

President's Corner

“From the (blue) oval office: The President & First Lady”

by Steve & Cathy White



Conversation, Camaraderie, and Cars

Our 40th anniversary as a club is rapidly accelerating into the peak enthusiast season. From the beginnings in 1975 when club founder Jeff Burgy launched the club, to present day, 40 years of achievement is something very few clubs ever achieve. Our Show & GO event actually predates the first SAAC National convention! It is also arguably the first organized regional event in the country (Jim Wicks had an informal picnic in Oklahoma shortly before our event, that wasn't an organized event for years later, but is now a major calendar event in the Shelby world).

We've already kicked off the year with our annual Holiday Party in January at GR Auto Gallery. At our February meeting, John Clor from the new Ford Performance group shared the dynamics of the

new organization that is still unfolding, and the role the Enthusiast Outreach program has within Ford. March was our own mid-winter classic, the winter swap meet at Gorno Ford, that you can read about elsewhere in this issue. We're still looking for a host for our spring chili challenge in April, and then later John Yarema is planning another outstanding spring cruise.

Before you know it, it will be time for Show and Go 40. This is where we need your help. We want to step up our game in honor of this special milestone, so we need lots of volunteers to help make it happen. There are lots of benefits in recognition for members that do help, so volunteer plentiful and soon! Lots of work to be done before the

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President's Corner *(Continued)*

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event, not just the day of, to make it a success. We are still in the early planning phases, but we have plans for special 40th giveaways, and with this also being the year a new GT350 comes out - 50 years after the original historical launch, we hope to have some VERY special surprises! I can't wait to show the world what we can do!!

The Prez

COME ONE COME ALL TO **THE GREATEST SHOW OF** **THE YEAR**

This is for all the ladies of our SAAC-MCR family. Come out and help us put on a great 40th anniversary car show. We had the first official SAAC car show in the history of our country. We need all the help and able bodied people as possible. The more we have the more everyone can enjoy the show. Some of our workers have in the past done so many different jobs, they were too exhausted to even check out the cars. Come support your guys with something they love and spend some time together. It's a lot of fun! Look at the list of what is needed and sign up. There are also numerous jobs to be done on the day of the show, but sign up and do what you want. Organization is key to putting on a great show and we need help getting it together. You know us ladies can talk all day and the time goes really quickly!

The benefits are great! Free lunch at the show and dinner afterwards at a Mexican restaurant at the club's expense. They have great food and the best coleslaw I have ever eaten. Your guy might even say thank you and give you a hug (hint, guys, hint). Bring a hat and sunscreen and a lounge chair if you want and enjoy the day with us, helping us make this show the best we've ever had!!!

The First Lady

Membership Report *by Rich Tweedle, Membership Director*



SAAC-MCR Membership Status: **87 members as of 3/16/15**

New members since January issue: **Robert & Mary Ostalecki**

SAAC-MCR 2015 Holiday Party

by Rich Tweedle



GRautogallery collection in the background and the tables for SAAC-MCR members and guests in the foreground.

This year's holiday Party was held at GRautogallery in Wixom. GRautogallery has three Michigan locations where they sell vehicles on consignment and have a large inventory of collectible cars of all makes and models. Adam and his people were very nice and made sure that our banquet area was surrounded by Shelys and Mustangs, with a lone Ferrari sticking its nose in.

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Eating hors d'oeuvres before the buffet dinner. Left to Right: Sandy Tweedle, Cathy & Steve White, and Sandy & John Yarema



Nancy and Lou Ratsos sharing the buffet dinner



Trish Judson & John Guyer seated near a Shelby GT500. It may remind them of their GT500KR Convertible.

SAAC-MCR Holiday Party (Continued)

(Continued from page 3)

Mr. Doug Carroll played guitar and sang during the social hour and after dinner. Dinner was catered by C.A.Y.A. of Walled Lake and served three meats along with vegetables, potatoes and salads with a choice of desserts following. Soft drinks were also offered. A cash bar was provided for drinks with a bit more oomph. Dinner was very delicious.

After dinner "Spin Out", an Elvis Presley movie, was played for our enjoyment and pursuit of trivia caused by certain scenes and aspects of the movie. On display for our perusal were a number of Shelys, both vintage and newer models, a

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Not sure why some people have their hand clasped together. Left to Right: Lori Ludtke, Darius Rudis, Gibson Nichols, Lisa Benedict, her husband and brother.



Enjoying the buffet dinner. Left to Right: Stan & Judy Plecha, Richard Teeple, Jerry Ostalecki and Tim Young



Judy & Amy Kulwik (extreme Left) are aware a picture is being taken, the rest of the group are not (Left to Right) Gay Fromme, Wanda Rose, Dale Rabe, Bud Koss and Bud's son, Tim Koss.



Everyone is busy eating except Lee Swonder , at the right. Left to Right: Craig & Bonnie Shefferly and Sandy Swonder



Lou Ratsos explaining the engine compartment features of the Cobra Replica to Judy Kulwik

SAAC-MCR Holiday Party *Continued)*

(Continued from page 4)

Superformance Cobra, the '63 Fairlane B/FX drag car of Bill Humphrey, a '93 SVT Cobra R along with some hot rods, customs and stock, restored brand X's.

It was another fine evening of fellowship and a great payback for those who volunteered to work events though the previous year.



We are lost, how do we get out of here? Lost souls from Left to Right: John Logan, John Yarema and Richard Teeple



People relaxing after dinner and enjoying "Spin Out", an Elvis Presley movie



SAAC-MCR Holiday Party guests being served at the buffet table



Significant Shelby in the GRautogallery collection. This 1967 Shelby GT500, VIN 67400F4A00231, often referred to as the "earliest documented Shelby" is one of the only recognizable Shelby's photographed while under construction at the Shelby American facility located at the Los Angeles airport.

The car was shipped to Eger Motors, Inc. in Pittsburgh, Pennsylvania in March of 1967. The original 355 hp 428 CI engine was removed and a 1967 427 CI Side-Oiler engine was installed. This dealer installed 550 hp engine remains in the car today. The 427 Side-Oiler engine is the same engine that powered the '60's NASCAR Ford and the GT40's that won at Le Mans during this era.

SAAC-MCR 2015 Winter Swap Meet

Text by Mike Nyberg, Photos by John Yarema

The annual SAAC-MCR Winter Swap Meet was held on March 1, 2015 at Gorno Ford Dealership in Woodhaven, Michigan. Vendors began setting up at 7:00 am and the doors opened to the public at 8:00am.

A great deal of effort was made to advertise the event to both vendors (who wanted to sell stuff) and swappers (who wanted to buy stuff).

Preparation at the dealership began Friday evening when Gorno Ford personnel did fabulous job of clearing and cleaning the Write-Up Area and Repair Bays for the event.

The SAAC-MCR Winter Swap Meet organizer, John Yarema, was assisted by Rich Tweedle and Tom Krcmarik on Saturday to get ready for the vendors.

Approximately 250 shoppers came in looking for

hard to find parts and bargains. Many of the 16 vendors had parts shoppers were looking for.

John Yarema had many club members help manage the swap meet on Sunday. Rich Tweedle and Tom Krcmarik were back on Sunday. Tom finished the day by returning the club trailer to the storage location.

Greg Csernai was there all day with his son. Criag stores the club trailer for the club at no cost. Thanks Greg for the generous support.

Others who helped included; Phil Jacobs, Bud Koss, Randy Betki, Mike Pikelis, Craig Shefferly and Richard Teeple. Jerry Ostalecki brought his brother Bob and a friend Tom Moore to help.

We want to give Gorno Ford a big THANK YOU for providing such a clean and warm facility to have the SAAC-MCR Winter Swap Meet.



Phil Jacobs collecting entrance fees and greeting guests with a big smile



Randy Betki trying to figure out where this money goes



Left to Right: Gorno Ford onsite coordinator, Ryan and Bud Koss in the Command Center



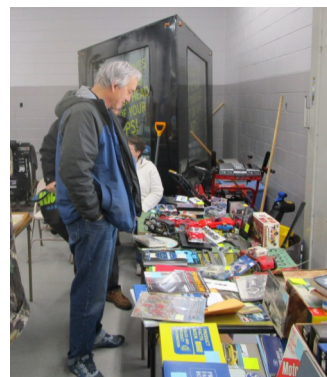
Craig Shefferly, who me, I didn't do anything wrong



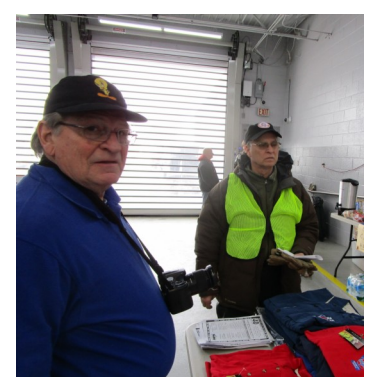
Jerry Ostalecki keeping his hands warm



Stan Plecha, it is a tough job, but someone has to do it.



Gibson Nichols taking time out to look at some interesting stuff.



Left to Right: Rich Tweedle and Richard Teeple, confused yet?

Sunday Drive

by Steve White

The 2014 Harvest Happening on October 6th was our last track event of the year, so it had to be a memorable one to get us through the anticipated forthcoming bitter Michigan winter. I can admit it was most definitely memorable for me! The weather was good for track time, and during the first two sessions in the morning the car ran well, and I was having a good time. You know where this is leading...

The purpose of this article is to save others from my outcome by imparting knowledge to others that I never knew of before, but learned via the school of hard knocks, to save others from my outcome - or worse!

During the lunch break, I drove down to McDonald's for a healthier salad. Driving through the paddock and out of the track grounds on to Waterford Road and down Pelton to Sashabaw, the brakes felt as good as they always do. Coming up to the stop sign at the end of Pelton, the brakes made a THUMP - THUMP - THUMP! I assumed it was warped rotors, but the timing was odd, and it was the worst warped rotors I ever felt - if that was what it was (it wasn't!). Letting off, and then back on the brakes, the thumping went away and back again, confirming it was a brake issue. Every subsequent brake application to my destination netted that same nasty heavy thumping action. Once I arrived at Mickey D's, I did a walk around and I looked at each brake - running Cobra R style rims gives a good view with plenty of open space between the spokes. Nothing looked out of the ordinary, at least on the rotor outer face which was naturally all I could see. After lunch, the brakes had cooled enough I could touch them safely, and use my finger as a feeler gauge to check pad thickness. All was good.

I had thought about skipping lunch, heading home and swapping rotors, as I had a brand new set of the exact same rotors. I live close enough that I could probably replace them, miss the 3rd session, but make it back for the final session and confirm issue resolution. However, I decided I'd just see how it goes and if it got worse, I'd call it off. Bad decision! On the out lap, it didn't seem as bad. With the higher speed, the thumping was at a higher frequency and seemed less intense, more like a regular rotor warp feel/sound. As I headed down the back stretch, at about 90MPH, I reached the 300' corner marker, blipped the throttle, downshifted from 4th to 3rd and in about 30' I heard and felt a big BANG! I knew either a rotor exploded, or I lost a tire. Either way it wasn't good and I knew enough not to try to make the corner. I just arched it as wide as I could and eased off the track, avoiding going so wide I'd run into the sand trap. I was fortunate enough to bring it to a safe stop.

While surveying the damage, I spied the left front rotor in the most peculiar position - 90 degrees from the normal vertical plane! The braking face of the rotor broke away from the hub



The Sunday drive ended in the grass at the exit of Archer's Corner (Turn 6) of the Waterford Hills Road Racing Course.

face of the rotor and was wedged between the wheel and the strut, locking the wheel from rotating. The tire was flat, from what I assumed was flat spotting due to the locked wheel. As it turned out all the shrapnel flying around punctured the inner face of the wheel causing instant deflation. The rotor face broke into three parts, one roughly half the circumference of the rotor that wedged between the strut and wheel, and two quarter pieces - one of which stayed between the pads. It was fortunate that I was braking the entire time, otherwise the caliper pistons would have been pushed out of the caliper and cause a complete hydraulic failure. I would have lost braking action on the other three wheels and that would have prevented my ability to bring the car to a safe stop. Part chunks were strewn all over the corner!

So what happened?

Researching brake failures, with the help of Darius Rudis, the failure appears to be a two-stage affair. The first stage is creation of radial cracks, common on rotors that are run hard. Running with the radial cracks until there is a difference in alignment of the height on each side of the crack, allows the rotor to hang up on the pads or caliper. When this happens, a very detectable thump is apparent during braking. Eventually, and it's a short eventuality, the rotor braking surface breaks from the rotor at the hub area. The rotor face usually breaks into sections. Note how this describes my failure.

What causes this failure? Generally it appears to be caused by rapid heat build-up when running hard on the first or second lap. It may also be amplified by sticky tires, bumpiness of the track and heavy cars.

In my case, I used cryogenically treated rotors, which should be more durable. I had already performed a good bed in process, and had run the pads and rotors on two prior events. The pads were a new but reputable brand (Raybestos). I had pulled the wheels off the day before the fateful event to

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Sunday Drive *(Continued)*

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check their condition, and the rotors and pads were wearing fantastically well compared to others I've used that would wear out in 1-1½ track days. They were working well the two morning sessions. It was also a LF failure, and no passengers, so those similarities with other failures didn't align.

Only possibility is, I might have gone out hot right from lap one on the second session. However, no warning signs appeared on initial street driving after a cool down period after that session. So everything doesn't quite line up with what caused the failure, but the key and reason for this article is to note the warning sign and how to react (quickly!).

If you experience a heavy thumping sound and feel – stronger than a “warped” rotor, **STOP TRACK DRIVING IMMEDIATELY!** Get the car safely back home as soon as you can, and check and replace the rotors. In all my years of track driving, reading articles on performance brakes,

and coordinating and participating in a high performance brake tech seminar, this failure never came up.

I hope this article will save someone else from some major parts damage – or worse!



Hey, what's that rotor doing there?



Brake shrapnel wheel puncture.



Finally made it to safe stop!



Skid marks start at ~275' mark.

If you experience a heavy thumping sound and feel – stronger than a “warped” rotor, STOP TRACK DRIVING IMMEDIATELY!

Sunday Drive (Continued)



Brake duct damage, and rotor hub.



"Slightly" bent tie rod.

Photo at Right:

The damage count:

- Tire (flat spotted when rotor locked it up)
- Wheel (from shrapnel explosion)
- Rotor
- Caliper
- Caliper bracket
- Brake hose
- Brake cooling duct
- Hub (ABS tone wheel)
- Brake pads & associated hardware
- + bent tie rod, & possible bent spindle?



Strut damage.

Photo at Right:

Discoloration on radial crack at the 4 o'clock position indicates this was likely the crack that started the process, compared to the other cracks that have a more fresh break color. Note how center hub broke away from the rotor ring.



Phil Jacobs' Man Cave

A Display of Ford Racing in Miniature

by Phil Jacobs



One corner of Phil Jacob's Man Cave. Everything is related to Ford Motor Company and Ford Racing.

I have always been a car enthusiast. As a kid I built a lot of 1:25 scale kits. I have been collecting "collectables" for decades, even before I was married, in my 20's. Fords have always been my "thing". Posters came first and then I started seeing these 1:43 scale cars that I always dreamed of owning, but would likely never afford, especially I liked so many different cars. The 1:43 scale cars had incredible detail for their size. Some were better than others depending on the price. The price ranged from \$9.99 to over \$100 at that time. Some of the first cars I bought were of Shelby Cobra's from Box that were in the \$9.99 range. I was also buying some Ford GT cars from Marsh that cost over \$100. At that time, 1:18 scale cars did not have much detail and looked like toys. Plus, you could have a lot more 1:43 scale cars in the same space that a 1:18 scale car would take up.

Eventually the 1:18 scale cars started getting better and the detail was getting amazing. So of course I had to have those too...lol. My first 1:18 scale cars were at the higher end and were from Exoto. These were near \$200 at that time. I have some of their Daytona Coupes, Ford GT's, F1 cars, an IMSA Jaguar and the Ford 999 race

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The pool table is covered by a very large Mustang Pony banner. The floor mat to the left of the pool table is Henry Ford with a Model T.

Phil Jacobs' Man Cave

(Continued)

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car.

I have a bunch of 1:24 scale NASCAR cars, a hand full of slot cars and a lot of misc scale cars big and small.

My most expensive car would be the 1963 Black Shelby Ken Miles Cobra from GMP that is 1:12 scale. It was about \$600 and has incredible detail. The hood, doors and trunk open. The tires/wheels are held on with real knock offs that can be removed. It has fabric seats and seat belts. It includes a replica of Ken Miles' helmet and goggles, and a knock off helmet.

My collection of cars includes;

200 1:43
84 1:18
11 1:24
8 Slot Cars
6 Engines
52 Misc Scale Cars

(Continued on page 12)



Misc items and scale models on top of one of the display cases, from Ford gas station to train car. Below are some 1:43 Ford GT's and Cobra's



1:43 Trans-Am cars, which includes the very few non-Ford vehicles in the collection



Some of the 1:18 scale Ford GT's, Trans-Am and road race cars



Scale model Red Shelby Cobra with Carroll Shelby sitting in front of it and Ken Miles sitting in the driver's seat. The metal plaque was on Phil's 1968 Shelby American Trans-Am Mustang he restored and displayed at the 2000 Meadow Brook Hall Concours d'Elegance.

Phil Jacobs' Man Cave

(Continued)

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I also have a lot of books, posters, signs, banners, pictures and memorabilia on display. I have a piece of furniture with race history. I made an end table out of an original magnesium Torque Thrust wheel from the 1968 Shelby Trans-Am Mustang that I bought from Chuck Cantwell years ago when I was doing research for my race car. I mounted one of my vintage race tires on it and bought a glass top for it.

I have an original poster done by Pete Brock when he was at Shelby to commemorate winning three championships with the Cobras in 1963.

I really have not had the opportunity to share my collection, but I would be happy too. I'm pretty proud of it.



Phil's most expensive car would be the 1963 Black Shelby Ken Miles Cobra from GMP that is 1:12 scale. It was about \$600 and has incredible detail.



Carroll Shelby miniature figure stands proudly next to a model of the Mustang GT350 his company created.



Look at the engine compartment detail. The hood, doors and trunk opens. The tires/wheels are held on with real knock offs that can be removed. It has fabric seats and seat belts.



The two 7-11 and Motorcraft cars that Phil built many years ago, when he started collecting. They are 1:43 scale and are from a company called Starter.



This is some of Phil's 1:24 scale NASCAR collection.

The New Ford Performance Organization:

As explained by John Clor

by Steve White

At our February General Meeting, we were fortunate enough to have John Clor of Ford Performance attend and explain the new and evolving Ford Performance group. In December, Ford announced it would merge its Ford Racing, SVT and Europe's Team RS into one global group - Ford Performance. John described the history of how Ford Racing, SVT and Team RS came to be historically and developed over time and the internal challenges & competition of each group. He also included a brief history of Ford of Australia's successful FPP and how it was unfortunately already on its way out since Ford decided to stop producing cars in Australia after 2016.

The new organization will be headed by Dave Pericak, familiar with enthusiasts as the recent chief engineer of the Mustang. Henry Ford III will be the marketing head, in his first major high profile role at the headquarters. With FP reporting to global product lead Raj Nair, another noted performance and racing enthusiast, Ford enthusiasts are in the best position of support within the Ford management that they've been in since Henry Ford II decided to kick Enzo's butt!

John discussed Ford and Shelby's relationship, whether there will be a new GT 500 or not, long-term future of Shelby with Ford, etc.

The new GT350 having "Shelby" on the front splitter John mentioned only occurred after much internal Ford discussion. Overall, new Mustang had many discussions to be sure the car maintained ties to the historically great Mustangs. Shelby tie to history was maintained on the GT350 but at a significant cost, as Shelby licensing gets commission for every one sold. John indicated that continuation with Shelby branding being on the car at the next model freshening is not certain. Financial analysts, typically not being sports car enthusiasts, do not see price being paid gaining customers.

Importance to John and the other enthusiast management personnel is that Ford needs to own its history for the cars that they sell. Necessary is getting young people to have love of Ford cars because of style and perform-



John Clor makes a point about a new Ford Performance organization.

ance so they pick Ford first. New group is intending to work with a small group of clubs to see how events can get the younger drivers to participate in car events.

As meeting was closing he indicated any email to JCLOR@ford.com with ideas would be submitted to the Ford Team. He would try to help in getting Ford cars and personnel to shows and other events.



Left and Right: SAAC-MCR members listening intently to John's every word!

AM/FM Thoughts: “That’s Why God Made the Radio

By Mike Imirie, Wordsmith LLC, Troy, MI (www.wordsmithLLC.org)

AM/FM Thoughts: “That’s Why God Made the Radio”

In June of 2012, the Beach Boys released their 29th album. That album and its first single release carried the same name: ‘*That’s Why God Made the Radio*.’ The single in particular was another demonstration of the Beach Boys’ unique musical magic: great melody; giant harmonies; and lyrics that appeal to 9 out of 10 baby boomers as a personal reference to growing up. Musically, there’s *so much* to love about that song!

Importantly, I delighted even more in the song’s *message* than the Beach Boys’ irresistible *music*. ‘*That’s Why God Made the Radio*’, you see, is an homage to the role that the radio played in my passage through adolescence. By the time I was in high school in the mid-sixties, I was wedded to radio in all its forms: my dad’s console; the Philco in our Ford; and the GE transistor I had up in my bedroom. At a time when American culture was in a turmoil of constant change - and keeping up was out of the question even for the socially adept and well connected - the radio provided an ‘everyman’ lifeline. Via radio, kids like me stayed connected. Via radio, we had *some* hope of being in the know - even cool.

We sensed then (we *know* now...) that music played a powerful role in the lives of adolescent Americans. It was a lightning rod for our culture. AM radio was the delivery mechanism for music of the mainstream: folk, rhythm & blues, Motown, protest rock and the sounds of the British invasion. Later, FM would complement AM nicely by providing a burgeoning, higher fidelity medium for acid and album-oriented rock. No matter what a listener’s preferences, he or she could find them - and follow them - somewhere on the AM or FM band.

And finding the right music didn’t require a listener to be stationary. In fact, some of my most exuberant listening in the days of my youth took place on the road. (*What a brilliant combination! Toe-tapping top 40 music and 8-cylinder engines....*) It wasn’t that the fidelity of car radio was better than the quality I enjoyed at home. Rather, car radio served up ‘the soundtrack of my life’ on four wheels. As I traveled from one life event or obligation to another, car radio paced my drive. It didn’t matter whether that event was routine (school; work; getting sister to ballet; etc.) or epic (vacation; prom; non-prom date night; etc.). Every trip was made more memorable....or at least more enjoyable...with the soundtrack of my life turned up to 6 or 7 out of 10 on the radio dial!

Early car radios had simple sweep tuners. Later models had pushbuttons which permitted favorite stations to be saved. Both mechanisms made it possible for me to drive here and there in the suburbs of Detroit....and tune in to thinking, information, and entertainment which transported me light years away from my pedestrian, ‘right here/right now’ circumstances.

I remember experiencing a jaw-dropping radio epiphany while on vacation with a friend in Lake George, New York, during the summer I was a high school senior. It was late evening at our campsite and we were listening to what local stations we could find on his car radio. On a whim, I tuned the AM dial to 800, the frequency of Detroit-area radio giant CKLW - “the Big 8” - and was knocked out when, from a distance of 600 miles away, I instantly recognized the familiar voice of CKLW disc jockey Tom Shannon! Formidable distance notwithstanding, I suddenly found myself right back in my Detroit area neighborhood...for at least as long as atmospheric conditions permitted. What a *reach* radio had! And its reach was exceeded only by its influence.

*“Tuning in the latest star
From the dashboard of my car
Cruisin’ at 7, push button heaven
Capturing memories from afar...in my car.”*

FM radio grew by leaps and bounds in the late 1960s. At first, the change was most obvious in the improved fidelity. The sound was so much fuller than music on the AM band. In addition, the character/gravity of the broadcast changed. There were no jingles, no deejay talk-overs, few time or temperature checks and - of course - no pop singles. Finally, the traditional play limits of AM radio - about 3 minutes per song - were out the window. The Doors’ self-absorbed but epic ‘Light My Fire’, for example, ran a full 7 minutes, 5 seconds!

A short while later, *stereo* FM broadcasts were introduced. Radio signals using two different channels simultaneously represented an additional and more sophisticated FM enhancement. Being able to discern two separate channels of music - and adjusting balance, bass and treble to your liking - represented a whole new zenith in listening enjoyment. When a stereo radio broadcast was successfully tuned in, a small amber lamp on my radio dial would illuminate softly. Oh, to hear a favorite song on the FM dial when its message and music could be conveyed via two entirely different channels. *Eureka!*

AM/FM Thoughts: “That’s Why God Made the Radio

(Continued)

These albums in particular colored my world and captivated my psyche as FM radio came of age in Detroit: Steppenwolf **Steppenwolf** (1967); CCR **Credence Clearwater Revival** (1968); Cream **Disraeli Gears** (1967); Doors **The Doors** (1967); & The Jimi Hendrix Experience, **Axis: Bold as Love** (1967) All were engaging and somehow countercultural; I was riveted.

While it was the singles like ‘Magic Carpet Ride’, ‘Who’ll Stop the Rain’, ‘Light My Fire’, ‘Sunshine of Your Love’ and ‘Foxy Lady’, that I recognized first and enjoyed most, FM deejays were free to explore less commercial album tracks, as well. I never knew what I was going to hear next. In its youth, the FM medium was far more experimental and avant garde than its AM predecessor. ‘Underground’ was a word often used to describe the new musical medium. (*Perhaps if I enjoyed or dabbled in FM just enough, I could become a bit ‘underground’, too....*)

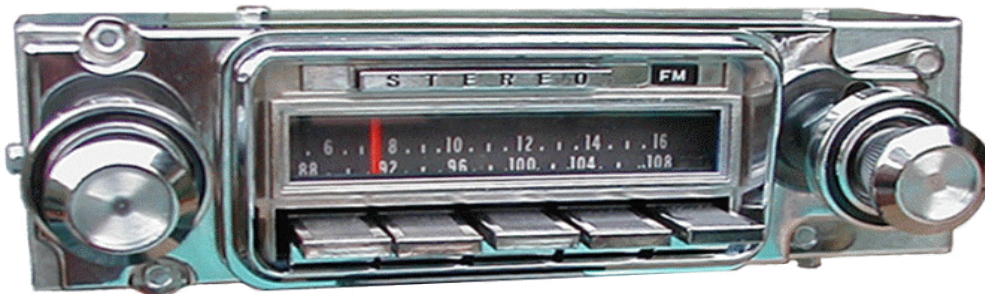
And FM deejays of the day had personalities to match: cool, understated, knowing. I was in awe of such on-the-air Detroit FM heroes as Jim Johnson, Karen Savelli, Ken Calvert and Arthur Penhallow. In the music they played and in how they comported themselves on the air, they seemed so knowing and so important. Like the new music they introduced me to, they were key parts of how I enjoyed and viewed FM radio.

Other car radio enhancements of the day included multiple speakers (‘multiplex’) and power antennas. When I raised my car’s antenna as high as it would go, there was no telling what signal I would be able to pick up.....or how much my burgeoning adolescent world would expand.

*“Feel the music in the air
Find a song to take us there
It’s paradise when I
Lift up my antenna
Receiving your signal like a prayer...Like a prayer.”*

The Beach Boys constructed a two-part conclusion for ‘*That’s Why God Made the Radio*.’ The first was that radio was the medium for conveying rock ‘n roll. The second was that rock ‘n roll was “the soundtrack for falling in love.” In fact, I don’t remember ever falling in love as the tunes of the ‘60s cascaded out of my dashboard radio. But I agree heartily with 19th century German author Berthold Auerbach, however - and I suspect the Beach Boys would, too - that “*Music washes away from the soul the dust of every day life*.”

In that important and energizing context, the radios of my life - AM and FM, alike - have been veritable *dynamos*!



*chorus
“That’s why God made the radio
So tune right in everywhere you go
He waved his hand, gave us rock ‘n roll
The soundtrack of falling in love.”*

Mike Imirie, Wordsmith LLC, Troy, MI (www.wordsmithLLC.org)

The Mellow Yellow by Gary Rosier

This article appeared in HotRodHotline.com

This article is about Stu & Babe Cashman's (former SAAC-MCR club members, who live in Florida) BOSS 302



In the 60's, words like "Groovy, Far Out, and Boss" were part of everyday verbiage. Ford liked the name Boss because during this time period it represented the best. (Actually, the generally accepted story is that Ford stylist Larry Shinoda named the car after his boss Semon Knudsen, both of whom were pirated away from General Motors). Muscle cars were the rage and the Trans Am series was something Ford and others were aggressively going after with a vengeance to get their brand name out there and dominate. The old adage "Win on Sunday and Sell on Monday" was in full swing.



Stu and Babe Cashman of New Smyrna Beach, FL own this 1970 Boss 302 Mustang. Stu and Babe traveled all over to attend various Trans Am races and this led to the search for a nice Boss 302 in 1972. Stu worked for Ford at the time (36 years total) so a Boss was the only car he was interested in. Stu found what he was looking for at a used car lot in the Detroit area, not far from where he worked at that time. Purchased in 1972 (they are the second owners) Stu drove this car as a daily driver for over 10 years in Michigan - winters too! It had been "refreshed" a couple of times and the engine rebuilt in 1994 but until he met Zorge (Pete) Design and Engineering it saw the occasional cruise nights and car shows. Knowing it needed a little bit of work, it went in for an engine compartment detail (2011) and quickly snowballed into a full blown surface plate restoration. Mellow Yellow by Donovan was a 60's hit that reached no 2 on the US Billboard charts. He referred to (a girl named) Saffron but if you look Saffron up, it's a very expensive spice, and this restoration got expensive as well!



This Boss is a numbers matching car that came from the factory with the rear window slats and front chin spoiler but the rear spoiler was a Christmas gift from his wife. Its color code is D (Bright Yellow) and it features the only available transmission: a 4 speed with a 3.5 - 9" Auburn limited slip rear end. It has the black deluxe interior, fold down rear seat, no power windows or A/C because this car was meant to be driven! Stu attended the Track Time Driving Schools at Mid Ohio and Nelson Ledges Road courses in Ohio, as well as the Shelby Club "Open Track" events at Lowes Motor Speedway, NC, Waterford Hills, MI and Nashville Super speedway in addition to the full Daytona Rolex road course with this car in October 2014 shortly after the restoration. Stu noted that he attended this event with his two sons, one driving a 2012 Boss 302 and the other in a 2007 Corvette. How cool is that!

While Stu has all the original parts including the original Magnum 500 chrome 15x7 wheels with the Goodyear Polyglass GT RWL tires, radiator, and more, it is shod with the 16x8 "Vintage 48" aluminum wheels and 245x45ZR16 (fronts) and 255x50ZR16 BF Goodrich tires. Some other equipment includes the dual point distributor (now Petronix equipped), Recaro seats with three point belts, Centerforce clutch and disc, welded in sub-frame connectors, Export brace (one piece), Koni adjustable shocks, Monte Carlo bar (cross tower brace) and revised suspension. The suspension work includes relocated upper control arms, gusseted spring towers, higher rate sway bars and front springs, "Traction Master" under-ride traction bars, competition lower cross member and anti-bump steer kit.

The engine rebuild consisted of a ".30" over with Crane cam, roller rockers and a Cobra 7.5 qt sump. Hooker headers (Jet Hot coated) expel the gasses out the 2-1/2in exhaust with x-pipe. While there were approximately 7300 of these cars built (this car had a build date of April 30, 1970), this one has Parnelli Jones signature and Bill Barr's, who was the Ford engineer who designed the original Boss motor. This occurred during the Ford introduction of the then current BOSS 302R at Daytona in Jan 2010. Mellow Yellow perhaps, but there's nothing mellow about this car as it sounds, smells and feels like it could be the poster child of the late 60's; Woodstock, engines reverberating at the road course of Watkins Glenn and so much more. I think that's why all these cars are so desirable - it's a time we are all trying to relive in one way or the other. This BOSS certainly does it and is a #1 Hit with us for sure!

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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)

SAAC-MCR Alumni Reunion in Florida

Text by Mike Nyberg & Tom Greene, Photos by Tom Greene, Jeff Burgy, Tim Wilson & Stu Cashman

Babe and Stu Cashman are former active members of SAAC-MCR. They retired to New Smyrna Beach, Florida, just south of Daytona Beach. They invited Phyllis and Tom Greene to come down from Tellico Village in Tennessee to enjoy some warmer weather.

Since Claudia and Jeff Burgy have retired and live close by and other Snowbirds from SAAC-MCR are in the area, Babe and Stu decided to have a reunion at their home. Jeff formed SAAC-MCR and held the first SAAC-MCR event before the first national event – and he is also one of the founders of the National SAAC)



Left to Right.
Front Row: Mike & Penny Nyberg and Phyllis Greene.

Back Row: Kelly Brown, Tom Greene, Pam Shewan, Babe & Stu Cashman and Claudia & Jeff Burgy.

Babe, the former Director of Food Services for Utica Schools, put her skills to use by preparing wonderful hors d'oeuvres for us to enjoy.

Our gathering of alumni was augmented by Kelly Brown and Pam Shewan. Kelly is a Ford alumni who in his Ford life was our liaison to the government to ensure Ford was in compliance with all the Governmental regulations.

(Continued on page 19)



Above: Jeff repurchased his 1957 White Thunderbird. Notice the Atlantic Ocean in the background near where they live.



Left: Claudia and Jeff Burgy at the New Smyrna Beach Cruise-In in their 1965 ERA Cobra FIA Replica.

Alumni Reunion *(Continued)*

(Continued from page 18)

All of us share an enthusiasm for things automotive in general and Ford performance in particular so our gathering at Stu and Babe's home was a continuation of great friends having common interests, sharing a great time and this time in a MUCH warmer climate.



Kelly Brown has several Mustangs including this late-model Red 1965 Mustang "K-code" GT convertible.



Stu Cashman's 2012 Red BOSS 302 following Kelly Brown's 2012 Black BOSS 302 Laguna Seca,



Stu Cashman enjoying a ride in Tom Greene's Superformance Cobra on the Tail of the dragon.



Babe and Stu Cashman next to their Yellow 1970 Mustang BOSS 302 before it had a complete restoration recently (See The Mellow Article).



Pam Shewan is a hard-core Mustang girl, and has a new "Triple-Yellow" 2015 Mustang.



I think Tom Greene loves taking his Superformance Cobra through the paces on the Tail of the Dragon near where he and Phyllis live in Tennessee.

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We're on the Web!
www.saac-mcr.net

2015 Events Calendar

April

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

May

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

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

June

- 1 **SAAC-MCR GO Open Track Event.**
Waterford Hills Race Course, Clarkston, MI
- 5 **SAAC-MCR Monthly Meeting.** 7:00 PM at
Pasquale's, 31555 Woodward Ave.,
Royal Oak, MI 48073

July

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

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Richard Teeple had his 2012 Shelby GT350 Convertible on display at the 2015 AutoRama. Rich Tweedle photo

2015 Event Calendar (Continued)

August

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

September

- 3 **SAAC-MCR Monthly Meeting.** 7:00 PM at
Pasquale's, 31555 Woodward Ave.,
Royal Oak, MI 48073
- 7 **SAAC-MCR Labor Day Classic, Open Track Event.** Waterford Hills Race Course, Clarkston, MI

October

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