

President's Corner

"Rain or Shine ?" by Steve White



Official 40th Anniversary Show & Go logo gear giveaways

Forty years is quite an accomplishment for any club to achieve. Forty continuous years of a marquee event is even more so. How does an organization prepare for such a milestone event? Surely much planning and preparation are involved. In order to mark such an event, it was desired to procure some special items to mark such an auspicious event.

First, a new logo to commemorate the 40th anniversary was needed - check. A significant investment in a large quantity of T-shirts with the special logo in various sizes were needed - ordered and received. Special designs for dash plaques, First Place and Class Award plates were needed, along with their unique awards themselves to set this year apart were needed - effort, decisions, commitments, orders, outlays, and receipt of awards accomplished. Thousands of flyers, and event postcards needed to publicize the event are required - invested, printed,

and distributed by troops on the ground to many businesses and events. Commitments from former Best of Show sponsors needed to be acquired, an additional sponsor obtained for further distinction of the many Mustang design generations. A new sponsor to replace a former sponsor in an existing category was required, and sponsorship donations received in advance - accomplished = no small feat!

Vendor displays coordinated - commitments received. Acquire 1st through 3rd Place awards for the Kid's Coloring Contest researched, decided upon, and purchased due to no sponsorship this year - completed. Additional coloring designs researched, printed, and prepared. Scouring a number of Wal-Mart's to purchase as many Ford related Hot Wheels cars for gifts to each kid for participation in Kid's Choice award voting, since we had no spon-

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President's Corner *(Continued)*

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sorship this year - achieved. Twenty trivia questions developed as a special feature for our 40th, and a ballot box to receive them in, created. Arrange to have a new GT350 on display with a representative from Ford to do a walkaround and Q&A - OK that one wasn't working out so well, even though pursuing since January and still potential as late as the week prior to the show, with no final commitment. Revised classes based on recent trends which necessitated new ballots and tally sheets. Planning of lot layout based on revised classes and expected entrants, and holding of organizational meetings - coordinated. Building of new taller Show parking row sign posts with large brightly colored alphabetically lettered signs for easy identification and direction for Show entrants to direct to their class parking - effort expended and results achieved to great effect. Food catering - arranged. Purchase pop, water, and ice for workers - procured. Porta-Potties ordered and delivered. Day before the show lot setup - performed. Scripts written for PA announcements to welcome attendees, communicate schedule, recognize sponsors and vendors, etc. throughout the day. Perfect sunny and dry weather - OOPS!

The best laid plans, significant effort, and support of many individuals can't stand up to Mother Nature! The days before the Show indicated lots of rain, starting Thursday afternoon, going into all day Friday, but both Sunday and Monday were 0% chance of rain. The rain prediction shifted later, but still Sun-

day should be clear - 10% chance at worst. The rain still didn't come significantly until Saturday, and was quite heavy, through the night, with 100% chance of rain predicted for the day of the Show!! In addition to the non-stop rain, temperatures dropped 30 degrees from Saturday to Sunday, with temperatures struggling to even get close to 50 degrees all day. Winds and flood warnings, with some areas in flood watches, were in the vicinity, with M-39 closed due to flooding for most of the day. Saturday the food vendor cancelled due to the rain. Vendors began cancelling, partly due to rain, and other issues. Debate began should we even hold the event. There was just no way to get the word out to all potential participants on such short notice, the day before. After all, it was advertised as "rain or shine", and we couldn't cancel if someone showed up, so we had to at least be there

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Left:
Attempts
to stay
dry - de-
nied.

Membership Report *by Rich Tweedle, Membership Director*



SAAC-MCR Membership Status: 94 members as of June 23, 2015

New members since the April issue: Greg & Linda Melnyk, Matthew Halas & Dave Kopal

SAAC-MCR 2015 GO 40 Open Track

Text by Mike Nyberg, photos by Bill Cook & Mike Nyberg

SAAC-MCR GO 40 was held on Monday June 1, 2015 at the Waterford Hills Road Racing Track. It was a great day for the 40th Anniversary of the open track event, which always follows the day after the club's annual car show. The weather was cool and partially sunny, unlike the all day monsoon the previous day. There was water on the track on Turn 5 (Big Bend), evidence from the down pour on Sunday, however the rest of the track was dry.

There were 22 drivers that participated in the event. There were only two drivers in the Expert Class, so they joined the six Advanced Class drivers to form Class B. This eliminated Class A and the rest of the drivers were fairly evenly distributed between Classes C and D. Eliminating one class allowed the remaining classes to have more track time, more bang for the buck.

The Novice Class had seven first time drivers. These new drivers were paired with experienced drivers to learn how to safely gain experience on the track. Their first session the new drivers and their instructors went around the track at parade speed and they did not wear helmets to promote better communication. The objective was to show the new drivers the best line to follow on the track, when to brake and where to turn in on each turn.

Subsequent sessions with the novices required everyone to wear helmets. Speed was only increased and the new drivers gained experience and confidence. The objective was to keep a safe progression in improving the driver's proficiency.

I was an instructor for Anthony Berti, son of longtime SAAC-MCR member, Walt Berti. He was a very quick study. He quickly developed an understanding of the line, when to brake and where to turn in on each turn. The young people are very tech savvy. So in exchange for my instruction, Anthony helped me set up my smart phone camera to video each session and lock in my safety harness straps, which I cannot see once I have my helmet on.

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Gene Kotlinski describing what had to be done to install a Coyote Engine in his Fox Bodied Mustang.



Darius Rudis next to his Yellow 2015 Mustang. He was very happy with the wider after market wheels and tires recently installed on his car.



Barry Levey (facing the camera) is explaining the modifications he made to install a 427CI engine in his Red 1966 2+2 Mustang.



GO 40 Paddock at Waterford Hills Road Racing Course in Clarkston, MI.

SAAC-MCR 2015 GO 40 Open Track Event (Continued)

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We had one participant show up in a White 2005 Ford GT with about 5,000 mile on the odometer. The owner, William Martens, came all the way from Champaign, IL. He met Mark Kulwik at the Indiana SAAC Spring Fling event. Mark recommended William bring his Ford GT to the GO 40 open track event to experience the capabilities of the super car he owns. William thought it was time to enjoy the car for what it was designed for. He may be putting more than 500 miles per year on the car now that he has realized how much fun the car is to drive on the track.

All the participants left the event with their cars in the same shape as they brought them. That is a good day at the track!



William Martens from Champaign, IL, next to his White 2005 Ford GT. Sorry I Cut your head off in the photo.



Steve White explaining how tire temperature data can be used to improve driving performance to Barry Levey and Linda Kidd.



Left to Right: Matthew Havas, Brian Greene and John Yarema looking at Joe Kidwell's 1966 Shelby GT350, that was having a charging problem.



Anthony Berti, next to his 2000 ZX2 SR Edition Escort. This car came from the factory with modifications for performance driving. GO 40 was his first open track experience. He did so well, I am sure he will be back again.



The author next to his School Bus Yellow 2013 BOSS 302, decorated with the typical 1970 Championship car decals.

SAAC-MCR 2015 Spring Cruise

Text by Mike Nyberg, photos by Bill Cook & Mike Nyberg



Gorno Ford Dealership, second stop on the 2015 SAAC-MCR Spring Cruise. Three Ford GT's on display in front of the dealership. Notice the Red 1970 Shelby GT500 Convertible at the left, it was purchased from Tom Greene, former SAAC-MCR President, in about 1990 for approximately \$30K.

John Yarema and Rich Tweedle worked together to develop the 2015 SAAC-MCR Spring Cruise. They drove to Woodhaven, MI to visit Gorno Ford, because of their long relationship to the club in providing the facility for the Winter Swap Meet. They found out that Gorno Ford was going to have a car show in early May. John and Rich thought it would be great to incorporate the car show into the spring cruise.

They also realized Gorno Ford is close to club member Randy Betki, who lives on Grosse Ile. They thought a tour around the island could fit into the cruise. Randy has connections at the Grosse Ile Naval Air Station, because he stores an amphibious airplane there. He arranged a tour of the facility.

18 SAAC-MCR and friends met at Christoff's Family Dining for breakfast, located a very short distance south of Gorno Ford. We could

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A couple of Ford GT's and a White 2013 BOSS 302S on display in the Gorno Ford Dealership show room.



A view of the car show at Gorno Ford



Some of the Spring Cruisers (Left to Right) Glenn Madison, Mike Radonovich, Richard Teeple and John Yarema

SAAC-MCR 2015 Spring Cruise *(Continued)*



2015 SAAC-MCR Spring Cruisers parked in front of Randy Betki's house to get directions to the Grosse Ile Naval Air Station.

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see the dealership from the restaurant.

We paraded from the restaurant to the Gorno Ford Car Show at about 10:00 am. We participated in the car show until 2:00 pm. Most of us ate lunch there.

A few of us went into the remodeled dealership show room to view the Ford GT's and BOSS 302S on display. We met Edwin Jolliffe, Presi-

dent of Gorno Ford. He told us about the investment philosophy behind the reason to purchase and hold several Ford GT's. We hoped he would bring them to our Show 40. He indicated he would.

We all cruised to Randy Betki's house on Grosse Ile to get directions to the Grosse Ile Naval Air Station. Once we arrived at the air station we were greeted by Alan Anderson, Chairman of the Airport Advisory Committee and facility historian. He gave us a very interesting tour and history of the air station.



Alan told us during World War II over 5,000 pilots received training at Grosse Ile, mostly Navy cadets, along with over a thousand British RAF pilot trainees. With this rapid expansion the base gained the new designation of Naval Air Station. Former President George H. W. Bush was stationed there for training in 1945 for 2 months. Bob Barker, of Price is Right fame, trained there. Emelia Earhart is rumored to have stopped on occasion.

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Left: Grosse Ile Naval Air Station hanger, control tower and administration building.

Below: Panoramic view of the air field from the control tower.



SAAC-MCR 2015 Spring Cruise (Continued)



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He led us into a very large hanger, after touring the air station offices and control tower. It is a huge open space with mammoth doors that roll open on railroad type tracks. The doors can be slid open to accommodate very large aircraft. The doors were 75% glass and the opposite side wall of the hanger had 50% glass. This lets in a lot of light. Automotive photographers like to use the facility because of the good light. A week after the cruise I read an article in the Hagerty Classic Cars magazine written by Peter Brock, the first employee of Shelby American. The article was about 4 affordable classic cars. All 4 were photographed in that hanger.

We lined up our cars in front of the hanger to get a group photo. We ended the tour by Randy giving us a tour of his hanger and he told us what he is doing to restore his amphibious airplane.

At that point some of the cruisers went home and others went to dinner at the Sharkey's Riverfront Tavern on the island.

It was a well planned cruise that was fun, interesting and educational. It doesn't get much better than that.



Randy Betki (in the center) detailing his effort to restore the amphibious airplane formerly owned by his uncle.

Below: Panoramic view of the Spring Cruiser's cars parked in front of the hanger. Notice how much glass area there is on both sides of the hanger.



Back on Track *by Sean Klingelhofer*

This article is adapted from Road & Track.com, March/April 2015

THERE'S NO BETTER WAY TO GET FASTER, QUICKER, THAN A DEDICATED TRACK DAY—SO DON'T WASTE THE OPPORTUNITY, THREE PROFESSIONALS GIVE THEIR THOUGHTS ABOUT HOW TO MAXIMIZE THE EXPERIENCE.



THE NOVICE

SAFETY FIRST “[Use] as much safety gear as possible. Five- or six-point belts, a race helmet, and a HANS device are mandatory. A roll cage and proper racing seats are good, too.” —**Aaron Povoledo**, PROFESSIONAL RACER AND DRIVING INSTRUCTOR

PREPARE MORE, LEARN MORE

“I’m surprised by the number of new drivers who show up to a track day without having bothered to watch a video or read a book. Talk to others about the specific track, how the event is run, even the particular driving techniques you’ll experience.”

—**Ross Bentley**, DRIVER COACH; AUTHOR, SPEED SECRETS

FOCUS FORWARD

“See everything, focus on nothing. Keep your eyes up and identify permanent landmarks at track level, eye level, and tree level. Add speed gently and hit your marks.”

—**Peter Krause**, DRIVER COACH FOR KRAUSE & ASSOCIATES

INTERMEDIATE DRIVERS

MOD THE DRIVER, NOT THE CAR

“Adding horsepower only increases risk factor and does nothing to hone skills. Learning correct visuals, focus, and car control will make you faster than any mod you can throw at your car. No one wants to be the guy in the supercharged Corvette giving the point by to a Miata.” —**AP**

REFINE THE FUNDAMENTALS

“Progressive but full acceleration, quick transition from gas to brake, consistent judgment of entry speed, and proper steering speed. Slow corners equal fast hands; fast corners require slower hands.” —**PK**

STRATEGIZE “If football teams worked out like most performance drivers do, practice would be nothing but a scrimmage. Instead, they break down the game and work on discrete skills. Rather than tackling the whole track, hone one or two things at a time.” —**RB**

THE FAST GUYS

LEAVE YOUR EGO AT HOME “No matter how good you are, there’s always more to master. The harder you try to drive quickly, the more mistakes you make, and the slower you go. When you focus on learning, you improve; when you improve, you go faster.” —**RB**

LEARN FROM A PRO “Would you learn to fly a plane from a volunteer, or would you go with an expert? Apply the same mentality to the racetrack. That doesn’t just mean someone who specializes in track driving, but an instructor who’s also well-versed in the science of teaching those skills to another driver.” —**AP**

KNOW, DON’T GUESS “The car can always be driven faster, so always be prepared to ask the car for more. More gas, more speed through the corner, and more throttle, sooner. Then, use data to find out exactly how you’ve driven, and take the time to analyze the numbers and formulate a better plan for the next session.” —**PK**

President's Corner *(Continued)*

Scenes from a Monsoon

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to access if the weather would change and if participants would show up. By 8AM, it was evident that neither would happen, but that a monsoon had set in for a long run. So reluctantly with no other option, we cancelled the event.

We are looking into options of rescheduling the event for later in the year, or not at all. Several options are possible.

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Verizon LTE 2:58 PM

Hourly

TIME	COND	PRECIP	WIND	TEMP
Sunday, May 31				
8 AM	☁️🌧️	100%	NE 17 MPH	50°
9 AM	☁️🌧️	100%	NE 18 MPH	49°
10 AM	☁️🌧️	100%	NE 17 MPH	49°
11 AM	☁️🌧️	100%	NE 17 MPH	48°
12 PM	☁️🌧️	98%	NE 17 MPH	49°
1 PM	☁️🌧️	98%	NE 16 MPH	49°
2 PM	☁️🌧️	91%	NNE 16 MPH	49°
3 PM	☁️🌧️	60%	NE 16 MPH	49°
4 PM	☁️🌧️	42%	NNE 15 MPH	50°

DRIVE AND DISCOVER 2015 CHRYSLER 300 LEASE FOR \$169 **SUBURBAN** VIEW INVENTORY >



Original Shelby's don't melt!



Show lot ...

Left: Oh yeah, we can hold a car show today!



View out of Barb Hartline's windshield.



Having fun yet?

President's Corner *(Continued)*

Scene's from a Monsoon

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We did learn several things from this event and have made some improvements, with ideas for more that we can try in future events. So from that perspective, we can say we had a very successful (not so) dry run!



Phil Jacobs holding down the "fort" (canopy).



"After all that work."

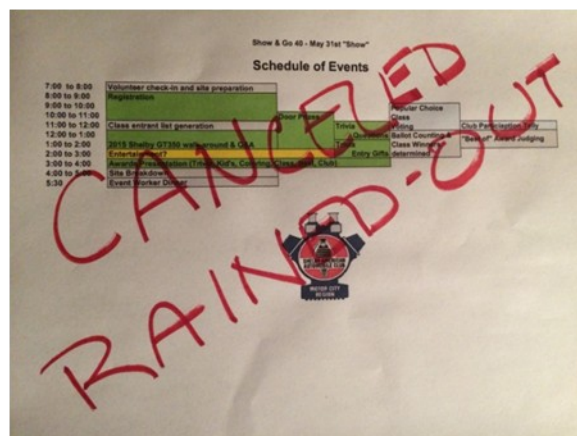
Rich Teeple put in an extraordinary amount of effort in helping set up the show lot.



MCR Prez Steve White points to what he believes "might" be a show car arriving.



A river runs through it.



The End

BOOK REVIEW *by Wallace Wyss*

The Complete Book of Shelby Automobiles SHELBY Cobras, Mustangs and Super Snakes

Author: Colin Comer

Publisher: Motorbooks Int.

Original edition 2009

Second revised edition 2014

I am always scared to title a book "The Complete Book of..." because you are opening yourself up to a hit because there's always something you didn't include, therefore it isn't complete.

But I hafta say, having written three books on Shelby cars myself (one probably before Comer was born), this one—"The Complete Book of Shelby Automobiles SHELBY Cobras, Mustangs and Super Snakes" is more complete than I thought a picture book would be or usually is. It's not really fair to call it a picture book because it has text on almost every page, but yet it can be enjoyed just for the pictures when you're too tired at the end of the day to read.

The words skip briefly over more than 50 years of the car projects of Carroll Shelby, a race driver and failed chicken farmer, who entered the car business officially around 1958.

Comer just matter of factly tells each step Shelby took but doesn't ever get behind the scenes, into the sometimes messy politics of WHY Shelby did anything, except that he does mention the nine cars Shelby came up with to fit under the number plates for cars originally scheduled for the Sixties but never built. Those were sold says Comer for \$500,000 each. Comer feels this was a legitimate beef about SN usage after the fact but I have to say that while I am against these cars being "real" time wise, damned if Jaguar just didn't announce oh, by the way, they are building out six E-type lightweights that had numbers in the Sixties assigned but were never built. Too bad Shelby is not allowed to use them as justification if Jag gets away with it.

But maybe the market for the book includes those new to Shelby and they want to get a handle on the basics, what cars were built and if Comer got into the behind the scenes battles, a 264 page book would have to be 564 pages and thus too big to carry around. I am sure he had vast volumes of material but every author has to cut down what he includes to make a book manageable.

A FEAT FOR THE EYES

What Comer does deliver is a feast for the eyes. First of all the hardbound book is big and thick and has very good paper and very good printing. The tiny type chosen for captions is a bit small for me but some writers feel captions in regular type strength type detract from pictures so I can see their point—you don't want anything drawing your eyes from the picture. Comer was able to make use of a lot of historic black & white pictures which, to me, are worth lots more than modern pictures because you never know if a modern day picture correctly represents a car as-it-was back in the Sixties. Many modern day restorers can't help gilding the lily so to speak.

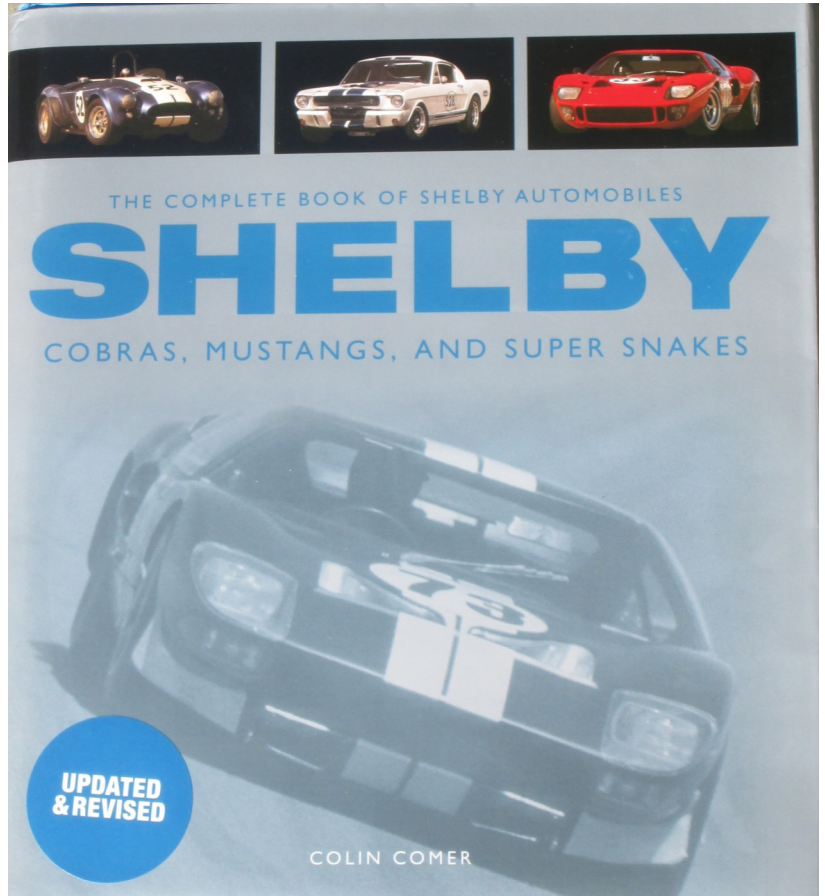
Among the most valuable pictures are some of the original Cobra 260 frame. You can't believe the tires are so skinny!

The leaf spring competition Cobras get their own chapter and there he has period racing pictures in color.

Pictures of Shelby meeting with Ford executives, the one time the Board came out to LAX to tour his factory, are priceless as you see people in the pictures that, in a second's decision, had the decision to make him a millionaire (As in "Oh, and we want you to make some Shelby Mustangs—got time for that?").

PETE BROCK THE HERO

Pete Brock is one of the heroes of the book getting a chapter on the Daytona coupes and at least a mention of a Cooper (King Cobra) he redes-



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Book Review (Continued)

(Continued from page 11)

igned for a wealthy Hawaiian (by the way he's resurrecting that body for another Cooper). The in-construction shots of the Daytona alloy body are very educational. Oddly, but again due to Comer's decision not to talk politics, he doesn't talk about how the success of the GT40 ironically was the knife that killed off Ford's interest in the Daytona.

He also devotes a chapter to the drag racing Cobras, which have deserved their own space for a long time.

Only occasionally does Comer present a chart of production numbers and these are useful and don't intrude on the text because they are against a colored background.

There's four or five kinds of car books—the beautiful picture book (which this book is primarily), the history book that is mostly words, the do-it-yourself books, the tell-all (which I think mine would tend to be classified as), and so forth. So it's nice he devotes a page or two occasionally to include some hard facts like chassis numbers and production changes by SN, but those are tastefully included, not impeding your reading progress.

In the 427 Cobra chassis he admits Shelby sold 427 Cobras with 428 engines but makes no judgement on the ethics of that. Today that would be "bait and switch," and make you the subject of a government investigation but I guess Ol' Shel skated on that.

Comer rarely comes out and says a particular car is a fake so I was surprised that, in the Comp 427 chapter, he firmly states CSX3012, the car used in the Elvis movie *Spinout*, was destroyed, and calls cars sporting that SN "fraudulent."

That's the closest he gets to saying there are more than a couple "air cars" in the Cobra field—cars whose SN were pulled out of thin air.

Brock gets a third salute in the 427 Daytona super coupe chapter, that's an interesting car even if it never turned a wheel while at Shelby. A very rarely discussed car, the mid-engine Lone Star, gets two nice color shots and a page to itself.

The Tiger deserves a chapter and gets it owing to Shelby building a prototype but don't know if I would have given the Toyota 20000 GT a whole chapter, it jumps out at you not being a Ford. But there's more non-Fords to come.

COMER RACES A SHELBY

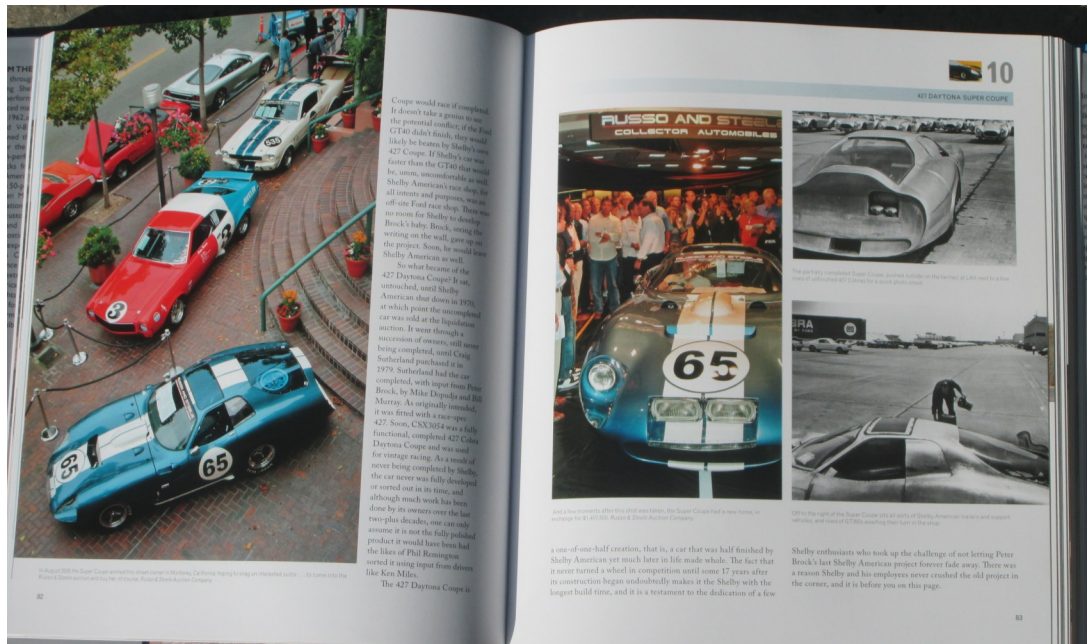
Owning to Comer owning and racing a genuine Shelby Mustang, the Shelybs get good coverage, especially many pictures of the '65 model including a separate chapter of the R models and still another separate chapter on the drag racing versions.

The more stylized Shelybs (with bodywork different from regular Mustangs) get chapters of their own including the 1967 and '69 models. He shows a couple of special ones, the famous Green Hornet and the '67 prototype convertible that somehow slipped away from Shelby only to be rediscovered decades later.

The Trans Am chapter is very interesting because Shelby, once so vaunted a racer, ran smack into the Penske Camaros and didn't emerge the winner. Here Comer does get into Ford in Dearborn's bad decision to push the tunnel port and their equally dubious decision to build their own (weak) engines. But he doesn't dwell on the conflicts between Shelby and his sponsor that doomed Shelby's Trans Am efforts.

On the '69 and '70s Shelybs I wish Comer would have dug deep into his connections at Ford to get clay model shots. There had to be clay models because cars are not developed at a giant company like Ford without a few clay models but somehow I have never seen pictures of

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Book Review (Continued)

(Continued from page 12)

the '67-'69 clay models, even when I myself perused the files in Dearborn's basement. There's a chapter on the Shelybs made in Mexico which I think were just a flash in the pan and only deserve only one page.

The GT40 section has plenty of pictures but that subject deserves its own book with an equally lavish treatment.

CHRYSLERS

Then he jumps into the Chrysler-sponsored Shelby cars: the Viper, the Shelby Dodges.

He leaves the Chrysler arena to go into the ill-fated Series I two seater sports car, Olds powered, which he says "was a worthy successor to the original Shelby Cobra."

I have to disagree with him there. It was underpowered and over complicated and they are worth nothing compared to an original '60s Cobra. (n fact, Comer's a car dealer---ask him if he will trade a CSX2000 or CSX3000 Cobra straight for a Viper, any Viper...) Why not call a spade as Eric Davison does in his book on that model, *SnakeBit?* Auto historians that say every car built by their hero is wonderful aren't writing history but PR puffery. Even Enzo Ferrari made some dogs.

In the replica Cobras Comer has some good info on the short lived CSX2000 series, and the CSX4000 series and gets into the whole evolution of Cobra replicas. Too bad there's no space to discuss his wars with Brian Angliss, one of the first replica makers in England, because those battles had some great exchanges and name calling in CAR magazine.

Fortunately he has not forgotten to include the Shelby Cobra concept roadster and the GR1 coupe, both of which could come back someday if Ford gets wealthy enough.

Including Shelby in the mention of the '05-'06 Ford GTs was just gratuitous in my view. I have never seen any memos from Shelby to Ford giving them advice on that car, just photo op pictures. The purpose of him visiting, as I was told when I visited the Ford GT assembly building in Allen Park, MI was merely to cheer up the lads engineering the car. Kind of like Patton visiting the front lines near the end of the push to the Rhine.

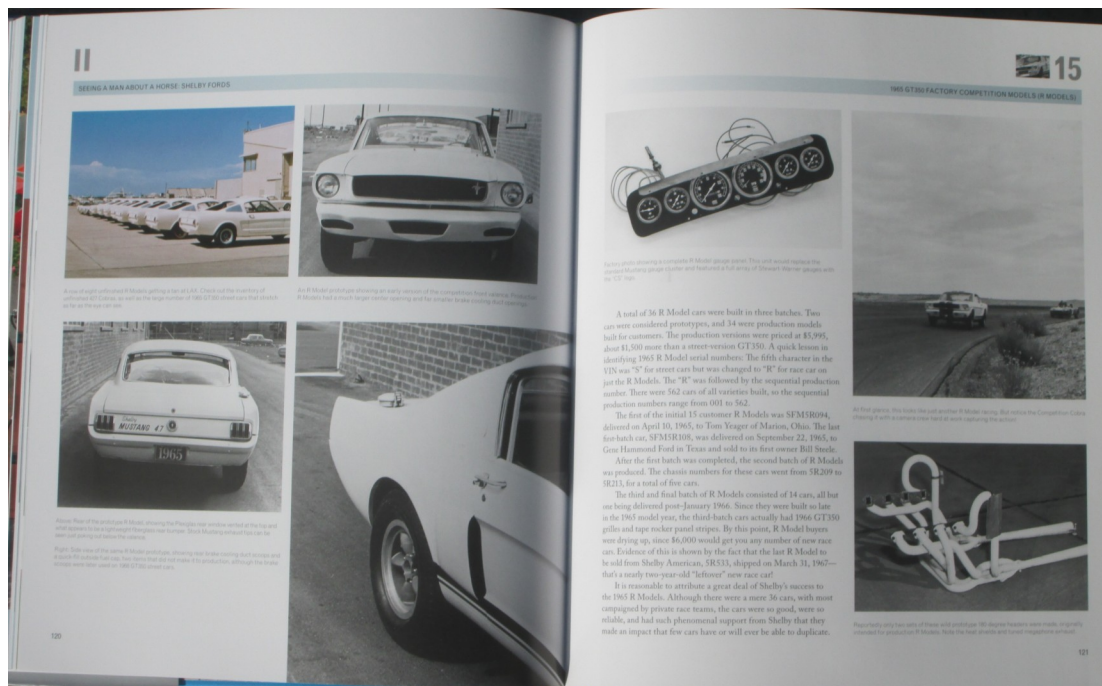
Pages 243-263 discuss modern Shelby cars, which is a very complicated subject and I am glad he put it down in a book so future historians can sort it out. If Shelby Mustangs continue in production then they deserve a book of their own as well.

A KEEPER

All in all, despite my minor critical remarks, don't get me wrong--it's a great book to sit down by the fire in your Barcalounger and read through, discovering something new each time. If he revises it again (this is a revised edition already) I think the more 1961-'70 history he can pack in the better, and I'd leave the modern day cars to another book. But you can tell Comer is a devoted student of the good old days....even if he came to the subject when the glory days of Shelby-American were mostly gone.

Pricewise, the jacket says \$50 but I am betting Amazon.com can better that. It's a "keeper book."

THE REVIEWER: Wallace Wyss is the author of *SHELBY The Man, the Cars, The Legend* (Enthusiast Books, Hudson, WI)



LTU Summer Main Event *by Mike Nyberg*

Six members of SAAC-MCR participated in the 2015 Lawrence Technical University Summer Main Event, on Thursday, June 11, 2015. This is an annual design symposium, evening reception for networking, strolling dinner, with drinks & desserts, concluding with a fashion show. It begins at noon with lunch and can last until 10:00pm.

Rich Teeple, John Yarema, Bud Koss, Dwight Kreuger, Rich Tweedle and I showed up at between 10:30 and 11:00 am. to get our cars positioned before participants arrived for lunch. The cars are the backdrop for evening reception and fashion show. The participants are designers or related to the design industry and they enjoy looking at the cars. There were future cars there as well, a 2016 Shelby GT350R and Lincoln Continental. I had an opportunity to get in the GT350R, start it up and rap the exhaust before Doug Gaffka, a former Mustang Design Engineer locked it up.

Ford Motor Company has been a big and long time supporter of the Main Event. GM supported the event for the first time this year. They were only able to get a new Corvette and a Generation 5 Camaro to show up.

We enjoyed the lunch and dinner, the food was great. We sat at a table with Chris Theodore, best known for his work on the Ford GT and Dodge Viper, during lunch. We sat at a table with a young lady who teaches designers how to use animated design software, during dinner.

The design symposium included Colin Bonathan, Ford Exterior Designer, presenting The Design Process for the 2016 Ford GT. Lindsey Grant, Lincoln Color & Materials Design, talked about how color and material selection is so important in luxury car interior design for the Continental Concept. Hwasup Lee, Lead Exterior Design, presented Generation 6 Camaro Performance Design. Chris Theodore, CT&A President, gave a presentation about Innovation, Breakthrough Products & the Creative Process. Adam Bazydlo, Interior Design Strategy, talked about Ford GT Inspired Design Philosophy.

There were 5 auto industry designers that participated in a panel discussion that kind of put us to sleep to finish off the symposium portion of the Summer Main event.

The strolling (buffet) dinner followed the symposium. Following dinner everyone went outside to look at the cars and network. It was an opportunity to interact with the participants as they looked at our cars. It is very satisfying to have people, who are associated with automobile design, be interested in your car.

A fashion show presented by seven fashion designers, started at 6:30pm. There were many female models, a few male models and a couple of ballerinas who modeled the jewelry and clothing.

The fashion show ended at about 8:00pm. Not long after that we began to leave. However, Rich Tweedle could not get his car started. Several of us stayed to help diagnose the problem and chase parts. John Yarema did all the work, while we just supported him. We could not solve the problem, so the car was left at LTU and Rich got a ride home from John at about 10:00pm.

Everyone enjoyed the 2015 Summer Main Event and look forward to participating next year.



Left to Right: SAAC-MCR members who participated in the 2015 LTU Summer Main Event; John Yarema, Richard Teeple, Bud Koss, Rich Tweedle, Mike Nyberg and Dwight Kreuger.

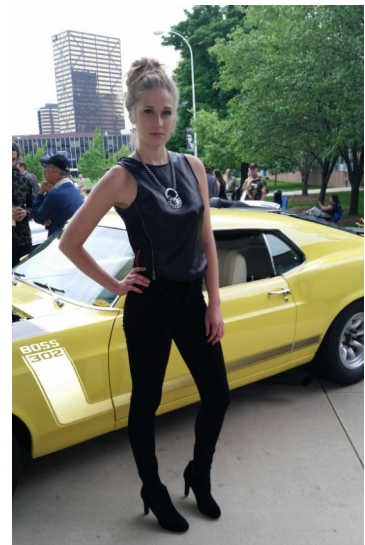


Above: Crowd watching the fashion show



Below: Mother of this model posed her daughter next to the author's car. Notice the reflective black Boss stripe is white from the camera flash.

Above: A professional photographer thought the turquoise dress would photograph well next to the Yellow BOSS 302, so the author took the photo also.



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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)

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

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We're on the Web!

www.saac-mcr.net

2015 Events Calendar

July

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

August

- 6 SAAC-MCR Monthly Meeting.** 7:00 PM at
Pasquale's, 31555 Woodward Ave.,
Royal Oak, MI 48073
- 12 SAAC-MCR Pre-Woodward Dream Cruise.**
7:00 PM Pasteiner's Auto Zone Hobbies, 33202
Woodward Ave., Birmingham, MI
- 15 2015 Woodward Dream Cruise.** Pontiac to
Ferndale, MI
- 16 MOCSEM Mustang Memories All Ford Car Show.**
8:00 AM to 5:00 PM Ford Product Development Center,
Dearborn, MI. www.mocsem.com

Mailing Address Line 1

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Mailing Address Line 3



Why are these club members trying to stay dry in a monsoon rain? See related story on page one.

John Guyer photo

2015 Event Calendar (Continued)

September

- 3 SAAC-MCR Monthly Meeting.** 7:00 PM at
Pasquale's, 31555 Woodward Ave.,
Royal Oak, MI 48073
- 6 SAAC-MCR Show 40.** Ford World
Headquarters, Dearborn, MI
- 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.