



# Shelby Life

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

Volume 39, Issue 2

April 2014

## President's Corner

### **"Checkered Flag & Yellow Flags"**

*by Steve White and Photo by Rich Tweedle*



**Michael Riemenschneider (right seated with back to camera) holding court and sharing some of his many wonderful stories at this years holiday party, just days before his passing.**

This recent period has reminded MCR members of the frailty of life, and the importance of seizing the day and enjoying each other whenever we can. In recent months, we've lost an integral long term member (checkered flag) and several members with health issues that fortunately were caught in time (yellow flags),

In the early morning of January 21<sup>st</sup>, we lost long time member, technical guru, and all around great guy to be associated with, Mike Riemenschneider. Mike was one of the founding fathers of SAAC-MCR and has been since it's inception in 1975. Mike worked in the Parts and Service Division of Ford, and was a drag racer who held Stock class national records for a period of time. Whenever you went to talk to Mike, you had to make sure you had plenty of time, as he always had plenty of stories, often technical, and would fill you up with as many as you could take. I never walked away from a conversation with Mike without having learned something new. Three days before his passing, Mike and Nancy attended the MCR Holiday Party, and there is a picture of Mike sitting down, and standing around him are 5-6 MCR members, in what looks like Mike holding court and passing on more sage information. I have a big hole in my life without having Mike around anymore.

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## **2013 Club Officers**

- **President: Steve White**  
(248) 363-0731  
swwhite9255@aol.com
- **Vice President: Ed Ludtke**  
(734) 878-0727  
ludtke.ed@gmail.com
- **Secretary: Tom Krcmarik**  
(248)-740-2748  
kkrcmarik@wideopenwest.com
- **Treasurer: Craig Shefferly**  
(248) 698-8825  
thebullitt@comcast.net
- **Events: Mark Kulwik**  
(248)-669-2358  
kulwik@sbcglobal.net
- **National News: John Guyer**  
(989) 588-0424  
Jgyer\_autodrome@yahoo.com
- **Membership: Rich Tweedle**  
(586) 791-0279  
rtweedle@comcast.net
- **Editor: Mike Nyberg**  
(248) 969-1157  
tangobythelake@yahoo.com
- **Tech Exchange & Competition: Phil Jacobs**  
(248) 703-7766  
shelbyta68@yahoo.com

## President's Corner *(Continued)*

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At least 3 members, Jeff Burgy, Lee Swonder, and Steve White (yes, that Steve White), had various unsuspected heart issues requiring a range of procedures to correct (yellow flags).

On December 20<sup>th</sup>, long-time former Treasurer Lee Swonder, was the beneficiary of an arterial stent.

Jeff Burgy also had a stent put in on January 8<sup>th</sup>. He had been noticing some shortness of breath on occasion, and just happened to mention it to his doctor during a routine visit in November. Right away she said she'd send him in for a chest x-ray and a stress test. After coming out of the MRI machine following the stress test, he could tell things weren't "A-OK". The techs seemed to be in a bit of a panic trying to get ahold of his doctor. When they finally reached her, he overheard them ask if she wanted to come right over to the hospital to see him, or if they should release him, and just have him come back for the follow-up appointment he already had scheduled for the next week. She told them to let him go home, with instructions to "take it easy, and not run any marathons before my appointment next week".

Apparently he had a 99% blockage in one artery, and 40% in another. They put a stent in the one with 99%, but said they wouldn't do anything with the other until it reaches 70% blockage. Just watch what he eats, and get more exercise.

They did the procedure through the wrist, which is much easier on the patient than going thru the groin. Everything went well, and the small incision in his wrist healed up nicely. Jeff Burgy says he's, "been working on giving up french fries and onion rings, but not sure if life is worth living without burgers and steaks!"

On January 12<sup>th</sup>, Steve White went to the ER with chest pains. No previous problems or warning signs preceded the episode. It was all the more surprising since (pharmaceutically controlled) total cholesterol as recently as September was 156, and an EKG required for a January 8<sup>th</sup> knee surgery performed on December 30<sup>th</sup> – along with a full (non-stress) physical showed no problems. Ultimately, quadruple (4-barrel) bypass heart surgery was required. This naturally changed the focus of everything going forward for this year. Sure, I was overweight, and didn't exercise enough (but was trying to get there – re Knee surgery to fix damage to allow exercise), and had sleep issues, and stress from trying to balance work, home, and club activities, but definitely didn't think this was eminent.

What all this should illustrate to everyone is that health changes can come quick, even without warning. We are an aging population as a whole, and especially within our club core. We need to make sure we enjoy our time, and each other, as much as possible. Remember, this club is for fun and enjoyment, so no need to create issues where they don't exist.

Even before these health issues, I was really looking forward to the 2014 track season, and planned to buy the newly introduced MCR track event season pass, as well as several other track events across the country this year. I am even more so looking forward to the track time this year. Now I just need Doctors clearance to mount my new front track tires, and install new front rotors and pads. Get me back out into the garage!

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



**SAAC-MCR Membership Status: We Have 89 Members  
as of March 18, 2014**

**New members include: *Don & Nancy Eichstaedt***



## Earnest Michael Riemenschneider

*Text by Michael Elwood and Photos by Steve White,*

*Michael Elwood & Nancy Riemenschneider archives*

Earnest Michael Riemenschneider, "Remo", or as he was known among some of his coworkers at Ford "Mike 15". I met Mike September 2<sup>nd</sup> 1975. That's when I started working for Ford at the Lansing District Parts & Service Office. Mike at that time in his long and illustrious career at Ford was the Office Mgr. for Lansing. He and his wife Nancy, and children Julie and Jim had moved from Cleveland. In Cleveland, among other positions, Mike was the Ford "Performance Specialist". For those of you who can remember that far back, Ford was marketing performance "kits". There were like 3 levels of performance you could aspire to. Stage 1 was "go fast"; Stage 2 was go "really fast"; and Stage 3, was "more than you can afford." Mike would take calls and give advice to help fellow enthusiasts, exactly what he excelled at for all of his life.

I immediately hit it off with Mike, as it seemed everyone who ever met him did. For this MoPar enthusiast, (my Dad worked for Chrysler), Mike's knowledge and stories of growing up and racing his cars while attending Ferris State University in Big Rapids were just plain "neat" as Mike would say. I don't remember Mike saying he ever lost a race on the street. For most people that would be an example of "selective" memory. In Mike's case it was probably the truth. Mike loved "sleeper" cars. Vehicles that looked like your basic grocery getter, but went super fast. One of his favorites that fit that description to a T was a blue supercharged 302 Maverick Grabber. No holes cut in the hood for Mike. Everything about his cars was understated until you hit the gas. And if he did have a car that looked fast, like his beloved 1968 Blue Shelby GT500KR convertible, it went REALLY fast. I think it was at one of the Shelby Nationals that no one could figure out how the barn door aerodynamics of the 68 was going 118 MPH at the end of a quarter mile. A supercharger AND nitrous oxide can make even a barn door scoot.

Of course the "add-ons" helped, but Mike's real genius, and it was legitimate genius, was knowing more about carburetors and specifically Holley performance carburetors than anyone in the country. No one could listen to Mike talk about carbs for more than a minute without being amazed at his level of knowledge and expertise. Mike fielded phone calls and carburetors from around the country as a lifelong hobby and business.

What I remember and admire most about Mike, and there was a lot to admire, was his basic kindness and humanity.

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**Michael Riemenschneider with the author and good friend Michael Elwood. They enjoying each others company at a SAAC-MCR Winter Swap Meet at Gorno Ford Dealership.**



**Michael Riemenschneider enjoying his 1968 Blue Shelby GT500KR Convertible with the top down.**



**Mike enjoyed driving the Shelby GT500KR with top up, as well.**



## Ernest Michael Riemenschneider *(Continued)*

*(Continued from page 3)*

Everyone he met became a friend. It didn't matter who you were, if you had a problem Mike would figure out the repair. And he did it all with a graciousness that never looked or expected anything in return.

Often with "experts" there is an undercurrent of self importance. Mike never had any of that. He had people disagree with him regarding cars, not knowing who they were dealing with, and he would just shake his head and say, "well, could be, but that has not been my experience." He never made anyone feel that he was superior in his opinion. He took special pains not to make people feel bad, no matter how misinformed they might be. Not to say Mike was ever wishy-washy. As a concours judge for the 68 Shelybs and in his positions with Ford Mike would always do what was correct and necessary to get the job done.

I will miss his stories. How he was in his 406 Fairlane and raced another Fairlane which he walked away from. Not unusual, except for the fact that he did it while he was towing his Mustang. How in Lansing after installing a supercharger late one night, we of course had to "test" our repair. As we headed out Okemos Rd in Okemos MI I thought I saw a black and white sedan go past us the other way. Once the car was sufficiently warmed up we turned around and headed back the other way on a "test" run. Unfortunately so did the black and white sedan. Fortunately we had just hit 2<sup>nd</sup> gear at 60 MPH, as verified by the officer's radar. It could have been much worse.

In the words of Morgan Freeman, I will miss my friend.



**Mike Riemenschneider driving his dual quad single distributor personal conveyance at the 2013 SAAC-MCR Winter Swap Meet at Gorno Ford. Notice Mike has two carburetor rebuild kits in the basket in case one of the carbs need rebuilding, best to be prepared.**



**Nancy and Mike Riemenschneider in 2009**



**Michael Riemenschneider basement work shop, doing what he was well known for, rebuilding Holley carburetors.**



**Left to Right: Nancy, son Jim, Mike and daughter Julie at Niagara Falls in 1990.**



# Mike Introduced me to the World of Shelby

*Text by William Deary and Photos by Rich Tweedle*

Mike Riemenschneider introduced me to the world of Shelby in 1973.

In January (just a few weeks ago) Mike taught me how to CORRECTLY install a carburetor, (he had just found me an original dated coded unit - instead of the utility carburetor he was not so fond of on my 1968 GT500KR), and he showed me how to do all the tweaking at my place. He pulled out old tools, (example: a special torque wrench), that he told me I "had to find" to do the job right...

We went out to a late lunch, reminisced about 40 years of "what he started..." and talked about other projects to tackle this summer.

He was doing great.

Another special person joins the Checkered Flag Club...

I will miss him --- greatly.



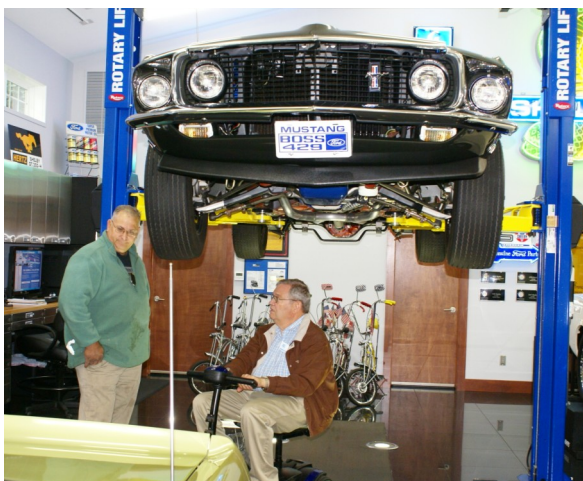
**Mike and William Deary (the author) in the background. Nancy and Cathy & Steve White in the foreground.**



**Mike and Nancy with Jerry Schwarz, who was the head race mechanic for Shelby American.**



**Mike found something that was not quite correct on the 1968 Shelby GT500KR.**



**Left: Mike telling John Yarema, "In my experience ...."**



**Steve White engaging Mike and Nancy in conversation at The Carroll Collection.**



## 2014 SAAC-MCR Holiday Party

*Text by Mike Nyberg and Photos by Rich Tweedle*

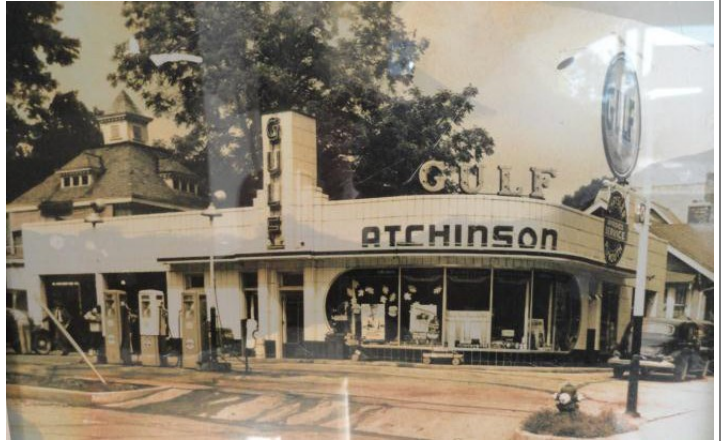
40 SAAC-MCR members and guests attended the 2014 Holiday Party on Saturday, January 18<sup>th</sup> at the Garage Grill & Fuel Bar located at 202 W. Main St in Northville. The Garage Grill & Fuel Bar was built in 1940, as a Gulf Oil gas station named Atchinson Gulf. Later, the building became home to a Sunoco gas station, a Chrysler car dealership, a dry cleaner, and a garden shop. In 2012, the building was completely renovated and transformed into the Garage Grill and Fuel Bar.

The party began with Hors D' Oeuvres. Dinner was made available after everyone had time to converse and relax. The buffet dinner was outstanding. There were three "meat" selections; chicken, beef and fish to satisfy everyone's dining preferences, three types of salads, two choices of vegetables, and desserts. I couldn't decide which "meat" to take, so I took a little of each. I am not sure which I enjoyed the most.

Just as everyone was finishing dinner, a Henry Ford re-enactor, Russell Dore, who had been eating with members at one of the tables, began to speak. He introduced himself as Henry Ford and gave a report on how the Ford Motor Company was doing in the "current" year, 1926. He set the stage for eleven pre-selected members to ask pre-determined questions, to which he responded. It was a very inter-

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**Right: In 2012, the building was completely renovated and transformed into the Garage Grill and Fuel Bar.**



**Original Gulf Oil gas station built in 1940 in Northville, Michigan.**



**Vice President, Ed Ludtke introduced the Henry Ford Re-enactor.**

**Henry Ford re-enactor, Russell Dore, never went out of character the whole evening.**





## Holiday Party *(Continued)*

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esting and entertaining way to learn about the early history of Henry Ford's involvement with development of the automobile. Ed Ludtke sat at the same table with Russell and he said the re-enactor never went out of character.

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Before Bud Koss asked the second question he tried to trip up "Mr. Henry" by saying he worked at Rouge 25 years before it opened. Mike and Penny Nyberg are in the foreground.



John Logan adlibbed the third question and threw the re-actor off track for a moment, however he recovered nicely.

Left: Mark Kulwik asked the fifth question, "Mr. Ford of all the names available to you, what do you plan to name your next car?" Aleta Kidd is in the background



Mike Kidd asked the first question to start the historical responses by the Henry Ford re-enactor.



Stan Plecha, standing, asked the forth question. John Yarema is in the foreground is intently waiting for the answer from "Mr. Ford".

## Holiday Party (Continued)

*(Continued from page 7)*

The evening concluded with conversation at each table. Several of us had the last chance to talk with Mike Riemenschneider and listen to his drag racing experiences. We lost a great SAAC-MCR member a few days later. Everyone will remember this Holiday Party because of that loss.



**Jerry Ostalecki** asked the seventh question, "Tell us about the Rouge Complex."



**John Guyer** asked the eighth question, "Tells us about your family."



**Foreground: Butch Sharples** asked the ninth question, wondering about the Dodge brothers role in Ford Motor Company.



**Right: Tom Krcmarik** asked the tenth question, "Tell us about the Tri-Motor airplane you are building."



**Phil Jacobs** asked the sixth question to keep the historical responses flowing from the Henry Ford re-enactor.



**Anthony Berti** asked the last question, concerning the efficiency of Ford Motor Company manufacturing, at the time period the re-enactor represented.



## Holiday Party (Continued)



*From left around the table: Bud Koss hidden by Mike Nyberg, Eileen, Judy & Stan Plecha, John Yarema, hidden by Sandy Yarema and Penny Nyberg*



*From left around the table: Tom & Karen Krcmarik, Trish Judson, John Guyer, Tim Young, Gibson Nichols, Colin and Butch Sharples.*



**1930 Model A** located in the mocked up repair bay visible through a large window from the dining room where we had the party.



**Trish Judson and Bonnie Shefferly**



*From left around the table: Rick Linder, Craig & Bonnie Shefferly, Nancy & Mike Riemenschneider, Jerry Ostalecki and John Logan.*



*From left around the table: Sandy Tweedle, Ed & Lori Ludtke, Anthony & Walt Berti, Phil Jacobs behind the Henry Ford Re-enactor Russel Dore.*



## OMG OMG OMG

*Text by Jerry Ostalecki and Photos by Rich Tweedle*

The favorite word or catch phrase of my ten year old grand daughter is OMG. I always wondered what would rate the OMG? Well, now I know. The head of SAAC-MCR communications was on the ball and put out an email blast for an exclusive late-breaking opportunity. Mr. John Clor of Ford Racing extended an invite. An invite to go Behind the Blue Oval.

Space was limited to the first 50 to RSVP. I figured that I would not stand a chance to secure a spot. Wait, what is "Behind the Blue Oval" all about? As part of the NAIAS Ford was hosting a panel discussion on the 13<sup>th</sup> of January. We were being invited to join select members of the automotive media for a roundtable discussion with an all-star panel of Ford Racing personalities. Hold on, this would be followed by a meet-and-greet reception.

The WHO of this panel read like a gear head dream team. Dorsey Schroeder, Ned and Dale Jarrett, Brad Keselowski, John Force, Vaughn Gittin Jr., Ozz Negri and Brian Deegan. Hold the phone Helen. Sign me up. I shot off an electronic RSVP and waited. After what seemed like HOURS I got my invite. (It was actually a couple minutes.)

The invite requested that attendees arrive by 4:30. I was on the road to Cobo roof top parking shortly after 1 pm. Never know about traffic. I am in the Grand River View Room at 1:45 pm. They let me in and I was treated to a series of displays showcasing the latest Ford technology. I took a stroll around the room and parked myself at a high top table and looked around. Sitting not twenty feet from me was Steve Saleen. Wow, he was just sitting there by himself listening to Dave Pericak, Mustang Chief Engineer giving a presentation for the 2015 Mustang. In fact it was the same presentation he gave at the reveal in December.

In my black bag I was carrying a copy of the new book by Donald Farr, Mustang Fifty Years. The copy I had was signed already by Mr. Farr. I figured there would be a good chance to get autographs at the event. In a side room, which overlooked the river, was the executive media interview area. I was walking behind Mr. Jim McCraw of automotive writing fame. We walked up to the receptionist and he asked about his interview schedule. The receptionist thought we were together and handed me a copy of his schedule. He looked at me and I handed him the schedule. We had a good laugh and talked for a couple minutes before I slinked off to the corner in embarrassment.

At the appointed time the panel took their places. Dorsey Schroeder led the discussion. The panelists spoke about their involvement with Ford Racing and how their specific race groups had been helped by Ford. Hearing the NASCAR stories from Ned and Dale Jarrett was priceless. How they would drive the race car to the track, race and then drive the car home. John Force was John Force. What more can be said. The time flew by and it was over.

*(Continued on page 11)*



**SAAC-MCR Members who attended Behind the Blue Oval. Left to Right: The author Jerry Ostalecki, Rich Tweedle, John Yarema and Matt & Beth Foley.**



**Select members of the automotive media gathered for a roundtable discussion with an all-star panel of Ford Racing personalities. The all-star panel members are identified in the following photos.**



**Left to Right: Ozz Negri, I don't know second person, Brian Deegan he drives the #38 car in the Global Rallycross Championship, Vaughn Gittin Jr. and Jamie Allison from Ford**



# ONG OMG OMG

(Continued)

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I seized the opportunity to talk to John Force. I had some business with his brother Louie. Seems Louie moved and my source did not have any contact information for him. Who better to ask than his baby brother John. John admitted that he didn't have contact info on his brother either. But, his daughter did. I gave him my info and he said he would talk to his daughter later that night and have her pass it along to Louie.

I brought out my book and started to gather autographs. The folks were fantastic. Each shared a quick story and were more than willing to chat. Never in my life did I think that I would be in a discussion with Ned and Dale Jarrett. A few of the folks from the panel were whisked away to the media room. So I missed a couple of autograph opportunities.

What would top the evening to this point. We were asked to join everyone for a bite to eat. John Yarema, Rich Tweedle, Matt and Beth Foley and yours truly couldn't pass up this chance. The hors d'oeuvres were out of this world. John Yarema was so impressed that he dropped one on the shoe of Dave Pericak. Here you go Mr. Mustang Chief Engineer, have a corn dog. Then the main course started. Filet was the start and it went up from there. A fantastic meal. The dessert bar was equally fantastic. Joining us at our high top table was Mr. Eric Blom and Dick Smith. Eric had driven in the 24 hours at Le Mans. He is involved with vintage racing and seemed to know just about everyone in the room.

Are we done yet, no way? The director, Scott Waugh and Scott Mescudi one of the actors from the new movie, Need for Speed were on hand. After an explanation of the movie's premise we were treated to a never before seen reveal of the movie. Twenty minutes of totally unbelievable viewing. They concentrated the reveal on the car chase, crash, and stunt scenes. Of course, it was a Mustang starring in the movie. It will be worth the price of admission to catch it in the theater. Fasten your seat belt.

We caught our breath and were walking around chatting with various folks. I noticed a familiar face out of the corner of my eye, it was Alan Mulally. Like everyday he walks within ten feet of me. I turn around to see Steve Ling, Ford Marketing Manager. He saw me and called me by name (NO, not Hey Goofy). I have met him at a number of Mustang events in the past. I got him to autograph my book also.

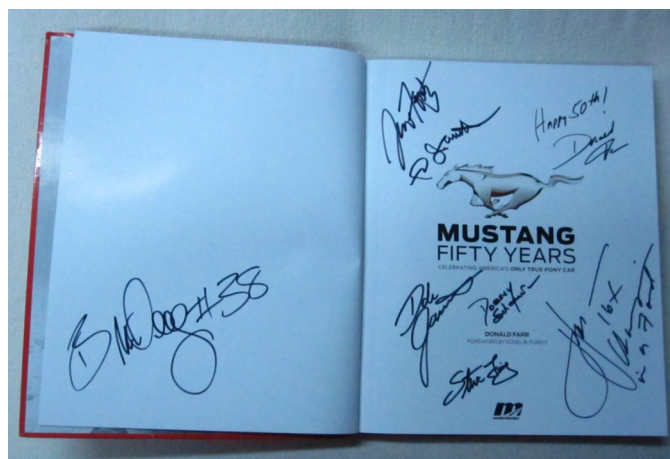
So the night is winding down and the crowd is thinning out. It was time to hit the trail. I make my way to roof parking, locate my car and off I go. As I am driving west, on I-96, I realize that I don't know where I am. I look up and see the exit for Southfield 1 mile ahead. What have I been doing since 1 p.m.?

Quick, rewind that tape in my head. Wait, how did I get here? What have I been doing? Who did I see? Who did I talk to? What is going on? Than it hit me **OMG!**

p.s. I have not heard from Louie Force. May the force be with you Louie.



**Left to Right: Dorsey Schroeder, John Force, Brad Keselowski, Ned Jarrett and Dale Jarrett**



**Jerry Ostalecki obtained autographs from several of the all-star Ford Racing panel members.**



**Left to Right: Dorsey Schroeder, John Force and Brad Keselowski**

# The Ford BOSS 302 Mustang Program

*Text by Austin Craig and Photos by Bill Cook*

*Bill Cook's and his wife Mary Lynn found some old photos that reminded Bill of the following article written by Austin Craig 4 years ago for Auto Week magazine.*

Bill Cook lives in Rochester, Michigan, a Ford executive with over 33 years of service, Bill grew up in a Ford family with his Dad working at Ford Division Marketing and Sales for 43 years. While growing up Cook was able to drive just about every cool Ford performance car in the '60s and '70s. That included all the cool Mustangs, including Boss 302s. Hired by Ford right out of college, Bill Cook wanted a Ford performance car from the Total Performance era and Bill remembers; "My Dad bought home a Calypso Coral Boss 302 with white interior, Magnums, spoilers and slats. It was a stunner! It was the first car I drove with a stick. That Boss, the clutch and I had some fun days."

Then one day in 1982 when he lived in St Louis, Cook spotted an ad for a 1970 Boss 302, Medium Blue Metallic, black interior, \$3,800. Trying not to show a lot of interest, after close inspection, Bill bought the Boss 302. Bill brought the car home with its Cherry Bomb mufflers that announced his arrival. One neighbor later told Cook that he thought he heard a dump truck!

When I asked Bill why he selected a Boss 302 over any other Mustang or Ford product his answer was very interesting. "It started when I was 18 with people staring at me and asking questions about my Calypso Coral driver training car! The thought of owning a production car that draws attention and is visually similar to the SCCA Trans-Am car, and makes sweet sounds were enough for me. There is nothing that sounds quite like the high revving, solid lifter Boss engine. In my opinion the 1969 and 1970 Boss Mustang sportsroofs are the two best looking Mustangs ever. When you add the Boss powertrain, suspension graphics, front and rear spoilers and the rear window sport slats, few cars surpass it."

Bill Cook's Boss 302 is one of only 460 1970 Boss 302s built with Medium Blue Metallic paint. Both sun visors are signed by Parnelli Jones and George Follmer. The Boss has the original numbers matching engine and transmission with a 3:91 Traction-Lok. Over the years Bill added the Magnum 500 wheels and upgraded the base AM radio.

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**The above three photos of Bill Cook's high school 1970 Calypso Coral BOSS 302 were taken on the Kirk in the Hills Church campus located in Bloomfield Hills, Michigan, It was his favorite spot for car pictures and was close to his parent's house.**

**These are the long lost original pictures of that first Boss 302 (Ford Division pool car) that Bill was able to drive briefly as a senior in high school in 1970. It started his lifelong interest in Mustang Boss 302s. This beauty was destroyed a few weeks later while being driven by a Ford employee. It was hit hard broadside on the passenger side. Fortunately, the Ford exec was OK. Ford garage personnel said that anyone riding in the passenger seat would likely have died in the accident.**



## The Ford BOSS 302 Mustang Program *(Continued)*

*(Continued from page 12)*

The Boss has participated in many car shows cruises and conventions during the 27 years Bill Cook has owned it. A member of the Motor City Region of the Shelby American Automobile Club, Bill's favorite event is the Woodward Dream Cruise. He has participated in all 15. Bill told me; "to me the Woodward Dream Cruise is seven days long. My personal one-week record is 340 miles cruising Woodward Avenue. For all I know, I might hold the record for Michigan U-turns on Woodward in a single week. I will be there again in 2010. Be sure to stop by and say "Hi."

Mark Storm, National Account Executive for AutoTrader Classics, is a Detroit native now living in Northville, Michigan. As a member of the Mustang Club of America's Mustang Owners of Southeast Michigan Region and the Motor City Region of SAAC, Mark attends shows and events like the Woodward Dream Cruise with his 1970 Boss 302. Always a Ford and Mustang enthusiast, Mark owned a number of Mustangs, like his 1969 Mach 1 prior to purchasing his Boss in November of 2001. The Boss had been a drag race car in its life before Mark and was missing a lot of the original Mustang and Ford parts when he purchased the car.

He did not care as the 1970 Boss 302 had always been his favorite Mustang. He also wanted one with a shaker hood in Grabber Orange. Being a long time Ford and Mustang enthusiast, Mark had always admired the racing success and 1970 Trans-Am Championship the Boss 302s won.

Knowing the Ford Motor Company would be celebrating the 100 year anniversary of its founding in June of 2003, Storm planned to have his Boss ready for its first showing at the four day event. The original motor was long gone, but the previous owner had installed a rebuilt Boss 302 with Aries pistons and a higher lift cam. To get the Boss running perfectly Mark took the Mustang to Paul's High Performance in Jackson, Michigan. Paul fixed some problems and got the motor running perfectly. With the mechanically dialed in, Mark went about the business of obtaining all the necessary parts. While looking for the original rev limiter, he came across an ad on an on line "grab bag" for the rev limiter and a number of other original parts. Mark bought the parts at the starting price of \$9.99! The rev limiter is worth over \$500 dollars in today's market.

During the Ford 100th Anniversary Celebration Mark was invited to the Legends of Motorsports Dinner. There he met Parnelli Jones and asked him to sit in his Boss 302 and sign the sun visor. Parnelli asked Mark what 1970 Boss 302s were going for, Mark told him and Parnelli later purchased one.

Each year Mark makes a list of things to do on his Boss 302, he told me that is part of the fun of owning his 1970 Boss 302. The magic of the Boss 302 program lives on every time each owner turns the key and fires up that amazing small block Ford engine.



**Bill's current 1970 Medium Blue Metallic BOSS 302**



**Mark Storm's 1970 BOSS 302 cruising Woodward during Woodward Dream Cruise week.**



**Mark at an Mustang Racing Technologies Open House.**



## My First Drive in a BOSS 302 *by Jeff Burgy*

*Jeff Burgy was reminded of his first driving experience in a BOSS 302 after reading the article on the previous two pages.*

I still vividly remember my first drive in a BOSS 302. I moved from home in Ohio up to Michigan in 1969 for a summer job in Body Engineering at Ford. I got a room with a family of Ford people who had been neighbors of mine back home in Ohio. Their daughter, Cindy, had been in my class in high school. Her Dad worked at the Walton Hills stamping plant in the sixties, and had transferred to Brownstown, and the whole family moved up here. They all worked at Ford, her Dad and both brothers for the Company, and Cindy worked at North Brothers Ford in Garden City. They had a lot of neat performance Fords – her Dad had a black '55 T'Bird, which her brothers ended up swapping a few different Ford engines into for drag racing; one brother had a gold '63 Fairlane HiPo, and the other one had a silver '65 Mustang HiPo fastback. The older brother eventually bought a new '69 BOSS 302. I went with him on a parts run one afternoon, and he let me drive it. That car, with the staccato clatter of the solid lifters, and the sweet burble of the exhaust, was fantastic! I remember cruising along on I-75 at 70 mph, how the car just felt like it wanted to "get up and go" (and I'm sure it had a lot more "get up and go" left in it). It was really a sweet machine.

Little did I know, that another year later, my Dad would sell his '68 390 fastback Mustang to my youngest brother, and order himself a new Wimbledon White BOSS 351. A year after that, he sold the BOSS 351 to me.

I used to tell people at car shows that my Pantera was an "Italian Mustang". Had a lot of fun with that car, including taking Austin for a pretty scary ride at MIS (I never told him that I didn't *REALLY* know if we were gonna "make" that last 90 degree corner or not....)

Eventually sold the Pantera and kept the BOSS 351 engine 'cause I knew someday I wanted to do a Cobra kit car – most of it is in my ERA 289 FIA today.....



**This is the BOSS 351 Jeff's dad bought new and later sold to Jeff.**



**Jeff's "Italian Mustang", a Pantera.**



**Jeff's ERA Cobra replica.**



**Left: The Cobra has the BOSS 351 engine**



## Book Review

### “American Icon – Allan Mulally and the Fight to Save Ford Motor Company”

by Steve White

Many remember, and some were actually shocked in 2006, when Bill Ford stepped aside as CEO of Ford, and brought in Allan Mulally from Boeing to run the company. How could an outside the auto industry leader come in and fix the problems at Ford? He doesn't know the auto industry, so how can he be expected to lead one of the world icons? Detroit News writer Bryce Hoffman had unprecedented access to Mr. Mulally & most of the key players and documents inside Ford at the time to attempt to quantify what happened, and what needed to happen.

Each chapter begins with a quote from Henry Ford regarding the main theme of that chapter. Some of the quotes seem ironic, in comparison to the chapter topic and how Ford (the company) wasn't heeding them. Others seem ironic as Henry didn't follow them himself – take for example Chapter 1 – The House that Henry Built. *“Business men go down with their businesses because they like the old way so well they cannot bring themselves to change. One sees them all about – men who do not know that yesterday is past, and who woke up this morning with their last year's ideas.”* This is especially odd to this reviewer, as it is well known that Henry resisted creating the Model A, and he thought the Model T was all that anyone would ever need. Instead, he preferred to focus on “polishing the rock”, making incremental improvements to the T. Edsel had to convince him the A was needed - as their competitors came out with new models every 2-4 years and continued to gain market share on Ford, which Henry ultimately succumbed to, but not without a lot of resistance.

Making the reading easier to break into chunks if you want to and only have a few minutes here and there through the day to read the book, each chapter is broken into segments, most only 2-3 pages long, while a few others many times more than that.

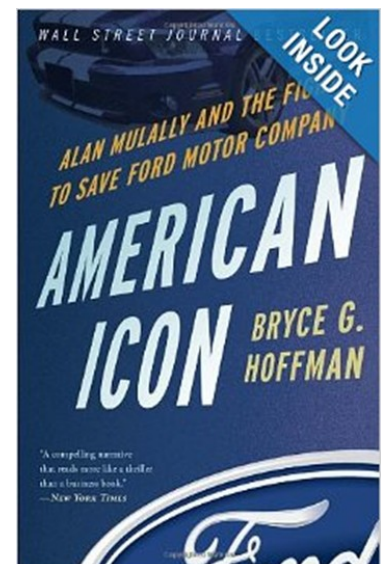
The book is not organized strictly chronologically, but in chapters based on subject matter. As such, the reader goes back and forth in time from chapter to chapter while chronicling that chapter's events, compared to a former chapter's chronology on a different subject. For example, you may go through several years of a topic like finance in one chapter and then have to go back in time to retrace the history at the same time for manufacturing. The author often would only mention a month, without a year, expecting the reader to be able to synchronize the parallel events from another chapter. If there is one critique of the book, it is that the author should have also included year references and not just month, to make it easier for the reader to connect the total events occurring at the same time.

This is a rare no holds pulled documentation of what was going on in Ford at the time. Many names are mentioned and their shortcomings, as well as those who helped it succeed. Many names were read or heard about in the news reporting of the era, and wondered why someone with still plenty of time in their career and at a fairly high level position would “retire” or just leave the company. Now we know why, with all the dirty laundry exposed, and some shocking

finds are unearthed for the reader. We also learn that some of the next generation of leaders, while maybe good in some areas, were deficient in other skills, and almost ready to throw in the towel, but stuck it out and adapted to the changes and became better leaders for the future.

What was really interesting was the entrenched mismanagement and back stabbing within Ford by former leaders that really prevented it from being a world class company. Some may have witnessed this first hand working at Ford, or others as suppliers who occasionally saw the curtain pulled back to reveal the real Ford, but to read how wide spread it was is astounding! It's hard to believe a company could exist that way, although we've all experienced it to some small degree in other companies.

The key to Mulally's success was in getting everyone to work as one team. To create a culture where they would share information with other functional areas and to have them volunteer solutions. Knocking down the fiefdoms in the various regions so that they could really have a global company and not an independently developed Focus in each region with the inherent duplication and waste was a huge reason for the success. Transforming the culture was no small undertaking, the question now becomes what will happen when Mulally ultimately retires? Has the organization been explicitly changed through seeing the benefits firsthand, or will the regress back to the old ways, which often happens to transformed companies once new leadership comes in? In Ford's case, it is hoped that won't happen, due to the aforementioned firsthand experiences, and the fact that the next level of leadership within Ford seems to embrace this new way of doing business. We can only hope so, but those that have been around the industry for many years have seen the cyclic nature of the business, some driven by outside forces such as recessions (but as Mulally has demonstrated, even those can be better managed) but almost more terrifying is the complacency that develops after periods of struggle and ultimate success, to just set back on their laurels and make bad decisions and once again fall back into the abyss. A former Ford VP that left the company in 2003 long before this transformation began and is no longer in the industry recently commented with joy on the current resurgence of the auto industry, and hopes it remembers its past lessons, because sometimes it seems the industry develops “automotive amnesia”. Let's hope not.



## Sebring Spring Vintage Classic *by Mike Nyberg*

My wife Penny and I went to the famous Sebring International Raceway for the Spring Vintage Classic. We were interested in seeing the Group 6 qualifying and first race. Group 6 includes over 2.0 Liter American V8 sedans such as the Ford Mustang, Chevrolet Camaro, Plymouth Barracuda, Mercury Cougar, AMC Javelin, Pontiac Firebird, and Dodge Challenger from the 1960s and early 1970s. Marques such as Porsche (until its 911 was re-classed as a "sports car" and not a "sedan"), Alfa Romeo, BMW, Datsun, Mini Cooper, Saab, and Volkswagen competed in the series' Under 2.0 Liter category.

The sound of the Group 6 cars passing the grandstand on the start/finish straight is exciting. The Ford small blocks have a high pitched whine and the Corvettes and Camaros have pulsing sound. The Group 6 race had 30 cars so you can imagine the sound when they start the race in a compact group. The race lasted about 20 minutes on the 3.74 mile race course.

Two Corvettes took first and second. Leo Voyazides, owner of a 1970 Grabber Blue BOSS 302 came in third. He was gaining on the Corvettes, but the race was too short, not much of an endurance race. He was interviewed after the race and thanked Cobra Automotive for preparing and maintaining his race car.

We were introduced to the relatively new Trans Am-Series consisting of TA1, TA2 and TA3 classes.

TA1 cars are high-performance Grand Touring race cars with tube-frame chassis and fiberglass bodies. They are powered by carbureted, naturally aspirated V8 engines producing over 850 horsepower.

TA2 class specifies a tube-frame chassis built by Howe Racing and either Chevrolet Camaro or Ford Mustang body. Currently, both fuel-

*(Continued on page 17)*



**The TA1 Mustang engine compartment has no resemblance to the showroom stock car. Notice the sway bar is on top of the engine compartment, no room below.**



**This is the 1970 Grabber Blue BOSS 302 that finished 3rd in the Group 6 race. Notice the car is maintained and supported by Cobra Automotive.**



**The 1970 BOSS 302 had a serious roll cage and interior. Safety was a top priority in the design of the seat and roll bar.**



**The vintage 1970 BOSS 302 Race Car engine compartment resembles the showroom stock compartment. It has a 1969 TA carburetor air box.**



## Sebring

(Continued)



**Start of the Group 6 race. The 1970 BOSS 302 is in 6th position**

*(Continued from page 16)*

injected and carbureted V8's are allowed, but eventually fuel-injected engines will be required. TA2 is, as of 2013, Trans-Am's most popular class among competitors.

TA3 includes two groups, International and American Muscle. International group cars must adhere to SCCA GT2-class rules and be of a number of different specified models and year of manufacture. American Muscle cars are based on NASA American Iron Racing rules and must be a modern Ford Mustang, Chevrolet Camaro, or Dodge Challenger. Both groups feature production-based cars. This class is most similar to the original 1960's and 1970's Trans-Am Series in my opinion.

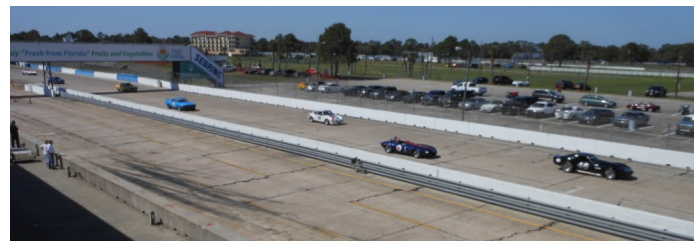
Penny and I were walking in the Competitor's Paddock to get a close look at the race cars. We had to quickly move out of the way to allow eleven TA3 race cars, being directed by SVRA officials, to park near a portable chassis dynamometer. SVRA was in the process of conducting a random verification of power to weight ratio. Competitors in the TA3 class must have at least 8.5 lbs. per HP.

The TA3 competitors never know when this verification is going to occur. The officials make sure no one connects a laptop to the on-board computers to detune the car. We were able to walk among the cars and listen to the drivers ask if they could change tires, brake pads, etc., while they waited for the dynamometer verification. The officials OK'd the changes as long as it didn't affect HP.

The Trans-Am slate at the event included 50 entries (18-TA1, 21-TA2 & 11-TA3)—a number unheard of in modern day Trans-Am. The last time a Trans-Am race had 50 cars on grid was in 1982 at Road America, some 32 year ago. In addition, this was only the fifth time in Trans-Am's history the field has reached 50 cars. Surprising, given the history and legacy of the Series.

We watched the Trans-Am Series Class TA1 qualifying race consisting of 17 cars. Each car had over 850 HP with a single 4 inch diameter exhaust pipe exiting out of the passenger side lower body panel in front of the rear wheel opening. The exhaust opening faced the grand stands as the cars raced by. Can you imagine the sound of over 14,000 HP blasting directly at the grand stands at the start of the race? My ears are still ringing as I write this article. We will bring ear protection the next time we attend the Spring Vintage Classic at Sebring.

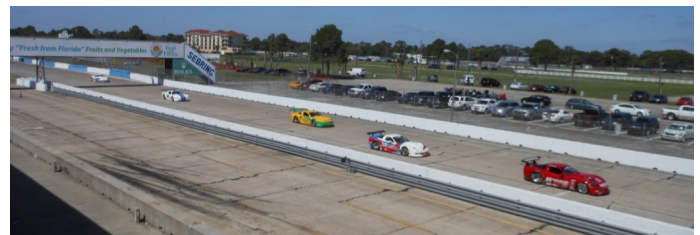
We experienced the event on a sunny 78 degree F day, life doesn't get much better than that!



**Later in the group 6 race the 1970 BOSS 302 had advanced to 4th place. It finished in 3rd.**



**The Mustang with the hood up in the background is being dynamometer tested to verify HP to weight ratio requirements for the TA3 Class.**



**Eighteen TA1 cars in a qualifying race.**

## Watson Engineering Tour

### February 22, 2014

*Text by Ed Ludtke and Photos by Phil Jacobs & Ed Ludtke*

The 2014 Boss 302S Build is underway at Ford Racing / Watson Racing. A small group of SAAC-MCR members were invited to join the Boss Owners Association on a tour at Watson Engineering. Building where they just finished the Cobra Jet Mustangs. John Phillips and Patrick Lee were our tour guides.

As a result of the success of the 2012 and 2013 Boss 302S, Ford Racing will be offering a 2014 Model Year race-prepared Mustang Boss 302S. Ford Racing Mustang Boss 302S is a factory-built racecar, ready for track days and road racing in a number of SCCA and NASA classes. Minor modifications are required to meet different requirements for each series.

2014 Mustang Boss 302S body color choices:

Oxford White

Grabber Blue (New)

Satin Black (Option) (New)

Recaro XL driver's seat

2014 Build limited to 50 units

Off-road/track use only (VIN replaced by serial number)

Since reintroduction in 2011 the Boss 302S has won the following accolades:

World Challenge GTS Manufacturers Championship

World Challenge GTS Driver Championship

World Challenge GTS Team Championship

NASA American Iron Championship NASA ST2 Championship

In 2011 the Boss 302S tied the record set in 1970 for race wins by the same Mustang driver in a professional production based series at 5 wins

These Mustangs come in as bare shells, they are then race prepped and a full roll cage is welded in. Once all the welding and modifications are completed, it is shipped back to Ford Flat Rock assy to be painted. This batch of 40 Boss 302S Mustangs will be painted in Grabber Blue 7, Oxford White 13, and 20 in the Satin Black. Once they are painted, they get shipped back to Watson for full assy. These

*(Continued on page 19)*



**Several Mustang Bodies in White ready to begin the process of becoming a BOSS 302S**



**Entrance to the Watson Engineering facility in Brownstown, Michigan**



**BOSS 302S roll cage**



**Some BOSS 302S bodies painted Grabber Blue ready for drivetrains.**



## Watson Engineering Tour

(Continued)

(Continued from page 18)

Boss 302S's get all the trick parts in the Ford Racing Catalog and customers can upgrade some options. These parts are all stored at Watson and ready for assembly, there were many Mustangs on the hoists in various states of completion. Some of the racing parts appear the same as stock, but they are unique to the racing Bosses, one example is the large 15" Brembo brake rotors and massive calipers. Everything on these special built Boss 302S's is built to specs of the rules of the race series they are going to compete in.

They had the showroom full of Boss 302 shells and some Cobra Jet Mustangs that the new owners had not yet picked up. Also included were some of Mr. Watson's personal car collection. So we got to see some older generation Mustang race cars and a few "special" Mustangs. I personally loved to see the Grabber Blue Boss 302S, they really pop in that color!

Another highlight of this tour was the Super Stock Mustang build for Chris Holbrook. Chris has been a Ford drag racer for many years. He has raced Pro-Stock in the past and was running a Cobra Jet Mustang in Stock class before stepping up a class this year. The build was a work of art and many very trick components being added. We were lucky to have Chris show up during our tour and Phil Jacobs and I were able to talk to him about the build and his racing season. The motor was going to be added the following Monday and it was scheduled to be completed and shipped south for it's test run and prep for it's first races. The Holbrook name has long been associated with Ford drag racing. It was a pleasure to meet Chris and see the new beautiful Mustang that will carry on the family tradition...

We ended the tour with a pizza lunch, compliments of our hosts and we all really enjoyed seeing the process of how these racing Mustangs are put together. Thanks to Watson Engineering and Boss Owners for allowing us to join in on this tour.



**Watson and Holbrook have embarked on a mission to win even more races while making a bold statement about the team's capabilities. Using a new 2014 Ford Mustang to compete in the NHRA's Super Stock Eliminator, the Detroit-area duo will debut a completely new powertrain combination never before seen on a drag strip. The Watson-built Ford will utilize a Holbrook-built supercharged five-liter Ford Coyote engine coupled to a five-speed manual transmission!**



**Chris Holbrook's Super Stock Mustang roll cage and tubbed rear wheelwells**



**This #17 Mustang is Alec Udell's and he began racing World Challenge when he was 15 years old. The youngest to ever compete in the series. He wrecked his car last year and it was never the same. This is his NEW Mustang...and it has a Ford Racing prototype Watts Link on it. The other Boss 302S Mustangs have a Panhard rod.**



**The Holbrook Mustang being loaded for a week of testing in Florida prior to the Super Stock Mustang's debut at the 20th annual season-opening NMRA Spring Break Shootout at Bradenton (FL) Motorsports Park which will, once again, host the Cobra Jet Showdown at which Holbrook clocked his still-unbeaten 8.50/160.68 blast in 2013.**

# Chris Holbrook Wins 2014 Cobra Jet Showdown

by Mike Nyberg

Several members of SAAC-MCR toured the Watson Engineering facility in Brownstown, Michigan, where they build the Mustang Cobra Jets and currently are building the Boss 302S for Ford Motor Company. During the tour a couple of club members talked to Chris Holbrook who happened to be at the facility.

Chris Holbrook is the owner of Holbrook Racing Engines. He races a Watson Engineering sponsored Cobra Jet. He and Watson Engineering have also developed a Super Stock Mustang which they planned to test at the NMRA Spring Break Shoot Out in Bradenton, Florida, March 6-9<sup>th</sup>. I happened to be staying in Clearwater during March, located just one hour away. I thought it would be fun to follow up on what was talked about during the club tour of Watson Engineering.

I went to the Bradenton Motorsports Park on Saturday, March 8<sup>th</sup>. It was going to be a beautiful day for drag racing, 71 degrees F and sunny.

Shortly after I entered the event I spotted the Watson Engineering trailer and the Beautiful Red and Black Super Stock Mustang alongside it. Chris' Cobra Jet was there as well. The first person I met was John Phillips, the person who led the Watson Engineering facility tour in February. He introduced me to Chris Holbrook, who was very friendly.

I talked to Chris about the Super Stock Mustang, which they had tested the day before. It had produced a 7.92 ET at 173 MPH. The ET tied the record and the MPH was higher than the record, so the car is currently the fastest Super Stock car. I asked Chris about the engine modifications. That is proprietary information. He did indicate the stock heads can be modified and cams can be modified, limited by lift height rules. The rods can be after market, if they are on a sanctioned list. The pistons and crank must be stock. The rings and bearings can be aftermarket. He indicated the electronics is a bigger package than stock. Within these Super Stock rules he has developed a winning engine.

I was hoping to see Chris' Super Stock Mustang run again on Saturday, however, track delays didn't allow for test runs at the end of the day. Chris and his team supported by the Watson Engineering team focused on the Cobra Jet Shoot Out.

I wanted to get some good action photos of Chris' Cobra Jet. There were approximately eight Cobra Jets competing for the Showdown Championship. There were two elimination runs during the day and a final run at 5:00 pm to determine the champion. Crew Chief, Dan Dayringer, gave me the following stats; Chris had an 8.505 ET at 158.25 MPH and his competitor Mike Skinner had an 8.787 ET at 156.61 MPH. Chris won the Cobra Jet Showdown! Back at the Watson Engineering trailer, he celebrated with Chuck Watson II and the crew. A great way to end the day!



**Chris Holbrook standing in front of the fastest Super Stock Mustang.**



**Chris Holbrook heating up the slicks for the final run to determine the Cobra Jet Showdown Championship.**

**Left to Right:**  
**Chris Holbrook and Chuck Watson II.** I hope you can see the smiles on their faces. Partners celebrating a very successful day at the track.





## SAAC-MCR Winter Swap Meet at Gorno Ford on March 2, 2014 *by Rich Tweedle*

Well, I woke up Sunday morning to go to the swap meet at Gorno Ford. Looked out and saw that it had snowed overnight.....AGAIN. Must still be in Michigan this year. Didn't look bad, I'll take the new Fusion instead of the Escape 4WD. Stepped outside wearing my totes and sunk down five inches. Not a good omen for driving. Oh well, made the choice, I'll live with it. Opened the garage door, wiping the snow off along the bottom edge so it doesn't drop onto the SVO, and hopped into the Fusion. Side street was deep but it's soft snow – good!

15 Mile Road had me rethinking vehicle choice but stuck it out. Gratiot was worse and I-94 was like Gratiot. Got down onto I-75 and further west the driving actually improved, up to 60 MPH! Driving changed again on West Road and Allen Road but I made it. John Yarema had everything going well already, coffee was perked, donuts & fruit being offered for sale, people at the doors collecting entry fees and stamping hands. Vendors all set up and shoppers everywhere, more than I expected for conditions. We had the usual car parts being offered, car models, license plates and tabs, car books and magazines, and more. See photos on our club web site: [www.saac-mcr.com](http://www.saac-mcr.com).

We want to acknowledge all those that helped at this event: Brian Batko, Randy Betki, Mark DeLuca, Bud Koss, Mark Kulwik, Tom Krcmarik, Oscar Madison, Troy Miller, Gibson Nichols, Jerry Os-talecki, Richard Teeple, Rich Tweedle, Steve White and John Yarema. Hope we didn't forget anybody. Every event depends upon people volunteering to help.



**Left to Right: Tom Krcmarik collecting entrance fees, Richard Teeple (back to camera) stamping shoppers hands and two shoppers.**



**Swap meet shoppers in the Gorno Ford Service Repair area. Gorno Ford personnel did a great job of preparing the dealership for the swap meet. Notice how clean the floors are.**



**Shoppers in the Gorno Ford Dealership Service Write-up area**



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June 1<sup>st</sup>**

Ford Motor Company World Headquarters  
 Henry Ford II World Center  
 East Lot (Off Of Michigan-US-12)  
 Michigan Avenue and Southfield Freeway  
 Dearborn, Michigan  
 Open to the public 9am to 3pm  
 Swap meet setup begins at 7am  
 Car Registration - 8:00am to 11am  
 Voting 11am to 1pm - Participants ONLY  
 Award Presentations - 3pm  
 Kids Coloring Contest  
 Kids Choice-Best of Show  
 Young Enthusiast Award  
 Food Vendor on Site

**ENTRY FEES**

Spectators	\$3 per person
CAR SHOW	\$15 Pre-registered
	\$20 Day of Show
Swap Meet	\$15 Pre-registered
17' x 17' Spaces	\$20 Day of Show
Car Corral	\$10 (any vehicle)
Pre-registration ends May 26th	

**Contacts For Information**

Car Show	Swap Meet
Mark Kulwik	John Yarema
248-669-2358	586-596-2105
kulwik@sbcglobal.net	dietrends@juno.com

Registration form at  
[www.SAAC-MCR.com/ec](http://www.SAAC-MCR.com/ec)  
 Events Calendar link

**MONDAY - Driver's School and  
Track Event June 2nd**

Waterford Hills Road Race Course  
 Open to public 8am.  
 Track open 10am to 5pm  
 Any make vehicle allowed to run.

\$140 for SAAC-MCR members  
 \$160 for NON-Members  
 \$20 off for pre-registration  
 by May 26<sup>th</sup>  
 Limit 50 vehicles

\$375 for Package of  
 All three events this year

**TECH INSPECTION REQUIRED**  
 Tech open from  
 8am to 9:30am ONLY

Registration form at  
[www.SAAC-MCR.com/te](http://www.SAAC-MCR.com/te)  
 Track Events link

[www.waterfordhills.com](http://www.waterfordhills.com)


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Phone: 248-969-1157

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Technical Editor: John Logan

We're on the Web!

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

## 2014 Events Calendar

### May

15-17 **SAAC-39 National Convention**, Road America, Elkhart Lake, WI

17-18 **Northwoods Shelby Club at GingerMan Raceway**  
[www.nwshelbyclub.com](http://www.nwshelbyclub.com)

23-25 **SVT Superfest 15th Anniversary at VIR**  
[www.svtcobraclub.com/forums/showthread.php?t=19237](http://www.svtcobraclub.com/forums/showthread.php?t=19237)

### June

1 **SAAC-MCR SHOW**, Ford World Head Quarters, Dearborn, MI [www.saac-mcr.net](http://www.saac-mcr.net)

2 **SAAC-MCR GO**, Open Track Event, Waterford Hills Road Racing Course, Clarkston, MI  
[www.saac-mcr.net](http://www.saac-mcr.net)

30 **3Balls Racing at Mid-Ohio**,  
[www.3balls racing.com/events](http://www.3balls racing.com/events)

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3



The car in the foreground is the Cobra Jet Showdown Champion at the NMRA Spring Break Shoot Out in Bradenton, FL. See related article on page 20.

## 2014 Events Calendar (Continued)

### September

1 **SAAC-MCR Labor Day Classic**, Open Track Event, Waterford Hills Road Racing Course, Clarkston MI [www.saac-mcr.net](http://www.saac-mcr.net)

6 **Cruise to Gilmore Car Museum**, Hickory Corners, MI (near Kalamazoo)

### October

5 **SAAC-MCR Harvest Happening**, Open Track Event, Waterford Hills Road Racing Course, Clarkston, MI [www.saac-mcr.net](http://www.saac-mcr.net)

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

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