



Shelby Life

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

Volume 39, Issue 3

July 2014

President's Corner

"The Greatest Show on Earth - Almost"

Text by Steve White and photos by John Guyer



**Left: Getting
the next
generation
involved.**



**It takes members to make the event
work!**



End of a long day!!

If this is the July Issue, then this column must be about Show & Go 39! We made a number of changes in the continuing evolution of the event, that really helped this year. It also illustrated there is still room for improvement for next year's event.

You can read about the results of the event elsewhere in this issue, so I'd like to focus on operations of the event here.

First off was not part of the evolution, but a return to having a dedicated Event Director! As we learned last year, yours truly could not do that along with all the other responsibilities, so we were very fortunate that Mark Kulwik stepped in for the role. However, one person cannot make the show a success on their own, so it took the aid of all the other members and their spouses or family members and friends, to pull it off. Thanks to all those that helped out!

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President's Corner *(Continued)*

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That being said, we were sorely lacking in "boots on the ground" again this year, requiring many of the workers that were there to double, triple, and more, work. This creates a lot of on-the-fly decisions, and some minor oversights, due to the pressure. Because of this, many of the workers didn't get a chance to see much of the show, and we weren't able to enjoy our own event. We have to be cognizant too that long-term this could cause burn-out of some workers who go through this every year and we may lose their future help. If we had more helpers, we could have distributed the load, and had a chance to address other areas skipped or that had hiccups (probably mostly unseen by the public, but we know they were there).

One of the biggest and most visible changes was to move the registration and show operation support functions to the far south side of the show lot. In years past, that area had been used for some special displays, but more recently it's been primarily vacant. Where registration had historically been, it was the first thing one saw turning into the lot, which also blocked the foundation of the show, early Shelby's and Cobras, and also made it difficult for entrants to maneuver if they had to go down the first aisle, due to the extension of registration and support extending past the aisle. By moving all of that to the south side, it opened up that area, and made the view of the show lot wide open to see the entire area and showcase the cars, as the entrants arrived. While this was not without logistics issues, overall everyone thought this was a great improvement!

Another big improvement was the addition of signage for class parking. Rich Teeple spent the winter making 50 sign posts, and then adapting them to Tom Krcmarik's wishes by adding clips so Tom could more easily attach the class signs. The sign, being easily transportable, allowed Tom to adapt the class sizes on the spot the day of the show as some classes were bigger than planned.

Planning on how much room to provide for each class is always a challenge, as we don't know how many will show up, and only around 15% of the entrants pre-register so that doesn't give us much of a heads-up on how things will run. This year we had a larger turnout of late-model Mustangs and Shelby's than our already planned large expectations, so we needed to expand those classes, and were able to do so as mentioned above. A big surprise was the radical change in a range of classes in a couple of models that we typically get large contingents of. Tom used historical data in those classes that I had been collecting over the prior four years, to know average class sizes and also if there were any trends or big deviations from year-to-year, but we ended up with significant reductions in those classes this year. One was a big surprise, and the other was somewhat expected from earlier feedback of some changes in their club – we also learned later that there will be a National convention for their models later in the summer in Dearborn, so maybe that was an impact as they focused on attending that?

When it was all said and done, we did have a slight increase over last year. If the aforementioned classes would have had their historical turnouts, with the increase we had and great weather without any chance of rain known for days in advance, we could have easily expected a 250 car turnout. We'll learn from this year, and maybe next year we can get closer to our expectations.

In order to nudge towards that goal, one area of assistance is if we can get some members help Mark contact other clubs and make sure they are aware of our event and strongly invite them to attend. There are some underrepresented classes (although there was some natural improvement this year), and that is in the various trucks and 4x4 classes. We need volunteers to help out there. Also to follow-up with those clubs on classes that had the lower turnouts than expected that was mentioned above.

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Membership Report *by Rich Tweedle, Membership Director*



**SAAC-MCR Membership Status: We Have 102 Members
as of June 2, 2014**

New members since April issue: *Barney & Linda Trupino, James & Darlene Westfall, James & Susan Shelton, Jason Boes & Karie Silcock, Jeremy Foszcz, Joe & Roz Bradley and Gary & Karen Dell*

Mustang 50th Anniversary at Ford World Headquarters, April 17, 2014 *by Mike Nyberg*

Ford Motor Company organized a Mustang 50th Anniversary celebration at Ford World Headquarters (WHQ) on April 17, 2014 for Ford employees, retirees and their guests. The event was scheduled to be from noon to 2:00pm. The attendance must have been much higher than planned. I arrived with my guest at 11:30 am and all the lunch tickets were gone.

There were approximately 200 Mustangs displayed representing the 50 years of the marque. The display was in the semi-circular parking lot in front of the main entrance to the Ford World Headquarters building. Several SAAC-MCR members had cars in the display.

There was a stage in the middle of the display playing 50's and 60's music. Every so often they would get a few guests to sing Mustang Sally. The band members all owned Mustangs.

People could play games like Pin the Tail on the Pony, Bean Bag Toss and Disc Golf. You could also buy Mustang 50th Anniversary apparel.

My favorite display was the 2015 Yellow Mustang in front of the band stage. Darius Rudis took a picture of me with the car and the Ford logo on top of WHQ in the background.

We went into the WHQ lobby to view the special low volume Mustang models, produced in the last 50 years. We exited the building

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Star of the Show during the 50th Anniversary Celebration at Ford WHQ, a 2015 Mustang in my favorite color, yellow.



Mark Kulwik with his 1968 Gold Shelby GT350



Rich Tweedle with his 1985 Black Mustang SVO



Phil Jacobs with his 2006 Red Mustang GT

Mustang 50th Anniversary at WHQ *(Continued)*

(Continued from page 3)

at 1:15 pm and the Staff Workers distributing posters were all out. Another indication the event was a bigger success than Ford had anticipated, much like the original Mustang.



Mark Corich with his 1970 Mustang IMSA Road Racer.



Paul Rebmann's 1967 Shelby GT500 on display in the WHQ Lobby. A blend of sports car and muscle car, the GT500 satisfied a maturing taste for high performance vehicles.

Right: This Red BOSS Mustang, also displayed in the WHQ Lobby, is the ultimate boulevard cruising machine that can hold its own on the drag strip. This idea was the brainchild of SVE Chief Engineer, John Coletti and the SVE Team, who sought to mix old with new. They achieved this by dropping a BOSS 429 engine into the body of a 1994 SVT Mustang Cobra.



John Logan with his 1999 Black Mustang SVT Cobra



Gibson Nichols' 1966 Silver Blue Mustang



Mustang 50th Birthday Celebration Las Vegas, Nevada

April 17-20, 2014 by Dan Cooper

I'll begin by introducing myself. I am Dan Cooper of Clarkston, Utah. Your President, Steve White and I attended and graduated from Utah State University together in the 70s. We have been the best of friends ever since. Steve's love of all things Ford and especially the Mustang became part of who I am and I can't escape the evil grip. I currently own 2 Mustangs; a 1967 C code coupe I re-stored in the early 2000s and a 1997 SVT Cobra I obtained in Eaton Rapids, MI a few years ago on a tip from Steve.

I was able to attend the Mustang Birthday Celebration in Las Vegas with my wife of 41 years, Debbie. Out of respect for her (our) comfort, we motored the 530 miles to Vegas in the Cobra since it is equipped with A/C.

Utah DOT recently changed the posted speed limit for most of I-15 from 70 and 75 to 80 MPH. I found that to keep up with traffic flow, 85 or more was sometimes necessary. Occasionally, we would pass or be passed by other Mustangs headed south to the event. A honk or a wave always accompanied the pass. Friendly folks.

Mustang Club of America organized the event and, except for registration/packet pick-up they did an admirable job of pulling it off. When we arrived at the host Mandalay Bay resort, we were pleased to be in the company of hundreds of Mustangs residing in the parking terrace. The echos of throaty exhaust notes were punctuated only by loudspeakers playing Elvis. Thank you, thank you very much! We were also met by hosts of disgruntled attendees filtering back to their cars. They told horror stories of spending hours in line just to pick up credentials, passes and tickets that had already been registered and paid for. As we made our way to the back of a horrendous line, an MCA official asked us all to go to our hotels and come back at 8:00 AM tomorrow. By this time, we were very tired and it seemed pointless to protest.

8:30 AM found us back at the Mandalay and, after one and one half hours, we were driving north to Las Vegas Motor Speedway where the celebration awaited. The 20 mile drive was especially entertaining as many Mustangs joined up on our own little "Pony Drive". Registered cars were parked in the midway area making it convenient to see 2000 + mustangs in row after row in no particular order. It was also quite easy to come and go as you wish. There was a propensity for late models in attendance. I'd say that '05 thru '14 made up approximately 50% of vehicles. And here's a shocker ... I only found two Mustang II's on the entire premises!

The majority of the displays and events were found on the LVMS oval track infield. There is no "quick" way to get from the entry gate to the infield. A long walk followed by a long escalator ride followed by another long underground tunnel walk followed by another escalator. Happiness was realized when the top of the last escalator

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1970 Mustang drag car sponsored by Stark Hickey Ford, located in Royal Oak, MI



Nice Red 1969 Mustang Mach I



2015 Kona Blue Mustang on display at the 50th Anniversary of the Mustang in Las Vegas

Mustang 50th Birthday Celebration Las Vegas *(Continued)*

(Continued from page 5)

brings us into full view of a silver 2015 GT. Nice.

As a partner with MCA in the event, Ford played a major role. A giant birthday cake was cut and shared with everyone. By filling out a simple survey, a limited edition 2015 Mustang diecast came into my possession. Ford brought a dozen or so historically significant prototype, pre-production and "first" cars to the event. Ford also brought cars from their entire line-up and made them available to see, fondle and drive. Lectures, demonstrations and discussions were presented by industry partners, tuners and retailers of all things Mustang.

Of course, Shelby American Inc. was prominent. I wondered what Ol' Shel would think of the event were he here. I kinda feel like I have something in common with the man. He and my Dad are the same age and both are deceased. Both are Texans and both served in WW II in the Army Air Corps as flyers. Dad came home, raised a family and worked as an electrician and Carroll, well, you know what he did with his life.

We enjoyed a visit with Molly Saleen, a delightful young woman who speaks clearly of her vision for where the Mustang sport/hobby is headed. I was disappointed that she didn't have the Molly Pop with her. Saleen celebrates 30 years of business in 2014.

Drifting champ, Vaughn Gitten Jr. wowed us with drifting demos in the Monster Energy Mustang. I think it's all done with smoke and mirrors by the way. Ford racing gave ride-alongs in various vehicles, Focus ST, Mustang GT, Boss 302, GT500, Raptors and more.

It would be impossible to do justice in trying to describe the variety of exhibits and displays. Nor could I list the industry leaders doing their best to make this birthday a big celebration. I wish to thank them all.

I was particularly interested to see members of Mustang clubs from all over the globe joining in the fun. France, Sweden, Great Britain, Australia, New Zealand, Germany, Canada and Mexico had some of the larger contingents as I observed by their club shirts and logos. The French had the classiest uniforms ... and women. Just sayin'. Given the diversity of cultures and languages present, my philosophical view is that Mustang must, indeed, be a universal language.

Friday the 18th was our last day so when it came time to leave the speedway, I was a bit sad. I took extra time to snap significant pictures and soak in the sounds of cars on the track. Starting up the Cobra, turning on the A/C and heading to the parking lot exit seemed an unbearable chore. I didn't want to leave. Just then, the skinny, pimply-faced parking lot attendant said to me "light 'em up" come on now, who am I to argue with a skinny, pimply-faced parking lot attendant anyways? Great smoky burnout! In my enthusiasm however, I hit the rev limiter in first ... in my rear view, I think I saw pimple-face laughing. Oh well. We made our way up the road to the freeway on-ramp



Dan Cooper's wife, Debbie, standing next to some cool Mustangs.



Original 1967 Shelby GT500 engine compartment, notice the debris on the valve covers.

and a late model GT pulls up next to us, rolls down his window and says my rear sway bar is floppin' back there! When I rolled under I could see that it broke at the right side rear mounting hole. A dozen or so zip ties later and we were headed home.

Debbie and I enjoyed visiting with folks from all over who share the passion and dream. That's where the true value and impact of this event comes from ... the people. It is good to know that, even though I won't be here for the Centennial celebration, generations of enthusiasts to come will be. Maybe my grand-kids, maybe yours but they will be there. Mustang is vision, Mustang is passion, Mustang is freedom, but above all, Mustang is solid, it's what dreams are made of. Long may it live. Best wishes for at least another 50.

I'd say that '05 thru '14 made up approximately 50% of vehicles. And here's a shocker ... I only found two Mustang II's on the entire premises!

Parnelli Jones the 50th Anniversary Celebration in Las Vegas

Text by Mike Nyberg Photos by Tim Hahn

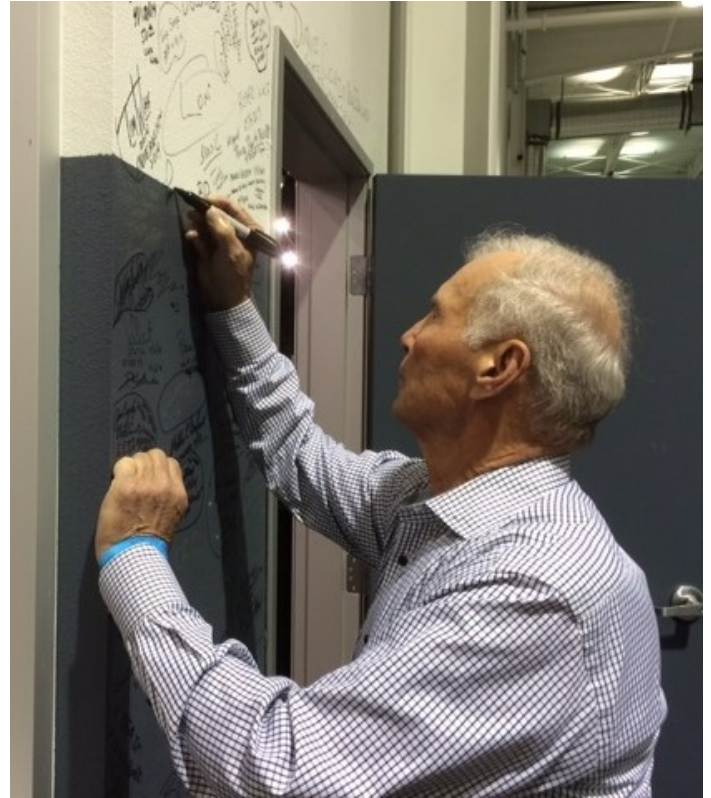
I met Tim Hahn at a Mustang Racing Technologies Open House event last summer. He had MRT make some interesting modification to his 2013 BOSS 302 LS. I contacted him in late April to see what he thought about the track handling performance of the lowering spring MRT installed.

He indicated they performed well on the track at the 50th Mustang Celebration in Las Vegas. He also said he had wonderful assignment during the event. He was given the task of escorting and chauffeuring Parnelli Jones. One of the benefits of the task was getting Parnelli's autograph on the back panel of his BOSS.

Not a bad assignment, somebody has to do it!



Parnelli seated in Tim's BOSS. I like the 1970 period correct number 15 font.



Parnelli Jones autographing the Wall of Honor at the Las Vegas race track.



Parnelli autographing the back panel of Tim Hahn's 2013 School Bus Yellow BOSS 302. Notice the temporary license plate.



Tim Hahn's selfie with Parnelli Jones.

THE 50th BIRTHDAY PARTY FOR THE MUSTANG – CHARLOTTE , NC—April 17, 2014

Text by Tom Greene Photos by Bill Cook & Tom Greene

Phyllis and I left E Tennessee on April 16 in the '08 GT500 to join up with some Ford employees who were caravanning from Dearborn to Charlotte to support the 50th birthday party of the Mustang. We joined them in W. Virginia, about half way through their journey from Michigan.

It was our pleasure to meet some folks I had not before met, the supervisors are looking younger since I retired :-). We had the interior integration supervisor, the exterior integration supervisor, and the crash compliance supervisor, on the trip, and several others whose names I failed to record. Jeff Rupp is the crash compliance supervisor and was the trip leader and organizer for this trip, Hue Robinson, interior integration and Vince Carnes were full-time supporters.

The trip from W. Virginia to Charlotte was pleasant, with traffic a bit crowded, including several "convoys" of Mustangs headed south to go to Charlotte for the big party. We got to the gate to pick up credentials just after closing time. After obtaining our credentials by having one of the Ford marketing guys bring them thru the closed gate to us, collecting our goodie bag with the all-important parking passes and gate credentials, we contacted Ron & Sheila Wahl who had also driven down that day and made arrangements to meet later.

The next morning we went to the track, got our parking pass out so we could park in the 'Gold Lot' which was near gate 6 and also near the various Mustang club's reserved parking areas and proceeded to immerse ourselves in the festivities. We walked from the parking lot to the underground entrance and were presented with the spectacle of 1,000 Mustangs that had lined up at 5:00 a.m. in order to get their spot in the infield. The photos of the display do not do it justice as in every direction Mustangs were lined up on display and they covered the entire area of the infield. The huge Mustang Garage tent dominated the center area, and there was an

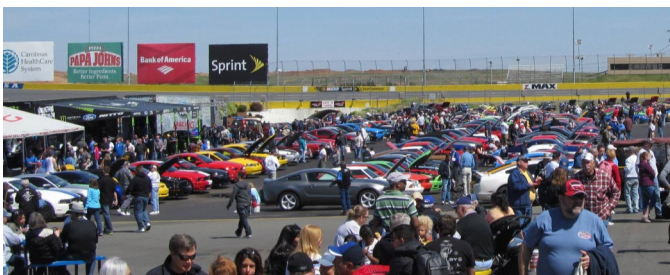
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Phyllis and Tom Greene after obtaining their credentials from one of the Ford Marketing people.



Sheila and Ron Wahl are long time supporters of the SAAC-MCR Show 'n Go. They have been consistent winners with their '64 Fairlane and BOSS 302.



A lot of Late Model Mustangs at the event



More Mustangs ... Most of the participants were proud of their engines and had their hoods open.

Mustang 50th Birthday Celebration—CHARLOTTE

(Continued)

entire village of other tents erected for the vendors and other displays that were there for our ogling.

The birthday morning presentation at the track was in an overused, but very appropriate word, **FANTASTIC** with the 2015 Mustang anniversary edition being unveiled in front of us for the first-time public viewing. John Clor did the introduction as Dave Pericak drove Bill Ford to the start-finish line in a white anniversary edition car. Bill explained there will be exactly 1964 of the anniversary cars built and that each one would have a signed number plate designating it as one of 1964 vehicles built – we later learned that the signature on each plate will be that of Bill Ford. Bill expressed his encouragement that the fortunate few who were able to get one of the anniversary cars don't store it away – but **DRIVE** it. There were several videos played on the Jumbotron and one that included Lee Iacocca driving a new Mustang. It was a top shelf presentation appreciated by everyone in the stands.

We viewed the cars in the infield, talked with people next to us in the line to buy memorabilia, and after soaking up a bunch of Mustang nostalgia while watching Mustangs enjoying themselves during the open track, we and Ron & Sheila Wahl headed out for the Thursday Birthday Dinner and evening program at Cabarrus Arena. Jack Roush was the major sponsor of the evening and the auto-graph seekers had unfettered access to Edsel Ford, Jack, John Felice, Marcy Fisher and many other Ford dignitaries. While walking over to visit the food line, I came upon a table full of old friends, Jeff Burgy, Craig Shefferly, and Bill & MaryLynn Cook – we made plans for the following day. I also noticed my ex-boss (a few levels up) and retired Chief Technical Officer, Neil Ressler, sitting at the

(Continued on page 10)



Bill Ford introducing Dave Pericak, Chief Mustang Engineer, (waving to the crowd in the stands) with the White 2015 Mustang in the background.



Bill Ford getting into the 2015 Mustang for a "victory" lap around the Charlotte Motor Speedway with Dave Pericak as the chauffeur.



Left to Right: SAAC-MCR members Craig Shefferly and Jeff Burgy



SAAC-MCR members, Bill and Mary Lynn Cook

Mustang 50th Birthday Celebration—CHARLOTTE

(Continued)

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next table. The autograph seekers did not yet recognize his presence so he was just sitting and enjoying the atmosphere. This gave me the opportunity to talk with Neil for several minutes.

The next day it was raining – and while not quite a deluge of biblical proportion, it was a steady and significant rain that lasted all day – which gave us the opportunity to go listen to presentations in the media center where it was both warm and dry. We timed our arrival so we could get a seat to listen to Gale Halderman, Neil Ressler, and John Clor. Gale gave a detailed account about the design of the 64½ Mustang – there was a copy of the original drawing there (see pic) and Neil gave a good description of how Ford Racing finally came back into acceptance along with background on some programs that didn't quite make it.

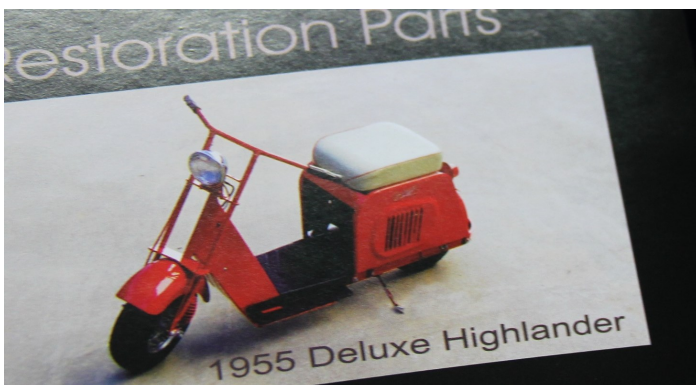
We did not participate in setting the Guinness record for having the most vehicles of one brand in any parade – the record was set that evening, despite our lack of participation. Instead, we left the track and went to the Daniel Carpenter facility where we viewed one of his two museums – the museum we chose was the vintage car and scooter museum which we enjoyed for more than an hour before doing a plant tour. Daniel Carpenter provides reproduction parts for Cushman scooters, Ford cars of many different types and Ford tractors. It was remarkable that Ron Wahl and I each had (2) Cushmans when we were teenagers, and both were the same models. In addition to a myriad of repro parts, Daniel Carpenter is manufacturing carburetors to the same specs as used in the 40s. He has purchased the original tooling from Ford for many, many items, including door sill plates and

(Continued on page 11)

Right: Gale Halderman displays the original sketch of the Mustang during his presentation.



Left to Right: Gale Halderman, John Clor and Neil Ressler



Left to Right: Tom's first scooter a 1955 Cushman Deluxe Highlander. Tom's second scooter was a 1959 Cushman Road King. Tom's friend, Ron Wahl also owned both models, what a coincidence.

Mustang 50th Birthday Celebration—CHARLOTTE

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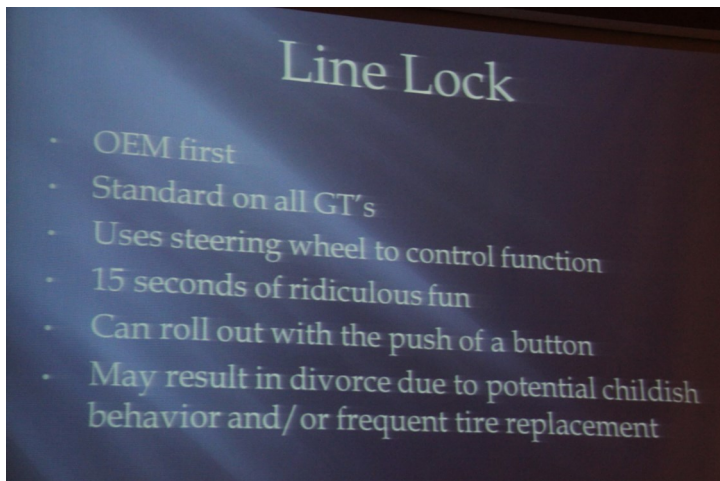
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69-70 GT500 taillights. It was a very enjoyable and informative way to spend an afternoon.

The Saturday evening Banquet was a big hit for everyone. The dinner was great and the speakers and videos were even better. We had presentations from John Clor, Steve Saleen, Neil Ressler, Gale Halderman and the keynote speech was by Dave Pericak. Steve Saleen gave away 140 Saleen Mustang models (one per table) and a nice young couple from Pennsylvania won the model from our table. During his keynote speech, Dave gave away a bunch one-of-a-kind collectibles including a hood from the '15 Mustang that was signed by every member of Team Mustang. He also unveiled "the secret" which by now everyone knows is that each '15 Mustang GT will come equipped with a line lock – see the photo below.

The MCA held a Sunday morning sunrise service as it was Easter morning. Phyllis and I left the convention and took the scenic route back to E TN by way of the Blue Ridge Parkway that (of course) included a trip down the Tail of the Dragon as we neared home. It was top down weather all the way and we enjoyed the scenery. It was a perfect ending to a perfect experience.

I don't think I'll make the 100th birthday party of the Mustang, but maybe the 75th???



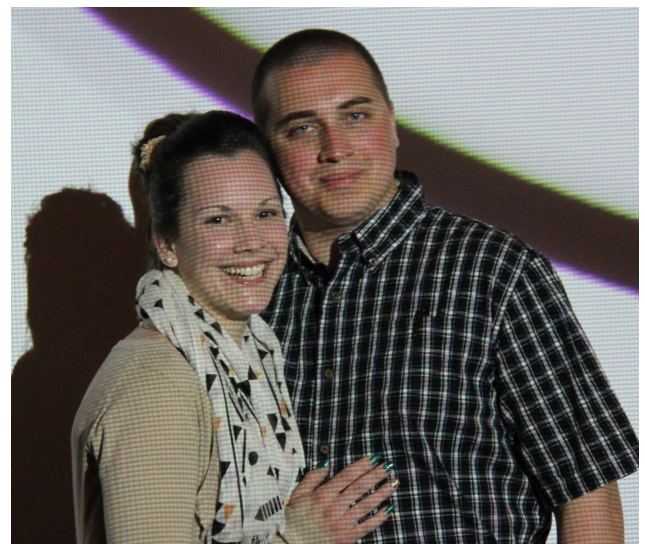
Mustang Line Lock features



Dave Pericak was the keynote speaker at the banquet



Left to Right: Art Hyde Neil Ressler and Gale Halderman at the banquet.



Right: This couple sat at Tom's table during the banquet and won one of the 140 Saleen Mustang models Steve Saleen gave away. Because the wife's Fox Body Mustang was apart in the garage, they borrowed a Mustang from a friend to come to the big party.

SAAC-MCR Spring Chili Cook Off

Text by Mike Nyberg, Photos by Rich Tweedle and Mike Nyberg

Saturday April 12, 2014 approximately 24 SAAC-MCR members gathered at Francesca and Barry Levey's home in West Bloomfield to determine who had the best chili. There were 10 crock pots of chili competing to be selected the best chili by popular vote.

Francesca had made a wonderful salad for everyone to enjoy. Bottled water, coffee and soft drinks were available. Bill Cook brought cheese and crackers to clear the pallet between taste tests.

Each crock pot of chili was identified with a number to conceal the identity of the creator. Everyone sampled each of the 10 chili concoctions and then voted on a secret ballot. It was determined there were two winners, after all the ballots were tabulated. A straw draw was used to determine which first place winner would have first choice of a prize. Bob Varcoe drew the longest straw and had first pick. Mark Kulwik was the other first place winner.

Francesca made a tasty trifle for dessert. Barry "whipped" up a carrot cake and cookies. Trish Judson made some cookies that I went back for too many times.

Francesca and Barry went to a lot of effort and expense to prepare for this event. The result was a great experience for everyone who participated.

Thank you, Francesca and Barry

Chili Recipe by Bob Varcoe

Using a 6 quart pot

3 pounds of ground beef browned in a separate pan

1 large onion diced small

1 green pepper diced small

2 cans of diced tomato's

1 can of tomato sauce

1/3 cup of chilli powder (and possibly add a bit more for taste as it cooks)

1 can of light red kidney beans (drain the liquid that they are packed in)

32 ounce container of beef stock (swanson's low fat low sodium) if level in pot is high you may have to add some initially and more as some of it evaporates but it will all go in

2 Prickly cactus pears (cut open, remove all seeds and dice the flesh in small pieces)

Simmer on low for 5-8 hours (no rolling boil just a slow low simmer)

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Gracious hostess and host, Francesca and Barry Levey



Left to Right: Barry awarding Best Chili award to Mark Kulwik and Robert Varcoe



SAAC-MCR members enjoying conversation after the chili taste testing.

Spring Chili Cook Off *(Continued)*

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Keep lid on pot but slide open a small amount to control the heat if necessary

All ingredients including the beef are added together at the start

Taste and add salt and ground pepper to taste

Final step Enjoy

Chili Recipe by Mark Kulwik

1 lb. fresh apple-smoked bacon- cut into small pieces

2 pounds shredded BBQ pork

2 med onions chopped or bag chopped onions

2 med green peppers chopped

4 cloves (or equiv) garlic minced

2 cans black beans, undrained

1 can of corn

2 16 oz. cans tomatoes, undrained chunks or diced

2 bay leaves

4 tsp sugar

2 tsp cumin seed

4 Tbls chili powder

4 tsp salt

6-12 dashes Tabasco – to taste

2 tbls flour

2 oz bourbon whiskey (prefer Jack Daniels)

1/2 cup water

Cut up bacon into small pieces and cook in a fry pan until nearly done.

Roast corn in a toaster oven at 350 degrees until beginning to brown

Add everything into a large crockpot: bacon, pork, tomatoes, beans, corn, onion, garlic, peppers, bay leaves, sugar, cumin seed, chili powder, salt and tabasco. Heat to boiling, cover and simmer for about 45 minutes

Blend flour with water and add to chili – if needed for thickening. Heat, stirring until mixture boils and thickens.



Nine of the ten crockpots of chili competing for the best chili. The pots were numbered so no one knew who made each chili concoction.



Other SAAC-MCR members still enjoying the desserts and telling stories



Ladies enjoying conversation in Barry & Francesca Levey's living room. Left to Right: Bonnie Shefferly, Sandy Tweedle, Francesca and Trish Judson.



Wonderful desserts to balance out the meal and gives "closure" to the chili tasting experience.

SAAC 39 Fantasy Camp

by John Guyer

May 15 - 17, 2014

Elkhart Lake, WI.

After the six hour trip, including three hour Lake Michigan ferry, to Road America we have arrived at the SAAC registration tent. You can hear the buzz of the cars making their way around the track. You receive your packet of information after signing the usual waiver that nobody ever reads. Don't forget the T-shirt and hat that you paid for.

Driving around the infield looking for a good spot to park, finally deciding on a place not too far from the concession stand. First things first, where's the restrooms?

Now for a chance to stretch the legs. A good place to look at any track is down by pit wall. We stroll by several types of cars, Shelby GT350s, 500s, Ford GTs, is that a Tiger? Many Cobras, not the time to decide which are original and replicas. Now at the pit wall just in time to see the tail end of something moving past and disappear around turn one. Some kind of CanAm Ford, maybe.



Things are suddenly very quiet, oh great, got here just in time for lunch break. We make our way back to our car, conveniently located near the snack bar. Road America is famous for their bratwurst. So that's the next thing on the agenda. Because it's the official lunch period there is quite a line, but it's a good time to talk to other folks with similar interests. What kind of car do you have? How far did you travel? Did your staff remember to bring everything on the trailer?

Ah, no, it's just the two of us. I may have forgotten my electric toothbrush, but can probably get a regular one from the hotel.

Finally get some food, the tables are crowded but someone moves over a bit and asks you to sit with them. More chatting on cars and adventures. These are pretty good sausages. Good? These are great, did you ever eat the stuff they had at Riverside? I heard they sold alligator meat at Sebring. Sat on the toilet for three days after a

trip to VIR.

You want good brats, Jim what's-his-name has a brat party that you need to attend. Where? When? Not sure, he sells parts. Check over in the swap meet.

That's our next stop, lots of interesting things to look at. Wait, the cars are starting up for more track sessions. Well a quick walk thru the parts, I'm not really planning to buy anything. Look at all this stuff! Oh No, I gave up looking for this part years ago and here it is. How much for this? Gee, I don't know, seems like a lot.

Remember when you could get it for a tenth of that. Yeah, yeah, they were everywhere then, now not so much. How about a little break on the price? Maybe I'll come back later. What do you know about this Jim guy and a brat party? Yesterday? But that was before everything started.



It's suddenly quiet again, track sessions over. I can't believe we spent that much time looking at parts. Well there was another trip thru the pits, what wasn't a King Cobra was a Lotus 19, but there was a King Cobra that hasn't been on the track yet. There was the guy with the car just like ours, who was running in the intermediate group. Maybe I should see if there is a slot available to drive on the track. Back at the registration tent they tell me no, track time is full. But, parade laps during lunch tomorrow is a possibility. Sign me up.

There is also an event to tour the original road course which they used to race on before the track was built. The event was full, but after a little whining and moaning they let me in just to get rid of me. Just meet at Gate 5, be there at five o'clock or they'll leave without you. OK, we'll be there.

(Continued on page 15)

SAAC 39 Fantasy Camp (Continued)



We go to Gate 5, nobody there except three deputy sheriff cars. Are we first in line? No, Gate 5 inside the track. We go back in Gate 6, now we are at the end of a quarter mile line up of cars.



I have seen pictures of the race, start / finish line and some of the race cars? No seat belts and look at those tires. OK, certainly more built up than then, still a scenic ride in the country. Basically a triangle course, so the corners are quite sharp. Back into Elkhart Lake, some of the houses were here back then. Can't imagine people just able to walk across the street while cars are racing thru here. Guess that's why they built the track.

After inspecting the cruise vehicles now parked in town, we head to the Lake Street Cafe with fellow MCR members: Bill and Mary Lynn Cook, Craig and Bonnie Shefferly and Floridian Jeff Burgy.

Time to make our way back to the hotel. Nice place, could have gotten someplace closer to track at a lower price, but it's good to be where most of SAAC is staying. Check in and go up to the room. Look at that view! When you can't see the other side, it might as well be a 1000 miles of ocean.



It's rather brisk, but a walk through the parking lot is still in order. The area is well lit so you can easily identify cars. "Oh, hello officer, yes we're with the Shelby Club." Another chance to chat with a deputy. Is it that late already? We better get some sleep. "Good night, Sir, hope you can stay warm."

Just on the edge of awakening, what's that sound? Familiar and yet out of the past. Someone starting their car, not the neighbor's Toyota. Loud, but with a friendly note that says, "I'm ready to Go!" A quick look out the window confirms it's a 427 Cobra with the side pipes now babbling happily. It's a little early to get up for good but the sun is just coming up over Lake Michigan and it's a splendid sight to see.

After breakfast, all the track cars have left the parking lot. We drive thru mostly rural areas back to the track, flash our armbands to get back in. This time we park at the other end of the pits so we can spend a little more time watching the cars on the track. A group of TransAm cars go by. Must be SVRA qualifying.



(Continued on page 16)

SAAC 39 Fantasy Camp *(Continued)*



Later a GT40 and a Daytona Coupe. Now comes a flock of R models with a couple Cobras in their midst.



Is that an orange '68 Shelby coming out of a trailer? Calypso Coral, if you please, first one I have seen in person and they tell me there's a second one here somewhere in the pits. Talking about trailers, did you see the one with plexiglass sides and the Cobra inside. Some folks worry about putting a logo on the side of their trailers for fear of some miscreant hijacking them, I guess if you got it, flaunt it! Probably gets parked in a very secure area.



The open track is nice to watch, but the last event here today is the SAAC race, this should be good, as the cars roar by and conversation is no longer possible. Road America is four miles long, so there is a period when a short discussion can be carried out. The entrants are mostly Trans Am Mustangs and Shelbys, with a Cobra and a Cougar thrown in. Perhaps the Cobra is just joy riding as he remains in the middle of the pack. Logically, the newer '70 Boss 302 stays out front, although there is a later 94 - 2004 Mustang back in the field, another joy rider possibly?



As the cool down lap ends, we make our way back to the hotel. The usual dinner and speakers await us. Trying to cook for several hundred people and serving them at the same time has to be a losing effort. The best you can hope for is that the food isn't awful. As dinner ends and the announcements start, Trish tells me she's going back to our room and will be right back.



Since Shelby's death, the speakers seem to have gotten a lot older, there's the famous like Chuck Cantwell and Peter Brock. Then there are guys that

(Continued on page 17)

SAAC 39 Fantasy Camp

(Continued)

worked there just because they needed a job as a young man and now are amazed that people want to hear about what they did. Both groups speak a little freer, since they don't have to worry about being corrected by Carroll.

I can't help but notice that as the program goes on, the audience become even more male dominated. I thought Trish was coming right back? Ron Richards thanks our speakers and bids us all good night. My wife comes back in and asks with a smile, "Did I miss anything?" Did you miss anything? Did you know at Riverside, in 1965, her smile fades, and I drop the subject.



Saturday is the day for showing whatever car you've brought, be it concours Shelby or Cobra like our fellow Michiganders Richard Nash and Dave Wagner or the '68 KR convertible with the 6' snake and the surfboard on top. They're all good in their own way.



SVRA is supplying the soundtrack as they hold their races throughout the afternoon. We take a break

from looking at stationary cars to watch the group six race with the Shelys, Cobras, and Ford GTs in this class. There's one Cobra that seems to have taken things very seriously as it leaves a trail of smoke and has some obvious body damage.



All is quiet again and we realize another convention has come to an end. Arriving at the ferry dock, two other attendees are ahead of us. We load our cars and extend the convention a few extra hours onboard. Talking to them we discover we know each other from being on the SAAC forum (saacforum.com).

The rodster-500 is heading back to NJ and tommyd is from Ohio. As we continue on US-10 in Michigan, Trish asks me, "Do you know those guys?" Oh yeah, that's rodster-500 and tommyd. "No, what are their real names." Ahhh, rodster-500 and tommyd. I know where they live and what cars they have, after a little research I found their names. A week later all I remember is rodster-500 and tommyd.



Lots of Go - Without the Whoa: Weather gods favored SAAC-MCR GO 39 Event

by Barry Levey

On June 2, 26 intrepid drivers braved a wet weather forecast to enjoy an excellent day of dry, comfortable weather at the Waterford Hills race-track. While the club would have preferred a full complement of 50 vehicles, the drivers enjoyed the small group sizes and fit in a full day of open tracking with lots of track time. Truly a great value for the money.

The pool of cars ranged from a track prepped MR2 and track prepped Miatas to early, mid and late model Mustangs, Fiesta(s), a Focus, a Corvette, a Firebird, a BMW, and a Jaguar F Type S. The smaller cars were best suited to the size of the track, but the technical aspects of shepherding bigger power and more weight provided an exciting challenge for the drivers of the larger more powerful cars.

The day started with tech inspections by John Yarema, followed by a drivers meeting led by Darius Rudis. Once the cadence of the day, rules of the track and details of how the event would unfold – 15 minutes run time for each group, group order etc.; novice drivers were assigned instructors and experienced drivers went about preparations as we waited for 10:30 (earliest run time allowed by Waterford Hills rules).



Tech inspection by John Yarema-Safety First



Darius explaining the flags of the day.

SAAC-MCR track events are great way for novices to get their feet wet in open tracking within a safe and welcoming environment. Any novice who desired instruction was able to have an experienced driver coach and counsel them prior to driving and then continue with in-car instruction for as many laps as the student desired. It was an interesting experience to watch new racers with very little knowledge grow into confident drivers.



Phil Jacobs and Darius instructing novices



Darius and Mike Martin head out to the track

Lots of Go—Without the Whoa *(Continued)*

(Continued from page 18)

When 10:30 finally arrived, the first run groups headed out to start the day's event. As the weather forecast was for possible scattered showers, the decision was made to run as much as we could with a late or non-existent lunch break. In the end, with three run groups, everyone had at least a ½ hour window to enjoy lunch and groups ran the whole day.



The President (Steve White) at speed.

Right: Our intrepid editor (Mike Nyberg) wringing out the Boss.



Joe Kidwell puts a real Shelby through its paces—Old School!



Eric Penn showing the big cars what he learned at the ST Experience.

Sidebar: Good guy Mike Martin drives Mike Riemenschneider's (Mike R.) 2011 GT "Legend" at GO 39. Two hot Mustangs will remain in the family, with son Jim his family taking custody of the '68 Shelby convertible and daughter Julie and her family caring for the supercharged '11 GT. In fact, son-in-law, Mike Martin (Mike M.), experienced his first track event on June 2, in the car the family has named "Legend"; in honor of Mike R. – a legend in the local car community.

Mike M., a soft spoken, southern gentlemen and all around "good guy", said he really felt his father-in-law's presence in the vehicle as he drove to the track. As a novice, Mike M. took advantage of the tutorship of Darius Rudis, and had the Mustang moving well by the end of the day.

In discussions after the event, Mike M. related that the family plans to honor Mike R.'s legacy by showing and driving the vehicles at special events. The family will be together in Michigan for the next big Mustang event coming this August.



SAAC-MCR Show 39 Award Winners

Text by Steve White and Photos by John Guyer & Mike Nyberg

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
3	66 Shelby GT350	103 / Bill Kidwell	66 GT350 Blue	292 / Charles Palaian	66 GT350 Black
4	67 Shelby - Coupe All	120 / Bryan Henrikson	67 GT500 Brittaney Blue	146 / Steve Walden	67 GT500 Blue
5	68 Shelby - Coupe All	101 / Mike Lauer	68 GT350 Lime Gold	272 / Gary Odonnell	68 GT500KR Yellow
6	66-68 Shelby Convertible	141 / Richard Nash	66 GT350 Conv. (cont) Blue	134 / Nancy Riemenschneider	68 GT500KR Conv, Blue
7	69-70 Shelby - Coupe All	113 / Howard Smith	70 GT350 Grabber Green	149 / Dana Kind	69 GT500 Red
				256 / David St. Pierre	69 GT500 Blue
8	69-70 Shelby Convertible	266 / Gary Boehlein	70 GT350 Red	269 / Rob Smith	70 GT500 Red
9	06 - Present Shelby GT/GTH/GTCS/GTS	180 / James Adams	08 ShelbyGT Vista Blue	255 / Bob Hoeksema	07 Shelby GT White
				263 / Tom Kracmarik	07 Shelby GT White
10	07 - Present Shelby GT350 / GT500	204 / Mike Wilkinson	08 GT500 Black	186 / Art Schrade	14 GT500 Ruby Red
				201 / Dave Hartline	14 GT500 Impact Blue
				117 / Stan Plecha	14 GT500 Conv. Ingot Silver
11	10 - Present Shelby GT500KR/SS/SE	182 / Dale Jerome	08 GT500 Super-Snake Black	136 / Jim Westfall	98 GT500KR Black
				245 / Michael Cameron	09 GT500 SE White
13	69 - 71 Boss Mustang	105 / Michael Andrews	70 Boss 302 Grabber Blue	203 / Scruphim Pullos	69 Boss 429 Black Jade
14	12 - 13 Boss Mustang	191 / Ken Luba	12 Boss 302 Kona Blue	194 / Orville Rigsby	13 Boss 302 SchoolbusYellow
		231 / Stephen Wieszczyk	13 Boss 302 Grabber Blue		
15	SVO, McLaren, Saleen, Roush	254 / Nate Levitte	05 Roush Blue	184 / Chuck Jamieson	89 Roush White
16	64 1/2 - 66 Mustang - All	145 / Rod Dotten	65 Fastback Root Beer	156 / Klaus Raddatz	65 GT Rangoon Red
				271 / Dan Frazier	65 Fastback Champagne Beige
				167 / Ron Maniaci	66 Coupe Light Blue
				192 / Lori Jamieson	66 Convertible Red



Tim Owens, Shelby & BOSS 302 Manager, brought a beautiful Yellow 2015 Mustang that drew a crowd.



Bonnie Shefferly announced 50 Door Prizes to commemorate the 50th Anniversary of the Mustang, consisting of 24"x39" Mustang Posters, sets of 8 Hero Cards and Mustang Lapel Pins.



Continued on next page



Left to Right: Registration Team, Stan Plecha, Ed Ludtke and Don Eichstaedt



Left to Right: Merchandise Team, Cathy White, Craig Shefferly and Trish Judson



Glenn and Sharon Madison loaned their Air-stream trailer for event headquarters

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
17	67-68 Mustang - All	202 / Dave Hartline	67 Fastback Brittany Blue	153 / Mike Stafiej	68 Fastback Blue
				174 / Mark Lupa	67 Convertible Diamond Blue
18	69-70 Mustang - All	138 / Rob Bakula	70 Grabber Grabber Blue	208 / Vito Campanaro	69 Mach1 Black
				173 / John Holmes	69 Mach1 Orange
19	71-73 Mustang - All	259 / David Burkeen	73 Coupe Red		
20	74-78 Mustang II & 71-77 Capri	168 / James Dominiak	78 Mustang II Black/black	102 / Bob Moore	78 King Cobra II Black
				264 / Dale Rabe	78 King Cobra II Silver/red
21	79-86 Mustang / Capri - All	212 / Michael Updike	85 Mustang LX Black	276 / Paul Bensette	86 Mustang Conv. Red
				249 / David Nuechterlein	85 Capri White/red
				193 / Rino Fabiilli	83 Mustang GT Red
22	87-93 Mustang Coupe	213 / Larry Strawman	93 Cobra R Red	286 / Jason Kellog	89 Mustang White
				239 / Craig Zygmunt	93 Mustang Red
23	87-93 Mustang Convertible	265 / Mike Rey	93 Mustang conv. Blue		
24	94-98 Mustang Coupe	235 / Alan Space	95 Mustang GT Blue	183 / Chuck Jaieson	94 Cobra Red
25	94-98 Mustang Convertible	129 / John Grabowski	98 Cobra conv. Chrome yellow		
26	99-04 Mustang Coupe	124 / John Splan	2004 Cobra Orange	244 / Raymond McCloud	2003 Cobra Silver
				243 / Lynette McCloud	2003 Cobra Silver
27	99-04 Mustang Convertible	209 / Kevin Murphy	03 Cobra conv. Black	253 / Stanley Kwolek	03 Cobra conv. Black
				106 / Valerie Perry	01 GT conv. Silver
28	05 - 09 Mustang Coupe	123 / Mike Torsell	06 Roush	196 / Richard Kocan	06 GT
				144 / Lange Ware	07 GT Silver
				187 / Dave Jones	05 GT Red
				162 / Gary Puchs	05 coupe Legend Lime
				140 / Tyler Richarson	05 coupe Legend Lime

Continued on next page

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
29	05 - 09 Mustang Convertible	165 / Ed Kasputis	07 GT conv. Vista Blue	127 / Jesse Riggs	06 GT conv. Black
				293 / Alan MacDonald	06 conv. Satin Silver
30	10 - Present Mustang Coupe	135 / Riemensneider Family	11 GT Candy Red	189 / Bre Wildfilly	11 coupe Red
				290 / Dick Gebstadt	11 GT/CS Red
31	10 - Present Mustang Convert.	261 / Rick Piesosny	10 convertible Torch Red		
32	12 - Present Focus ST & Fiesta ST	288 / Jordan Willis	03 Focus ST Orange	137 / Eric Penn	14 Fiesta ST Performance Blue
33	Up to 48 Car & 47 Truck	195 Jerry Souva	29 roadster pick-up Grey	275 / Gary Gumushian	35 pick-up Red
34	49 - 78 Ford / Mercury / Lincoln	130 / Hank Dawson	54 Crestline conv. Cadet Blue	281 / Dwight Kreuger	51 Mercury lead sled Purple
35	79 - Present Ford / Merc / Linc	151 / Klau Raddatz	97 Lincoln Mark VIII Toreador Red	225 / David Popovich	03 Marauder Black
				152 / Joe Kleynenberg	03 Crown Vic LX Sport Black
38	70 - Present Small Car	171 / Mick Stolarczyk	71 Comet GT Green	247 / Adam Delamielleure	71 Maverick Grabber Blue
				111 / Shawn Simpson	72 Maverick Grabber Green
				110 Tony Simpson	71 Maverick Burgandy Maroon
39	Falcon	199 / Alan Aniol	64 Falcon Red	156 / Larry Rappuhu	61 Falcon Red
40	Ranchero	163 / Al Potts	60 Ranchero Red	210 / Jerry Reeves	69 Ranchero Yellow
				282 / David Lau	64 Ranchero Blue
41	62 - 65 Fairlane / Comet	270 / Myron Krasicky	65 Comet Black	176 / Bill Crowell	65 Fairlane 500 Black
				154 / Paul Stafiej	64 Fairlane 500 Burgandy/white
42	66 - 67 Fairlane / Comet	157 / Bob Sinabiel	66 Cyclone conv. Yellow	242 / Jim Phillips	66 Fairlane Wimbelden White
				108 / Tom Pascoe	66 Fairlane Sahara Beige
43	68 - 71 Torino / Montego	215 / Butch McKina	69 Cyclone Red	214 / Dick Cash	70 Torino Cobra Burgandy
				280 / Chris Jones	70 Torino Cobra Yellow



Richard Teeple next to the sign he fabricated, indicating how far cities with famous race tracks are from Show 39



Show 39 Swap Meet Coordinator, John Yarema

Continued on next page



Tom Krcmarik with one of the Car Class Locator signs. Richard Teeple fabricated 50 base, post and sign holders. Tom created the locator signs for each car class. A Great team effort that improved the logistics of packing the show cars.



Tim Young, the developer of the battery powered PA system used to make announcements at the show.

Continued on next page

Class No	Class Description	1st Place Car number / entrant	Vehicle Description	Class Award Car number / entrant	Vehicle Description
44	72 - 76 Torino / Montego	188 / John Surgener	72 Gran Torino Sport Dark Blue	172 / Steve Randazzo	75 Starsky & Hutch Red/white
				218 / Doc Pepper	74 GranTorino Brough. Blue
45	67-73 Cougar	211 / Dan Burrows	70 Cougar Red		
46	55 - 57 Thunderbird	260 / Paul Coleman	57 T-bird Red		
47	58 - 73 Thunderbird				
48	74 - 97 Thunderbird / Cougar	118 / Thomas Mulligan	88 Turbo Coupe Red	278 / Mike McPhillips	74 Cougar Dark Blue
				126 / Mark LaPointe	91 Super Coupe Red
49	02 - 05 Thunderbird	268 / Ron Wahl	03 T-bird Grey	246 / David Millerick	02 T-bird Blue
50	49 - Present Truck	232 / Dan Diehl	48 F1 Red	109 / Bill McGlocklin	99 F150 Red
				175 / Tim Lupu	01 SVT Lightning Red
51	4x4 Truck - All	250 / Peter Pollock	53 F100 Panel White	285 / Tyler Kellerman	79 F250 Blue
				284 / Anthony Berti	85 Bronco Red
53	Replica and Kit Cobra	225 / Bill Barent	65 Cobra Blue/white	236 / Mark DeLuca	06 AC Cobra replica Blue/white
54	Foreign & Special Interest - All	207 / Bob Hass	55 Fairlane Red/white		
55	GT, GT40, Pantera & Mangusta	296 / Keith Batko	05 Ford GT Blue	119/ Vince Pugliese	06 Ford GT White
56	Tiger and Griffith	230 / John Logan	66 Tiger Red		
57	Pro-Street / Street Rods - All	238 / Greg Csernai	67 Mustang Blue		
58	Race Cars	161 /Mike Radonovich	00 Cobra R Red	251 / Mark Corich	69 Mustang IMSA Red

President's Corner (Continued)

(Continued from page 2)

There are also a number of other areas we can use help on, and we've solicited lesson learned input from the members and devoted most of the June meeting for that discussion. The Board of Directors will be meeting latter this summer to go over the input and their own ideas while it is still somewhat fresh, and develop a plan for next year. Hopefully, we can get an earlier start on activities for next year.

With a little help from you, our members, we can make already very good show even better! 2015 will be a key milestone for our event, as it will be the 40th annual Show & Go! We have one chance to get it right, so we count on you, the members, to make it a success.

Best of Show 39 Awards

Best Shelby

Car No. 141

Award sponsored by The Carroll Collection

Richard Nash - Red 1966 GT350 Convertible

Class 6

66-68 Shelby Conv.

Best Early Mustang

Car No. 145

Award sponsored by National Parts Depot

Rod Dotten - Dark Red 1965 Mustang Fastback

Class 16

64.5-66 Mustang

Best Fox Mustang

Car No. 294

Award sponsored by National Parts Depot

James Mayner - 1979 Mustang

Class 21

79-86 Mustang

Best Late Mustang

Car No. 124

Award sponsored by Mustang Racing Technologies

John Splan - Original 2004 Mustang

Class 26

99-04 Mustang

Best Ford

Car No. 195

Award sponsored by Total Performance

John Souva - 1929 Roadster

Class 33

Pre-48

Best Engine

Car No. 155

Award sponsored by Thomson Automotive

Terry Godzina - 1969 Mustang

Class 18

69-70 Mustang

Best Truck

Car No. 232

Award sponsored by National Parts Depot

Dan Diehl - 1948 Red F1

Class 50

48-up Truck

Best Paint

Car No. 156

Award sponsored by Ladd Road Collision

Larry Rappuhu - Red 1961 Falcon

Class 39

Falcon

Special Awards

Club Participation
Award sponsored by SAAC-MCR

MOCSEM (Mustang Club of Southeastern Michigan)
40+ participants

Kid Choice –
Best of Show
Award sponsored by SAAC-MCR

Nancy Riemenschneider; Blue 1968 Shelby GT500KR Convertible

Young Enthusiasts
Award
Award sponsored by SAAC-MCR

Anthony Berti; Red 1985 Bronco

SAAC-MCR Show 39 BEST OF SHOW



Left: BEST SHELBY; Rich Nash, Red 1966 Shelby GT350 Convertible



BEST EARLY MUSTANG: Rod Dotten, 1965 Fast-back



Below: BEST TRUCK; Dan Diehl, Red 1948 FI



BEST PAINT: Larry Rappuhu, Red 1961 Falcon

BEST KIDS CHOICE:
Blue 1968 Shelby GT500KR Convertible; Nancy Riemenschneider Family.
Left to Right: Ben (Grandson), Michael (Son-in-Law) and Julie Martin (Daughter), Nancy Riemenschneider, Mary Martin (Granddaughter) and Jack Frazer (Grandson)



Why Car Enthusiasts Do Open Track *by Neil deGrasse Tyson*

SPEED ISSUE . AUGUST 2014 . CARandDRIVER.COM /// 033
 "I WANNA GO FAST!" —RICKY BOBBY, TALLADEGA NIGHTS

“

YOU WANT SPEED? WE'VE GOT IT IN THE COSMOS.

On Earth, if you live in the midlatitudes, Earth's rotation is carrying you and the atmosphere you breathe sideways—due east—at about 800 mph. If you're an equator dweller, that speed is 1000 mph. Santa, on the North Pole, has no sideways motion at all. His cottage simply pirouettes once per day.

Problem is, our planet rotates so smoothly that you don't even feel it. What fun is that?

The rotating Earth also orbits the sun, in a nearly circular path, at about 67,000 mph. It moves so smoothly through space, you don't feel that, either. What fun is that?

The sun, with its formidable gravitational force, drags all its planets, moons, comets, and asteroids with it, in orbit around the center of the Milky Way galaxy, at a rate of about 450,000 mph. Which means Earth's planetary path, when traced through space, looks like a huge interstellar corkscrew. Another smooth, high-speed journey we don't feel.

On brief reflection, we all can report that the larger the vessel we ride, the less we notice its motion. Anybody who has flown the bulbously large Airbus A380—an airplane that resembles what an anaconda might look like after it swallowed a pig—would surely note how smooth the ride was, all while the plane went to 600 mph and back.

So what are we really after in this issue of the magazine? What do we really want to experience, even if only subliminally?

In fact, what we really seek are rapid changes in our speed. Those who recite the fast-lane mantra “I feel the need for speed” almost surely instead mean “I can't wait to accelerate.”

People who like the feel of going fast prefer a stiff suspension because it allows you to “feel the road,” which is driver's code for feeling all the abrupt disruptions to what would otherwise be a smooth and steady ride.

In the formal language of physics, we go a step further: Acceleration is not only a change in speed (up or down) but also a change in direction. That's why going around tight turns—especially banked turns—is vastly more fun than driving in a straight line. That's why the most-fun roller coasters are not the ones that go fast, but the ones that flip, twist, and turn you incessantly.

Practically any car sold in America can hit 100 mph. Plenty can even hit a top speed of 150. So if all you wanted were speed in this world, you could get it cheaply. But what you really want is to minimize the time it takes to go from zero to 60. You want the ability to change direction at high speeds while maintaining control of the vehicle. You want the ability to brake quickly. You want to drift the car sideways at high speeds, as advertisements of sporty vehicles are compelled to show on television. These performance features garner premium prices in any car line.

And they are all exhibitions of acceleration—legal in most places across the universe.



”

BY NEIL deGRASSE TYSON ///

/// ILLUSTRATION BY MARIUS ROOSEDAAL

. PORTRAIT BY KELLAN MORGAN

SPEED

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Other Contributions to SAAC-MCR Show 39

Classic Design Concepts	\$100 gift card
Blue Collar Performance	\$100 Cash
Mustang Racing Technologies	2 certificates for Mustang hood struts
Pasteiner's Auto Zone Hobbies	\$100 metal Cobra Championship sign
John Clor	BOSS Poster
Atchinson Ford	Gift Basket with free oil change
SAAC-MCR (Steve White)	Carroll Shelby-The Authorized Biography by Ramsey Mills
SAAC-MCR (Steve White)	Custom valve stem caps "GT" w/key chain installation tool
SAAC-MCR (Steve White)	Carroll Shelby-Autoweek tribute issue May 28, 2012
Butch Sharples	1/18 Cobra diecast (Kid's Choice Award)

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



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preservation, care,
history and
enjoyment of the
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and/or Ford Motor
Company

Monthly meeting,
first Thursday
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Royal Oak, MI
48073

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Technical Editor: John Logan

We're on the Web!

www.saac-mcr.net

2014 Events Calendar

August

- 13 SAAC-MCR Pre-Woodward Dream Cruise,**
Pasteiner's Auto Zone Hobbies, 33202 Woodward Ave.,
Birmingham, MI 48009
- 16 Woodward Dream Cruise**
- 17 MOCSEM Mustang Memories All Ford Car Show**
Ford Product Development Center, Dearborn, MI
www.mocsem.com

September

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

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3



**Events Director, Mark Kulwik, who coordinated
SAAC-MCR's biggest event, Show 39. See related
articles on pages 1 and 20.**

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

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