



# Shelby Life

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

Volume 40, Issue 1

January 2015

## President's Corner “Big Things in Store for 2015!”

by Steve White



2015 is shaping up to be a very special year for us. This year marks the 40<sup>th</sup> anniversary of the club, and with that the 40<sup>th</sup> Show & Go! We want to make Show 40 a really special event in honor of this milestone. A lot of ideas are still being formulated, to make it special for participants, spectators, vendors, swappers, and workers. We need to focus on this and really put a lot of effort into it, starting as soon as possible, and need everyone's help to volunteer to pull it off successfully. Be sure to heed Mark Kulwik's call for help! Now is the time to show your pride in SAAC-MCR!!

We also have high expectations for our track events this year, with some changes and refinements made at the end of last year. In response to our concerns

to the dwindling track participation, some opportunities have presented themselves to help us with the promotion and the associated up front work prior to the events, while keeping the things and personnel that makes the day of the events successful. We're confident that these changes will put our track events back on solid ground!

Another event that has become very popular and well established is the annual pre-Woodward Dream Cruise event, at Pastenier's Auto Zone the Wednesday before the official cruise. With club provided pizzas, and members bringing their own non-alcoholic drinks and chairs, plenty of bench racing and early cruiser watching occurs! This is an event

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## President's Corner *(Continued)*

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that all we have to do is announce the day and time and an overflow crowd shows up.

Another area where we have had intermittent success is Chili Challenges. Traditionally we would try to have two events per year – one in the late winter/early spring, and one in the fall. Typically the spring event would be rotating hosts and locations, based on volunteers. The fall has been hosted at Big Lake Norway in central Michigan by John and Trish Guyer every year, and includes a number of unique features. The Chili Challenges came about as part of Carroll Shelby's legacy of having big chili cook-offs, so what better event for a Shelby Club than to follow in his footsteps and have our own?! In the early days, the Chili Challenges were one of our better attended events. In recent times, we have had sporadic volunteers to host the parties, and sometimes were not able to hold one due to lack of sponsors. The fall challenge requires a bit of a drive, but John and Trish are gracious hosts and put a lot of effort into it. At its peak, we had 13 MCR couples, plus a near equal amount of John and Trish's neighbors. The most recent event only saw 3 MCR couples – including the hosts, plus a few neighbors. This has put future events in jeopardy. Why is there not a bigger turnout? Some don't want to make an overnight stay in a hotel, but it's possible to do a day trip if desired. Some of us look forward to the overnighter, as a brief getaway. You can read more about this year's event elsewhere in this issue. Suffice it to say, the chili challenges are in a precarious state.

Also in a precarious state, with similar conditions of rotating events and coordinators, are the spring and fall cruises. When we have them they seem to be great events, but it's hard to come up with different locations/routes/destinations and event coordinators, so sometimes we end up not having them.

So we are on solid footing with some of our events, with plans for improvement on others, with still others that are in a rocky situation. The question is, what will you do to help out? Big things are possible for this year!!!



**Recent successful SAAC-MCR Fall Cruise to visit the Gilmore Museum near Kalamazoo, Michigan**



**Many SAAC-MCR club members enjoyed the 2014 Pre-Woodward Avenue Dream Cruise at Pastenier's Auto Zone, the Wednesday before the official cruise.**

## **Membership Report** *by Rich Tweedle, Membership Director*



**SAAC-MCR Membership Status: We Have 110 Members as of 12//9/2014**

**New members since April issue: Ron & Jackie Willim, Greg & Barb Csernai rejoined, Ed & Jennifer Frank and Bob & Patty Russel.**

**TIME TO RENEW YOUR MEMBERSHIP**  
*(See Pages 11 & 12)*



## 2014 SAAC-MCR Fantasy Trans-Am Event

Text by Mike Nyberg and Photos by Lysle Basinger, Phil Jacobs and Rich Tweedle



**10 Fantasy Trans-Am participants standing next to their car parked in Le Mans style formation**

The October 5th SAAC-MCR Harvest Happening open track event included a Fantasy Trans-Am opportunity for early Pony cars. It was an opportunity for owners of the type of cars that road raced in the '60's and early '70's to participate in parade laps to create photos that looked like early Trans-Am races.

A couple of days after the event I received an e-mail from Mike Matune, the author of an article titled "Mustang A Born Winner" published in the October issue of *Vintage Racecar*. The article tries to answer the question of where and who was involved in the long and storied Mustang competition legacy after the car was introduced on April 17, 1964.

*"One of the first Mustangs to race after Ford introduced the car, raced at the Waterford Hills Road Racing Course. Annually, the season opener was Spring Sprints on Memorial Day weekend. That May 30, 1964 Bob Acton, a plumber from Livonia entered a Poppy Red Mustang "Notchback" with number 74, winning Sedan III. His collaborator in the effort was a Ford Credit employee by the name of Joe Bradley. Acton had a background in drag racing, but Bradley was able to convince him to try turning corners and they went road racing instead. The pair would continue competing through the beginning of 1965 at Waterford Hills and various Canadian venues with a couple of different Mustangs before acquiring a GT350." Joe Bradley's son was a guest speaker at the SAAC-MCR October 10, 2010 monthly meeting and told about the historically significant Mustang.*

I thought it was a coincidence that our Fantasy Trans-Am event occurred within a couple of days of receiving an article about how Wa-

*(Continued on page 4)*



**Mike Kidd with his 1970 Blue Firebird. Moves well with a bored and stroked 478CID Pontiac engine, CNC Ported Edelbrock heads, Holley 950 CFM carb and 3.42 gear, producing 630 hp on pump gas with best ET 11.03 @ 123. Mike was instrumental in helping to make the 2014 SAAC-MCR Fantasy Trans-Am event a success. He prepared the flyer that was used to promote the event.**



## Fantasy Trans-Am

(Continued)

(Continued from page 3)

terford Hills Race Course played a very early role in Mustang road racing competition.

Ten early Pony cars participated in the Fantasy Trans-Am parade laps. Eight Mustangs and two Pontiac Firebirds driven by eight SAAC-MCR members and two non-members.

We had all ten cars parked in Le Mans angle parking formation. Each driver stood by their car for photographs. We then went out onto the track for the parade laps.

Darius Rudis, the SAAC-MCR Open Track Event Coordinator, orchestrated various formations for each lap for different photo opportunities. The object was to obtain photos that looked like we were road racing.

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**Right: William Kidwell next to his 1966 Shelby GT350. William's dad, Joe, purchased the original GT350 in 1982. William started the restoration with the body work at age 16. His dad installed the restored drivetrain in 2002. William finished the restoration just in time for the first public appearances, at the 2012 SAAC-MCR Show & GO37.**



**Shaun Burgess standing next to his modified 1970 Blue Mustang Sportroof. The '70 uses his front coilover, rear 3-Link coilover suspension, front/rear disc brakes. It has a 450hp/450ft-lb 393 Cleveland built by Barry at Survival Motorsports, 4spd and 9" rear. 18x9 front and 18x10 rear wheels on stock sheet metal.**

Shaun designs, manufactures and sells all the chassis, suspension and brakes systems you need to improve the performance of your early Mustang on the street or track. Visit his website at: [www.streetortrack.com](http://www.streetortrack.com)

**Right: John Yarema with his helmet on the roof of his 1965 GT350 Replica. John has made many modifications to stiffen the chassis. Added disc**



**brakes and Shelby suspension improvements. John rebuilt and installed a '94 E150 302 CID engine, a World Class T-5 transmission and 9" 3:50 ratio rear axle.**

**Ten early Pony cars participated in the Fantasy Trans-Am parade laps. Eight Mustangs and two Pontiac Firebirds...**



# Fantasy Trans-Am

(Continued)



**Barry Levey** keeping his neck warm standing next to his Red 1966 Fastback. He recently installed a 427 CID engine, consisting of Dart block, with all forged internals, dyno'd at 600+ hp at 6,400rpm and 570+lbs-ft of torque at 5,100rpm.



**Jeffery Reimus** leaning on the roof of his 1969 Firebird. The engine is a OHC-6 cylinder 4bbl, stroked to a displacement of 301 CID, Dyno'd at 330hp at 4,800rpm, and 428 ft-lb of torque at 2,800 rpm.

**Right:** Gibson Nichols ready to jump into his 1966 Silver Blue Mustang coupe. Gibson converted this original 6 cylinder car into an attractive V8 GT Mustang by modifying the powertrain, suspensions and brakes, as well as many interior and exterior enhancements. The 1986 302CID Ford V8 produces 210rwhp and 249rwhp torque.



**Right:** The author with his 1970 Mustang BOSS 302 decorated with the 1970 Trans-Am sponsor decals.



Jeffery's engine compartment is not the typical Firebird variety. I like the fluting (architectural term) in the top center of the valve cover. It reminds me of the Strato Streak dual hood moldings in a 1955 Pontiac hood.



## Fantasy Trans-Am (Continued)

(Continued from page 4)

All the Fantasy Trans-Am parade laps with the photo session were during the lunch break. Once the lunch break was over the early Pony cars were allowed a 15 minute hot laps session for those who wanted to participate.

(Continued on page 7)



Oscar Madison leaning against his Black stock 1965 Fastback with the original 271hp hi-po engine and 3.89 rear gear. He has added a 5spd, Shelby hood, fog lights, and front disc brake conversion.

Left: Jerry Ostalecki beside his Paxton super-charged Green 1966 Shelby GT350 Tribute. It has a 347 stroker motor with Trick Flow heads, in addition to the Paxton. It also has a 5 speed trans and 3:89 Traction Lok rear. The car has several suspension and some chassis modifications.



Left: Darius Rudis orchestrating the formations for the Fantasy Trans-Am photos

Below: All ten 2014 SAAC-MCR Fantasy Trans-Am participants posing for a photograph at the start/finish line





## Fantasy Trans-Am *(Continued)*

*(Continued from page 6)*

Four cars participated. One did not finish due to a broken fan belt. The other three had fun pretending they were in a Trans-Am race.

We are hoping we can find some local road racers that raced at Waterford Hills to participate next year. Until then, if you have an early Pony car, get it ready to participate in the 2015 Fantasy Trans-Am event.



**Let the fun begin with everyone heading toward Hill Top Turn.**



**Above: Eight of the ten Fantasy Trans-Am participants exiting Hilltop Turn into the Pelton Bend tightly grouped together.**



**Left: A few laps later the participants start to spread out**

**Right: Several lead changes have occurred in the later laps**



## 2014 Fall Colour Tour and Chili Challenge

*Text by Steve White and Photos by Rich Tweedle*



If it is the second weekend in October, then it must be time for the annual trek up to Big Lake Norway in Lake, Michigan to John and Trish's Autodrome for chili, friendship and good times! The weather was perfect for a fall Saturday morning drive up to central Michigan. Sandy and Rich Tweedle met yours truly and my much better half Cathy at the Big Boy's at M59 and US 23 for breakfast to get us started. With sustenance for the journey, we embarked westward on M59 to I96 headed towards Lansing. With MSU football playing an away game, we did not have the potential traffic jam this route can bring at that time of year. Northward on US127, we stopped near St. John's, at Big John's apple orchard and cider mill to stock up on the usual goodies (are you starting to see the trend for these events = food?).

In addition to chili, the appetizers and desserts were great! After eating, voting for a winner on the chili, and socializing, it was time for the accompanying activities. There was a tour of the ever growing Autodrome Collection, now totaling four Shelybys' and Cobras, along with a very special gas pump painted in LeMans winning GT40 colors, that has an interesting history posted on the side of it with an inset picture of the cars that inspired the design. Also on display is the best use of tap lights with a '67 Shelby inboard fog light grille, as well as many pieces of memorabilia on the walls – worth the trip by itself! After a short time to digest the food, we made our way to the lake for the traditional pontoon boat tour of Big Lake Norway, with narration by the locals for us guests. For those wanting to partake, the evening ends with a bonfire & more tall tales.

For anyone who's never made the trip, the yearly Shelby Life articles just don't do them justice – no matter how good the author and photographer are! Everyone needs to make the trip at least once, and usually multiple times. For those that don't want to stay overnight, its

*(Continued on page 9)*

**What would a colour tour be without colors? You will need to use your imagination if you have a black and white copy of the newsletter.**



**Right: Our host, John Guyer, takes the chili oath.**



**Above: Light turnout—plenty of room for many more guests.**



## 2014 Fall Colour Tour and Chili Challenge *(Continued)*

*(Continued from page 8)*

close enough you can make it as a day trip, but some of us like the excuse to get away for a sleepover at nearby hotels with our life partner. Unfortunately, turnout has been dwindling, to the point that our hosts have announced their intentions not to continue on in the future, which is a big loss, but understandable due to the effort & expense they put into planning, only to have a light turnout. If we want this to continue, we need more upfront commitment to try to convince our hosts to renege on their decision. There are opportunities to add other features on the trip, such as a stop at Northwood University in Midland for the world's largest outdoor new car auto show, which is often on the same weekend as our event. So what say ye?

### Dort's Chili Recipe

1 1/2 pound of ground chuck  
1 medium onion, diced  
Salt & Pepper to taste  
2 cans Brooks Chili Beans, Hot  
1 can Brooks Chili Beans, Mild  
1 can red kidney beans  
1 quart tomatoes (home canned) blended in the blender until no chunks remain  
1 to 2 tablespoons sugar (to taste)  
14 ounces spaghetti sauce  
1/2 pint salsa (home canned)

Brown meat with onion, season with salt and pepper.

Add all other ingredients, simmer for at least 1/2 hour.



**Two banks of chili crock pots. One bank with odd numbered pots and the other with even numbered pots. The numbers conceal the identity of the chili challengers.**



**There was a tour of the ever growing Autodrome Collection, now totaling four Shelby's and Cobras, along with a very special gas pump painted in LeMans winning GT40 colors, that has an interesting history posted on the side of it with an inset picture of the cars that inspired the design.**



**Right: And the winner is: Dorothy Burdo. Hostess, Trish Judson is in the background.**



**Yeah, it may have been a bit "chilli" on the boat tour, but it was fun!**

# Audrey Zavodsky's Outstanding 2014 Spec Iron Racing Record

by Mike Nyberg

The culmination of Audrey's 2014 season with Poe racing was a record 23 first place finishes in 23 races. The team car was a 2010 Mustang GT built to the National Auto Sports Association Spec Iron specs. While everyone is always looking for one magic thing that is going to make the difference in a race car, it's never one thing, but a bunch of little things happening just a hair differently to yield a totally different and winning outcome.

Dr. Audrey went out and won her first race of the season. "It is always great to win that first race" she said. "You're not focused on the record; you're just trying to win the next race." "But then: four, five, six, seven, and all of a sudden, you're like, wow, this is crazy." Mark Donohue, one of the best drivers ever in road racing won eight races in a row. "When I reached eight I had matched one of my favorite drivers." Dr. Audrey continued to win until she reached another milestone set by Tommy Kendall. He won 11 races in a row driving a Roush prepared Mustang. She not only won her eleventh race, she continued to keep the pedal to the metal and win. Dr. Audrey finished the 2014 season undefeated. It wasn't easy along the way. She was at the Autobahn in Illinois when her Mustang was T-Boned with such force that it sent her spinning onto the grass. She kept the motor running and returned to the course and finished with a win. The car looked like it belonged in the auto repair shop but it ran extremely well.

The 23 wins resulted in the Mid West and Great Lakes Championships. Dr. Audrey said, "It was a great season and I cannot credit my mechanic enough as he made the changes to the car that made it a great car to drive. Steve Poe worked exceptionally hard to keep my car running. An example of this was at the Mid-Ohio race track when I had an incident during a warm up lap that ruined the rear axle. We had roughly one hour and half to change the axle so that I could go out and qualify. Steve removed the damaged rear axle and replaced it just as the grid was leaving to go on the track. What was equally amazing is how the other drivers and crews came over to help with the repair." "I credit all of those race crews along with Steve for putting out the extra effort to get me back on the track." "Without them the winning streak would have come to a halt." Dr. Audrey forgot to mention that the front suspension was also damaged and required repairs. After the race, Steve said that he was "amazed" at how well Dr. Audrey drove the car given the dimensional changes and that it held together. "Well, I guess that a Mustang is a very good car."

It was a great season as it all came together. "I have to credit God for giving me all of the ingredients to be a competitive racer and for keeping me safe on the race track."



**Dr. Audrey Zavodsky celebrating winning the 2014 Mid West and Great Lakes Championship.**



**Audrey won the 2014 Mid West and Great Lakes Championship in this 2010 Mustang GT built to the National Auto Sports Association Spec Iron specs.**





# **Time to Renew Your Membership**

**Club memberships expire on January 1<sup>st</sup>**

**An application form is on the reverse side of this page**

**Dues are \$25 per year**

**Please fill out form and  
send it and your check to:**

**SAAC-MCR**

**35334 Griswald**

**Clinton Twp., MI 48035-2619**



## SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION MEMBERSHIP APPLICATION

Annual Dues \$25

NEW \_\_\_\_\_ RENEWAL \_\_\_\_\_ DATE \_\_\_\_\_

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Children (Ages) \_\_\_\_\_

Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Phone: Home \_\_\_\_\_ Work \_\_\_\_\_ Cell \_\_\_\_\_

Email Address \_\_\_\_\_

VEHICLES			CONDITION
Type	Year	Color	(restoration, fair, good, excellent, show, original)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

What are your interests?

☐ Autocross    ☐ Drag Racing    ☐ Car Shows    ☐ Open Track  
☐ Rallies    ☐ Swap Meets    ☐ Tech Seminars    ☐ Vintage Racing  
☐ Social Events    Other \_\_\_\_\_

Which club activities are you willing to help with?

☐ Newsletter Articles    ☐ Planning & Organizing Events    ☐ Work Events  
☐ Other (Describe) \_\_\_\_\_

Would you like your contact information made available to other members for the purpose of member-to-member communication?    Yes ☐    No ☐

If Yes, you also agree that Member contact information is kept strictly confidential and only used for the expressed intentions as stated above.

Please make checks payable to:

Mail to:

SAAC-MCR  
 35334 Griswald  
 Clinton Twp., MI 48035-2619  
 Attn: Rich Tweedle



# 33rd Annual SAAC-MCR

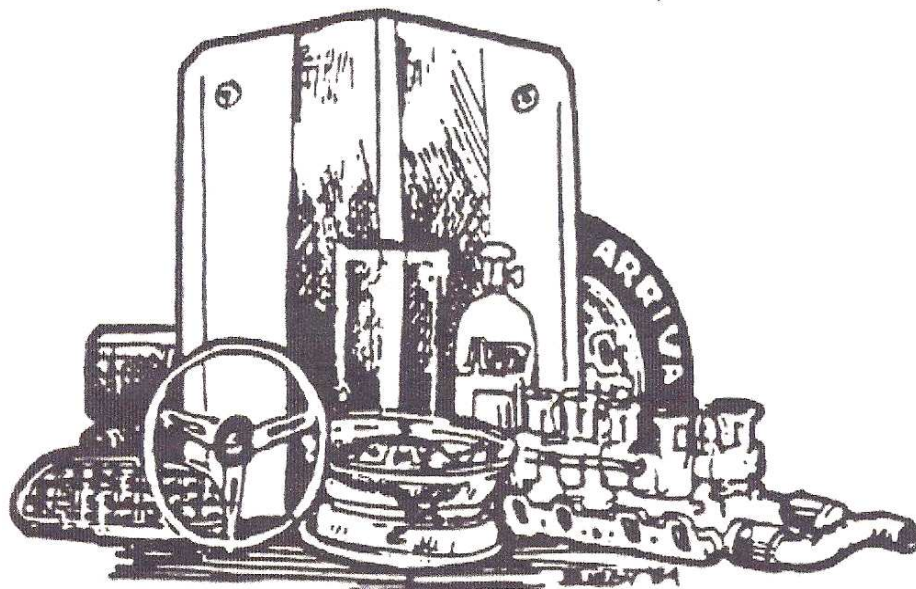
Indoor Winter Swap Meet at Gorno Ford

22025 Allen Road Woodhaven, MI 48183

FORD PERFORMANCE PARTS, LITERATURE, COLLECTABLES, ETC.

**SUNDAY – March 2, 2014**

**8am to 2pm**  
OPEN TO THE PUBLIC



**GENERAL  
ADMISSION \$3**

**SWAP MEET WILL BE HELD SNOW or SHINE**

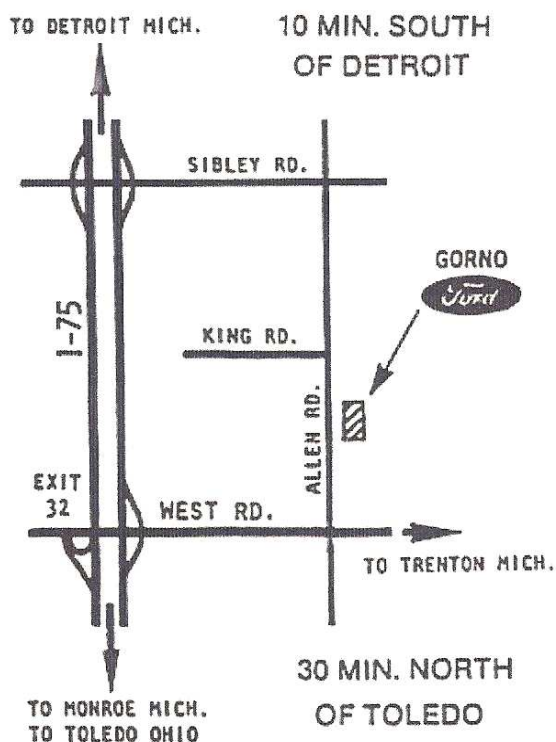
## ADMISSION

Browsers ..... \$ 3  
Vendors ..... \$20  
(10x10 swap spaces)

Advance Vendor Space  
Available

To register contact:  
John Yarema  
**586-596-2105**

For additional  
information and  
announcements  
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[www.saac-mcr.com](http://www.saac-mcr.com)



# How to Change a Clutch Without the Proper Tools

by John Yarema



The Subject is a 1964.5 Mustang 260 V8 Convertible with a 3 speed transmission, you may have something similar.

**Problem :** Clutch chatters. **Step one:** inspect car for something obvious. This car sleeps on the upper bunk of the lift in a home garage making it easy to inspect. Remove inspection cover and look inside to find large chunks of clutch material! Yep! It's bad! Pull drive shaft, leak oil, drain oil, clean up mess!. Remove trans cross member and unbolt from trans mount, remove speedo cable, wipe gear lube from forehead. Remove 2 bolts from shifter handle. Remove 4 bolts from trans to bellhousing, not easy since they are Locktited in place. Use 2 or 3 different 5/8 wrenches and many combo's of sockets. Once it's broken loose try and turn it with your finger, Then try a wrench then try fingers, finally 1 bolt is removed move on to the next. All 4 bolts out pull trans back to find trans mount hits exhaust H pipe. Remove trans mount.

At this point car owner comes in and asks if we need any special tools? Nah! Pull the trans back so the input shaft is out of the bellhousing and drop the front down and forward clearing the bellhousing. Do NOT DROP! Pick up the trans and put it on the bench.

Go back and remove 5 bellhousing bolts, once again, the bolts are Locktited, use every wrench you have! DON'T GIVE UP! Remove spring from clutch fork! DO NOT DROP BELLhousing OR YOU WILL DISCOVER WHY THEY CALL IT THAT! Remove 6 bolts from clutch pressure plate, (this is heavy BE PREPARED!) Remove 6 bolts from flywheel with impact wrench (you know if you use a ratchet you will just turn the motor over) why didn't I use that sooner. Spend a split second wondering why the pilot bearing was loose and fell out.

Getting the clutch rebuilt is another story. It was ready in the late afternoon the next day. Back to putting the car back together.

Wash starter plate and bellhousing. Install starter plate and flywheel in that order. Locktite bolts and secure with torque wrench. Install new pilot bushing, install clutch disk and pressure plate. Locktite on 5 bolts. Look under everything to find last bolt, it will be in the last place you look. Install bellhousing and 5 bolts (this is an early car) use Locktite. Lower lift 3 inches to reach top bolts.

Take a few moments to wash trans and change front seal. Grab slightly wet trans and carry it under car. Put tail of trans over H pipe and push back until you can get input shaft in bell hole before realizing you NEED a break. Oh by the way did I mention the clutch fork and throw out bearing need to be installed by this point? Well it does and the shift fork should be installed before you tighten the bellhousing.

Here is where you realize you are not strong enough to hold the CAST IRON trans with 1 hand and align the throw out bearing with the other. You remember telling the owner you don't need special tools like a trans jack! Only thing available is a towel, that's it! I am a stubborn person and a lack of proper tools won't stop me from getting the job done!. Raise the lift to the point where your head just clears, Fold the towel in 4 parts and place it on top of your head. Now this is important! Balance the transmission on top of your head as you use your hands to both balance the trans and find the center of the throw out bearing with the input shaft, you should get this in the first 10 minutes or so but it might take you several tries. Remember you might need to rotate the trans a few degrees to get the spline lined up. Once you can move it forward put a bolt in it your done. Rest.

Put the 4 bolts back in the trans. Can't get them in? Try your fingers. Block up the rear of the trans with 2x4s over the H pipe. Try the bolts again. Try all your wrenches! Lower lift a few inches, reach both arms around trans to top tighten bolts with wrench up over top. Lower bolts are a snap.

Put trans mount on, put 2 bolts on shifter handle, install speedo cable, THEN install trans cross member! Attach park brake cable. Install drive shaft, Don't forget to grease! FILL TRANS WITH OIL!

Lower lift, try shifter! Shifter will not move! Trans is locked in 2 gears!!! Raise lift move rear shift rod try again! All is well, go for a drive! 24 hours later the top of head will still hurt some. If pain persists, see your doctor!



## SAAC-MCR Show 39 Sponsors



**National Parts Depot** sponsored the Best of Show Early Model Mustang, Best of Show Fox Body Mustang '70-'93 AND the Best of Show Truck Awards.

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

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Sponsored the Best of Show Ford Award.

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### THE CARROLL COLLECTION

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1049 Rig Street, Walled Lake, MI 48390

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

Newsletter Editor: Mike Nyberg  
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Technical Editor: John Logan

**We're on the Web!**

**www.saac-mcr.net**

## 2015 Events Calendar

### January

- 8 **SAAC-MCR Monthly Meeting.** 7:00 PM at  
Pasquale's, 31555 Woodward Ave.,  
Royal Oak, MI 48073
- 24 **SAAC-MCR Holiday Party.** GR Auto Gallery,  
29165 Wall Street, Wixom, MI 48393

### February

- 5 **SAAC-MCR Monthly Meeting.** 7:00 PM at  
Pasquale's, 31555 Woodward Ave.,  
Royal Oak, MI 48073

### March

- 1 **SAAC-MCR Winter Swap Meet.** 8:00 AM to  
2:00 PM; Gorno Ford, 22025 Allen Road, Woodhaven,  
MI 40183
- 5 **SAAC-MCR Monthly Meeting.** 7:00 PM at  
Pasquale's, 31555 Woodward Ave.,  
Royal Oak, MI 48073

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3



### 2014 Color Tour and Chili Challenge Experience

**MCR members enjoying desserts in Craig Shefferly's honor. Craig always makes a beeline to the dessert table, even before sampling the chilies. Sad faces are due to missing Craig's (and Bonnie's!) attendance at this year's event! (See related article on Page 8)**

## 2015 Event Calendar *(Continued)*

### April

- 2 **SAAC-MCR Monthly Meeting.** 7:00 PM at  
Pasquale's, 31555 Woodward Ave.,  
Royal Oak, MI 48073

### May

- 31 **SAAC-MCR Show 40.** Ford World Headquarter,  
Dearborn, MI

### June

- 1 **SAAC-MCR GO Open Track Event.**  
Waterford Hills Race Course, Clarkston, MI

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

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