military Air Museum building. It was a self guided tour. The museum portrays the history of Selfridge Field and the many different military units that were stationed there during its 90-year history. Exhibits include military memorabilia and artifacts, photographs, paintings, cut-away aircraft engines, model aircraft, uniforms, weapons, an interactive Air Traffic Control radar display, an F-16 cockpit and a gift shop. The museum also has an A-7 cockpit on display.

Another building was dedicated to the Spad World War I airplane project. It is a project that started with blue prints only, no parts.

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Link trainer being restored by volunteers at the Selfridge Military Air Museum.



Club member, John Logan worked as an engineer on the vehicle above, sitting at the Selfridge Military Air Museum after he got out of the Army in 1958 and returned to Ford.

It was called the MUTT (Military Utility Tactical Truck) rather than Jeep. It's military designation was the M151 and was produced from 1959 through 1982. Ford built several hundred thousand of them in several plants, some at the Transmission Plant in Livonia.

John did stress analysis of the four wheel independent suspensions and the 4 speed transmission. He followed Army testing of the M 151 at several military sites such as the Aberdeen Proving Ground in Maryland, Fort Sill Oklahoma, Fort Hood, Texas, Fort Bragg, NC and Yuma, Arizona.

Left: New Club member, James Shelton next to his one of a kind BOSS 302. His wife Susan bought MS raffle tickets to help raise money for the charity. James was notified by phone, on the 2012 Woodward Dream Cruise day, they had won the car. Club member and mutual friend, Mark Kulwik suggested James and Susan join SAAC-MCR.



Spring Cruise (Continued)

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The volunteers built the airplane from scratch. They replicated everything except the engine. Five years ago the Spring Cruise visited the museum and the Spad was only wooden frame work for the wings and fuselage. It was good to see it as a finished product.

The outside air park contains 34 airplanes. A few of the planes can be entered and they allow sitting in the cockpit. There was a lot to see and do at the museum and air park.

We left the museum and drove through the base past the Flight Line, former officer's house and the on site golf course, to the Mulligan's restaurant also on the base. We ordered lunch and watched a slide show and video of the 1966 Daytona Endurance Race prepared by Dick Soules, while we ate.

We have many people to thank for the special day. Thank you, Sandy and John Yarema for organizing the cruise and the wonderful breakfast experience, Ken Luba for arranging the Capaldi Racing tour, Leo Capaldi and his staff for the interesting tour of his facility and Dick Soules arranging the Selfridge Military Museum tour and lunch.

What a great way to start the SAAC-MCR car cruise season!

Below: SAAC-MCR Spring Cruisers parked for a photo opportunity at the Selfridge Military Air Museum parking lot, orchestrated by Dick Soules. The low rise industrial park in the background is where Capaldi Racing is located.



L to R: Russ Valeri and Ray Taylor. Russ spent 2 years fabricating sheet metal and fiberglass parts. Ray fabricated the guns, sewed the cloth covering, assembled it to the Spad and painted it.



Above: Club member, Dick Soules painted the beautiful mural of the Spad in flight. He included several images of the plane in its various liveries.



Meet the Member—Richard Teeple

Text by Richard Teeple and Photos by Gary Brewer, MOCSEM Editor

Richard Teeple is a new member of SAAC-MCR, who lives in Dearborn. Richard recently retired after teaching at Henry Ford Community College for 22 years as a Culinary Arts Instructor. He is a certified Executive Chef & Certified Culinary Educator. Richard was introduced to our club by Tom Krcmarik, who was working at the Shelby display during the 2013 North American International Auto Show. The following are two articles Richard wrote for the MOCSEM newsletter.

2012 Shelby GT 350 Kona Blue Supercharged

After saving for over 30 years for my retirement dream, I finally had to make a decision, Mustang or boat? You can probably figure out the answer.

I was bitten by "The Ford Mustang" bug at the early age of 19, owning a 1970 Mustang Boss 302, I have owned my share of muscle cars throughout the years, but none have compared to that first "Mustang Experience." I am now exceeding my youth car experience with a new Kona Blue Supercharged 2012 Ford Shelby Mustang GT 350.

My Shelby is number 71 of maybe 100+. I had over 30 upgrades performed at Shelby American including: Whipple Supercharger, 3:73 gears, track cooling package, Wildwood brakes, Borla 3" exhaust, Ford/Shelby racing suspension with Tokico adjustable shocks, and Ford Racing anti-roll suspension kit, to name a few. All this resulted in 0-60 m.p.h. in 3.7 sec., 1/4 mile in 11.62 sec. at 122 m.p.h., and 1.05g on the skid pad.

Most people wouldn't wait nine months for a new car purchase, but that is how long it takes. It was well worth it because it turned into an investment. My visit to Shelby American in Las Vegas, Nevada confirmed my purchase decision. The Shelby tour and people were outstanding, keeping me informed and updated on my purchase. Village Ford of Dearborn, Michigan was also very instrumental with my Shelby Purchase. The sales and service staff walked me through the specific details for a "Shelby Mustang Build" and made the process easy.

The most important aspect of my "Mustang Experience" is the people you meet along the way. Since joining MOCSEM, I have made many wonderful MOCSEM friends and have been able to share my "Mustang Experience" with a diverse and talented group of Mustang enthusiasts.

For more information about Shelby GT350's, you can visit www.ShelbyAmerican.com and www.VillageFord.com.

A Day at the Ford Dearborn Test Track

One day last October, I was fortunate enough to participate in Ford Motor Company's "Track Experience" at the Dearborn Development Center.

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Richard's Shelby GT350, at the Shelby American facility in Las Vegas, ready for delivery.



The engine compartment has a lot of "eye candy".



Plate ahead of the shifter has Shelby American's ID number and Carroll Shelby's autograph.

Meet the Member *(Continued)*

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The sunny October morning began as I drove my 2012 Mustang Shelby GT - 350 to the Ford Dearborn Development Center accompanied by Gary Brewer (MOCSEM Editor). Upon arrival we were greeted by Kevin Markham, a Level 4 Driver and Track Safety Technical Specialist along with Jerry Karwowski, Ford Track Special Events Coordinator. We were escorted to The Product Review Center for a brief rundown of the day's activities. This included tours of several vehicle development facilities and rides down many of the test track surfaces. After a stop at the Track Control Tower, we headed to the Steering and Handling Course - a 1.7 mile road course with enough curves, corners, straights, and hills to delight everyone. I put on my helmet and strapped myself in a 2012 Boss 302 Laguna Seca. Kevin then demonstrated the amazing capabilities of the Boss 302 on a competitive level road course in "track mode."

We then got into my 2012 Mustang Shelby GT - 350 for a few hot laps. He explained how track racers set up each corner for the quickest entry and exit to achieve the highest speeds on the straight portions of the course. While driving (or should I say racing) my GT - 350, Kevin commented that "the springs, shocks, and tires really keep the car well connected to the track in the turns and the Shelby brakes take the car to the next level." He went on to say that "there is much more driver feedback than in a standard Mustang GT and the power steering is very crisp on turn in."

Wow! What an experience. I didn't want the day to end. I just experienced the new Boss 302 Laguna Seca and Mustang Shelby GT - 350 on Ford's Steering and Handling Course. I remembered how my 1970 Boss 302 w/ 4:56 gear handled 42 years ago, no comparison. I am amazed how Ford and Shelby have partnered to make a car that can be driven to work during the week and raced on the weekends.

My "Track Experience" was a dream come true. I wish to thank Ford Motor Company, Kevin Markham, Jerry Karwowski, Gary Brewer, MOCSEM Editor and a special thank you to Pam Corey, Ford Public Relations, for setting this up.

Richard's vanity plate, 350 is for GT350 and 071 is for the 71st GT350 built for the 2012 Model Year.



Right: Richard Teeple the proud owner of a rare 2012 Shelby GT350



Richard Teeple gives a thumbs up after the track experience in a 2012 BOSS 302 Laguna Seca driven by Kevin Markham.



Left to Right: Richard Teeple, Kevin Markham and Jerry Karwowski posing in front of the Ford Oval at the Ford Dearborn Test Track.



SAAC-MCR Members Support LTU Main Event *by Mike Nyberg*

At least eight SAAC-MCR members supported the "Main Event-Summer 2013" at Lawrence Technological University (LTU) on June 13, 2013.

The event started with lunch prior to a Creative Design Presentation, which was sponsored by CATIA and ICEM design software companies. Presentations included the latest features of the sponsor's software, Ford Fusion NASCAR design challenges by Garen Nicoghiosian, Ford SVT Design Manager and Bob Lutz reviewing his latest book. A strolling dinner followed the presentations.

Refreshments were offered outside before wardrobe and jewelry designers present a style show. We had parked our cars on either side of the style show runway. The models walked back and forth between the two rows of classic cars.

We had a chance to share our cars with people who appreciate good design, learn about sophisticated design software, get nourished and watch beautiful people model clothing and jewelry. It doesn't get much better than that!

Not pictured: Dwight Kreuger with his 2011 Blue Shelby GT500 Convertible and Gibson Nichols with his 2006 Silver Mustang GT.



A model in a red dress walking the runway in front of the author's 1970 Yellow BOSS 302.



Left: John Yarema next to his 1965 White GT350 Replica



Miss Michigan, in a dress made out of plastic bags, next to Mike Radonovich are standing in front of Mike's 2000 Red Cobra R.



Left: John Logan next to his 1964 red Sunbeam Tiger.

Right: Model displaying jewelry design in front of Glenn Madison's 1965 Black Mustang 2+2 HiPo. Glenn's wife, Sharon was in attendance, to make sure he only admired the jewelry.



Above: Jerry Ostalecki next to his 1966 Green supercharged GT350 tribute car.

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SAAC-MCR Show 38

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



Saleen S7, owned by Dr. David Kent, with the SAAC-MCR Show 38 in the background.

SAAC-MCR Show 38 was another success this year. Despite the prediction of rain in the morning, that kept away many open top cars, we had a wide variety of Ford powered vehicles. The variety ranged from a Saleen S7 super car to a Good Humor truck. The weather didn't keep away early Shelby Mustangs; we had more 1966 through 1970 than usual. We had two participants bring Green original Cobras. The 2006 to Present Shelby Mustang group continues to have a large participation. The 2005 to Present Mustang class also is a popular class.

The trophy for the car club with the largest participation went to the Mustang Owners Club of Southeastern Michigan (MOCSEM) with 35 members entering cars in the show. The Fairlane Club had won the traveling trophy in the previous two years.

The popular voting process was modified this year. The need for voters to separate the ballot into 60 individual vote containers was eliminated, to improve their experience. The tallying process was revised to save time and as a result the Award presentation was finished by 3:45 pm. By 4:00 pm everyone had had a good time and was on their way home to enjoy the rest to the day.



Left to Right: Sue Berardi brought her Ford chassis Good Humor truck to Show 38. Sue and her husband Mike had fun selling ice cream to show attendees like William Deary. Mike has 42 Mustangs. His wife wanted a vehicle of her own. She picked the ice cream truck, so she could interact with people. It was also a fun way to raise money for charities.

Show 38 (Continued)



1967 Mustang concept based on the New Ford Racing Cobra Jet Drag Cars. It has a 5.4 CJ S/C 700HP engine with C4. Owned by Scott & Anne Minch.



Two Green original Shelby Cobras.



Award presentation team (L to R); Steve White reading the winner's names (in the background), Ed Ludtke, Anthony Berti, and Phil Jacobs. Eric Miller is receiving an award.



Ten member Popular Vote Tally Team: Jerry Ostal-ecki, Mary Luba, Tom Krcmarik, Richard Teeple, Jim Tipling, Trish Judson, Cathy White, Dwight Kreuger, Walt Berti and Anthony Berti. Penny Nyberg was the assistant coordinator.

SPECIAL AWARDS

Club participation Award sponsored by SAAC-MCR: MOCSEM (Mustang Owners Club of Southeastern Michigan).

Kid's Choice—Best of Show sponsored by SAAC-MCR: '52 Green Ford 2-door owned by Robert Marsh.

Kid's Choice—Most like to see as a Hot Wheel sponsored by SAAC-MCR: '66 GT350 owned by Howard Temes.

Young Enthusiasts Award sponsored by SAAC-MCR: Evan Willis' Silver 1994 Lincoln Mark VIII

Kid's Coloring Contest Award sponsored by Ford Licensing:

1st Place: Nick Marshall age 9 won a Red '67 GT500 1/18 scale diecast

2nd Place: Angela Beroff age 9 won a Blue '67 GT400 1/18 scale diecast

3rd Place: Craig Borges age 5 won a Green GT500 1/18 scale diecast

Show 38 Popular Vote Winners by Steve White

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
1	Shelby Cobra	190 David Wagner	Green '63 Cobra	122 Dave & Lori Wathen	Highland Green '64 Cobra
2	65 Shelby GT350	191 Randy Richmond	White/blue '65 GT350	255 Tony Beningo	Rangoon Red '65 GT350?
3	66 Shelby GT350	113 Tom Brumley	Ivy Green '66 GT350	140 Richard Nash	Red '66 GT350
				266 Howard Ternes	White/blue '66 GT350
4	67 Shelby - All cpe	114 Bryan Henrickson	Brittany Blue '67 GT500	197 Jarrod Kings	Blue/white '67 GT350
5	68 Shelby - All Cpe	228 Gary Boehnlein	Black '68 GT350	169 Mike & Sheila Lauer	Lime Gold '68 GT350
				179 Mark Kulwik	Gold '68 GT350
6	69-70 Shelby All Coupe	175 Doug Fisher	Gulf Stream Aqua '69 GT500	239 David St.Pierre	Blue '69 GT500
7	66-68 Shelby Convertible	218 M.Riemenschneider	Blue '68 GT500KR		
8	69-70 Shelby Convertible	233 Rob Smith	Red '70 GT500		
9	2006 to Present Shelby Mustang	192 Mike Wilkinson	Black '08 GT500	183 Dale Jerome	Black '08 GT500
				194 Geo. Coutoumanes	Black '11 GT500 Conv.
				143 Doug MacPherson	Black '07 Shelby GT
10	Cobras 4000, 7000, 8000	151 Bill Barnt	Blue/white '65 Superperformance	238 Bill Gill	Red '66
11	All Boss Mustangs	115 Michael Andrews	Blue '70 Boss 302	134 Ken & Mary Luba	Kona Blue '12
				251 Ron Grobbel	Yellow '69 Boss 302 clone
				107 James Shelton	Grey '13
12	SVO, McLaren, Saleen, Roush	139 Mike Trosell	White/blue '06 Roush	177 Nate Levite	Blue '05 Roush
13	64.5 - 66 Mustang Coupe & Fastback	147 Quentin Levitte	Green '65 fastback	156 Kent Palmquist	Red '65 coupe
				149 Ron & Kathy Maniaci	Lt. Blue '66 coupe
				220 Steve Williams	Tahoe Torquise '66 fastback
14	64.5 - 66 Mustang Convertible	232 George Margo	Red '64.5	138 Lori & Gary Jameson	Lazer Red '66
15	67-68 Mustang F'Back & Coupe	165 Dave Hartline	Brittany Blue '67 fastback	208 Scott Minch	White '67 Fastback
				184 Dave Kalinowski	Highland Green '68 fastback
16	67-68 Mustang Conv	112 Jeff Gniewek	Lime Green '68		
17	69-70 Mustang F'Back & Coupe	181 Darren Joseph	Royal Maroon '69 Mach 1	136 Rob Bakula	Grabber Blue '70 Fastback
				222 Ernie Labutte	Red '69 fastback
				206 Tom Striggow	Red '69 Mach 1



Show 38 Popular Vote Winners (Continued)

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
19	71-73 All Mustangs	221 Bill Miller	Grabber Orange 73 convertible		
21	79-86 Mustang / Capri Coupe	253 James Maynor	Silver/black 79	190 Chuck Montgomery	Red 79
23	87-93 Mustang Coupe	102 Mike Updike	Vibrant Red 93	244 John Mazzara	Red 91
				155 Craig Zygmunt	Red 93 hatchback
24	87-93 Mustang Convertible	224 Art Schrade	Red 93		
25	94-98 Mustang Coupe	129 Terry Worful	Lazer Red 95 GT		
26	94-98 Mustang Convertible	161 John Grabowski	Yellow 98 Cobra		
27	99-04 Mustang Coupe	104 Dale Gregorich	Blue 00 GT	178 John Splan	Orange 04 Cobra
				241 Patrick Willis	Sonic Blue 03 Cobra
28	99-04 Mustang Convertible	234 Michael Smith	Torch Red 03 GT	246 Dan Cheng	Blue 02
				275 Chris Crump	Black 99 GT
29	2005 to Present Mustang	182 Rick Pidosny	Torch Red 10 V6 convertible	247 Mike Rey	Silver 05 GT
				150 Mike Pellegirini	Dark Candy Apple Red 08
				250 Josh Lupu	Grabber Blue 13 GT
31	32-48 Car & Truck	173 Don Potter	Red 34 Vicky		
32	49 - 78 Ford / Edsel Mercury / Lincoln	185 Paul Coleman	Red & black 57 Fairlane convertible	187 Virginia Vedryczka	Palomino 64 Mercury Conv.
				239 Larry Gonyer	Black & white 57 Skyliner
				199 Frank Smith	Cream & gold 76 Grand Marquis
33	79 - Present Ford / Edsel Merc / Linc	186 David Popovich	Black 03 Marauder	260 Ross Urtel	White 1989 LTD Police Intercep
				198 Russ Doskey	Moca Frost 92 Town Car
34	All Galaxie Hardtop	124 George Lang	White 65 Galaxie	132 Don Kent	White 64 Galaxie
				236 Bill Mooney	Blue 63.5 Galaxie
37	70 to Present - Small Car	157 Mike Stolarczyk	Green 71 Comet GT	123 Shawn Simpson	Grabber Green 72 Maverick
38	60-70 Falcon	174 Alan Aniol	Red 64 Falcon Sprint		
39	ALL Ranchero	211 Gordon Leslie	Orange 62 Ranchero		
40	62-65 Fairlane / Comet	130 Dennis Miller	White 64 Fairlane	128 Jerry Worful	Pearl white 63 Fairlane 500
				144 Dan Diehl	Black 64 Fairlane 500

Show 38 popular Vote Winners *(Continued)*

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
41	66 - 67 Fairlane / Comet	105 Eric Miller	Red '66 Fairlane GTA	101 Mike Dimic	Blue '66 Fairlane 500 XL
				118 Tom Pascoe	Sahara Beige '66 Fairlane 500 XL
42	68 - 71 Torino Montego	217 Butch McKina	Red '69 Mercury Cyclone	223 Craig Maisonneuf	Root Beer Brown '71 Torino GT conv.
				120 Larry Slevin	Raven Black '69 Fairlane Cobra
43	72 - 76 Torino / Montego	167 John Surgender	Dark Blue '72 Gran Torino Sport	117 Norbert Lang	Red '73 Gran Torino Sport
				258 Sharon Pratt	Yellow '72 Gran Torino
44	67-73 Cougar	245 Bill Cortese	Black '69	216 Daniel Burrows	Red '70
46	58 - 73 Thunderbird	189 Chuck Spieser/ Tom Kirby	White/red '59		
47	74-98 T'Bird Cougar	106 Tom Milligan	Red '88 Turbo Coupe		
48	2002-2005 T'bird	271 Ron & Sheila Wahl	Mtn. Shadow Grey '03	176 Dave Millerick	Blue '02
49	48 to present Truck	252 Ron Grobbel	Red '90 F150		
50	All 4x4 Truck	277 Tyler Kellerman	Blue '79 F250		
51	All Small Truck	170 Anthony Berti	Brown & tan "Ranger" Lariat		
52	All SUVs	274 Lisa Rudd	Beige '95 Bronco		
54	All Replica and Kit Cobra	205 Tony Simari	Black '65 Cobra replica		
55	All Special Interest	272 Bob Shimmel	Black '79 Clenet - Series 1		
56	GT, GT40, Pantera and Mangusta	212 John McIver	Red '72 Pantera	270 Vaughn Koshkarian	Red/white '05 Ford GT
				273 Keith Batko	Dark Blue '05 Ford GT
57	Tiger and Griffith	201 Carl Patterson	Red '65 Tiger	243 Rick Lara	BRG '64 Tiger
				262 Steve Papalas	Blue '66 Tiger
59	All Pro-Street Car & Truck	207 George Hindbaugh	Jade '90 Ranger		

Raffle Winners

Right: Scott Pickard won the Atchinson Ford Gift Pack.

John McIver won the Terlingua large metal sign, valued at \$75, donated by Pastenier's Auto Zone.

(5) annual subscriptions donated by Crusiz'news



Best of Show 38 Winners



Left: **Best of Show Shelby** sponsored by The Carroll Collection: '64 Green 289 Cobra owned by Dave Wathen



Best of Show Engine sponsored by Thomson Automotive: '72 Red Pantera owned by John McIver.



Left: **Best of Show Early Mustang** sponsored by National Parts Depot: '73 Orange Convertible owned by Bill Miles.



Best of Show Fairlane sponsored by The Fairlane Club: '66 Red Fairlane GTA owned by Eric Miller. (file photo)



Left: **Best of Show Late Model Mustang** sponsored by MRT: '05 Silver GT owned by Mike Rey.



Left: **Best of Show Ford** sponsored by Total Performance: '57 Red & Black Fairlane Convertible owned by Paul Coleman



Best of Show Paint sponsored by Ladd Road Collision: '65 Red Mustang Convertible owned by Gary Jamesor.

Best of Show Winners not Pictured:

Best of Show Fox Mustang sponsored by National Parts Depot: '93 Red Cobra owned by Mike Updike.

Best of Show Truck sponsored by National Parts Depot: '90 Jade Ranger Pro-Street owned by Geo Hindbaug.

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We're on the Web!

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2013 Events Calendar

September

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

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)

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Left to Right: Leo Capaldi owner of Capaldi Racing receiving a certificate of appreciation from SAAC-MCR President, Steve White for hosting a tour of the Capaldi Racing facility. The tour was one of the stops on the SAAC-MCR Spring Cruise (see the related article on page 6).

(Continued from page 3)

amount of body roll as the car took the corners at speed, with the tires doing a bit of squealing under pressure. From my perspective, I was more worried about watching where I'm going than the amount of body roll. Still, that did not stop me from reaching speeds upwards of 90 mph towards the end of the back straight before nearly slamming on the brakes for the turn at the end. The brakes are very strong and very powerful. I didn't get a chance to do a full panic stop, but according to Car and Driver online, it should be able to stop from 70 mph in 177 feet meaning that it has plenty of stopping power to slow the car down at the 100-foot marker before throwing it into the corner.

The best part – since it's a hybrid – meaning it uses a combination of both gas and electric power – it managed 16 mpg over an 11.1-mile run with 1.7 miles running purely on electricity-only during the first heat. For the second heat, it faired an even more impressive 18 mpg over 15.8 miles with 3.2 miles in pure EV mode, and 1.0 miles from the energy it recaptured through regenerative braking.

While it's certainly no Shelby, it's no slouch either – something that you just wouldn't expect out of a hybrid.

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

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