



Shelby Life

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

Volume 41, Issue 1
January 2016

President's Corner **The Year that Really WAS!** *by Steve White*



In the spirit of the holiday season, many people send out letters in their Christmas Cards to family and friends to update them and recap their year passed. Consider this our holiday letter to our SAAC-MCR family - YOU!

The chapter has been completed on the 40th year of SAAC-MCR. 40 years! How many clubs can lay claim to a successful and sustained club for that long of time? We also have the longest running club event allowed to be held on the hallowed grounds of Ford WHQ - 24 years and counting! Additionally, we are one of the few clubs featured on the Ford Performance website in the club section, and one of the first regional clubs to do so (originally restricted to just national clubs), as well as having our major events featured in their Fast News weekly newsletter!!

To kick off our 40th year, Dean Ricci designed another awesome logo to denote our anniversary. The logo was used on all club publications and merchandise for the year. Many T-shirts were purchased with the logo, and it was used on goodies provided to entrants at Show & Go 40, as well as awards and dash plaques for our show and track events.

Our 40th year events started with our traditional Holiday Party, in appreciation of all members who have helped in our events from the prior year. As a unique venue, Mark Kulwik arranged for it to be at GR Auto Gallery's new Wixom location. Here one corner of their display room was set up for tables for dinner, catered by another Mark find Caya's BBQ. Club members and guests could wander amongst

the cars to reminisce of similar cars they had or someone they knew that had one, or one they always wanted but never owned, and just visit and socialize with each other. Dale Rabe arranged for his friend Dwight to provide live musical entertainment while we ate, and was so well received that he was invited to supplement our normal radio PA entertainment at our Show 40! A showing of the classic Elvis Presley movie "Spin Out" served as our post dinner entertainment. Also, the GR Auto Gallery "grid girls" and one of the owners attended our Show and helped in our trophy presentation of the Show and greatly enhanced the experience, as well as helping select the winner for the Best Of Show (Engine) award they sponsored. This was an example of building and cultivating relationship that contributes to other events.

The first seasonal event of the year was the annual Winter Swap Meet at Gorno Ford, organized and overseen by John Yarema, that gets everyone's juices starting to flow while warming up the blood from the winter blahs and start getting prepared for the upcoming car enthusiast season.

The annual Spring Cruise, also organized by John Yarema, started off this year from a restaurant downriver, followed by a visit to Gorno Ford for their Mustang 50th Anniversary car show. Then a cruise over to Grosse Isle to Randy Betki's personal museum and a private tour of the Isle's Naval Air Station for a history lesson, and photo ops.

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2016 Club Officers

- **President: Steve White**
(248) 363-0731
swwhite9255@aol.com
- **Vice President:**
Seeking a Volunteer
- **Secretary: Tom Krcmarik**
(248)-740-2748
kkrcmarik@wideopenwest.com
- **Treasurer: Craig Shefferly**
(248) 698-8825
thebullitt@comcast.net
- **Events: Mark Kulwik**
(248)-669-2358
kulwik@sbcglobal.net
- **National News: John Guyer**
(989) 588-0424
Jgyer_autodrome@yahoo.com
- **Membership: Rich Tweedle**
(586) 791-0279
rtweedle@comcast.net
- **Editor: Ed Ludtke**
(734) 604-3818
ludtke.ed@gmail.com
- **Tech Exchange & Competition: Phil Jacobs**
(248) 703-7766
shelbyta68@yahoo.com

President's Corner *(Continued)*

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Much excitement was building with all the preparation for Show 40 the last day of May. Unfortunately, mother nature decided to play mean and sent us a monsoon with cold temperatures that caused us to cancel the event for the first time in history - not the way we wanted to celebrate 40 years of Show and Go. We then had to try to find an appropriate time to reschedule the event - no easy task when the season's car event calendar was already full with all the other clubs and organizations events. Fortunately, the weather was drier and slightly warmer the next day, and we were able to hold our Go portion of the event at Waterford Hills.

In mid-summer, what has become one of the more popular events, our pre-Woodward Dream Cruise event at Pasteiner's, was greeted with standing room (parking) attendance - good times and socializing had by all, along with many purchases to supplement members auto hobby interests.

Labor Day weekend arrived for our rescheduled Show & Go 40 with completely different weather, very dry conditions and temperatures near 90! We had a good show, with lots of happy people and many new features, although attendance was down from prior years due to the rescheduling and other options for that holiday weekend. Overall we can say it was a success we can build upon. As mentioned, we added 40th logo gear to the goody bag, a 40th logo trivia contest gift, increased door prizes, the melodious sounds of Dwight, the GR Auto Gallery presence at the trophy participation, and also the opportunity to try something different for food services that seemed to be a big hit for all.

Our bright spot this year was our track events. Over the past number of years, we have struggled to break even or eek out a small profit. This year member Ed Frank brought his experience in running Waterford Hills own open track days. He volunteered to help organize and promote the events, in conjunction with Darius Rudis overseeing the overall track events.

We had very successful Labor Day Classic and Harvest Happening track events - to nearly capacity limits, which helped us significantly financially this year, and offset the normally high returns we get from the Show, to make the year financially successful! Many first time track participants took advantage of the opportunity to learn from our skilled crew of member instructors to help them quickly learn the ins and outs of track time. We hope to see them return as regular participants! We look forward to 2016 for all three track events to benefit and grow our track presence even further, and be the premier Ford and Mustang open track organization in the area.

Closing out the event season was our fall color tour. This year was a unique experience that you can read about elsewhere in this issue. After many years of searching for clues, over the winter yours truly was able to break the code on the route that Car & Driver magazine uses to test their cars for their annual 10 Best Cars awards. While the weather was not optimal, almost everyone brought out their Mustang or performance vehicle, proving that they are not show queens and actually get their cars out and use them as intended.

We could not close out the recap of last year without expressing our thanks to Mike Nyberg for his 13 years as newsletter editor, and this his 53rd issue published, as he moves on to FINALLY enjoy his retirement! We are fortunate that the newly retired Ed Ludtke has volunteered to use some of his new found time to take over as the new newsletter editor. Coupled with some plans we have for our new website, including potentially moderated self publishing, Ed has some new ideas for the newsletter.

Also, we are forever indebted to Dean Ricci for creating and running the club website since 1997. Dean has decided to focus his ongoing attention to club social media, so the opportunity to use new website tools and the aforementioned moderated rather than webmaster guided site, provides exciting new opportunities, while still maintaining our long running web address for continued easy access.

Of course, we couldn't be successful without all of you, our members, for your continued support!

Building on the successes of the past year, we look forward to this upcoming year, and look forward to another 40 years!

Membership Report *by Rich Tweedle, Membership Director*



SAAC-MCR Membership Status: 102

New members since the October 2015 issue: Rick & Susan Linder and Jerry & Audrey Tignanelli

SAAC-MCR 2015 Harvest Happening Open Track and Fantasy Trans-Am Event

Text by Mike Nyberg, photos by Aleta Kidd, Phil Jacobs & Darius Rudis



Ed Frank and Darius Rudis, with their backs to the camera, instructing Harvest Happening performance driving participants on safety rules to prevent unwanted situations.

The SAAC-MCR Harvest Happening Open Track Event took place at the Waterford Hills Road Racing Course on October 4, 2015. It was a little damp and cool in the morning. However, well over 40 drivers pre-paid and showed up to participate in performance driving. Darius Rudis and Ed Frank managed the open track event and were supported by four professional corner workers.

All the participant's cars were given a technical check from 8:00 am to shortly after 9:00 am, to make sure their cars were safe to drive. The checks were performed by volunteers of SAAC-MCR car club.

A Driver's Meeting followed. Darius gave an overview of how to operate safely on the track. Ed explained the different flags used by the corner workers to communicate with participants while on the track. He also emphasized the rules for safe performance driving.

The 2015 Fantasy Trans-Am event was held during the SAAC-MCR Harvest Happening open track experience. It is an opportunity to involve 1965 to 1978 Pony Cars in a dynamic car show. We use the last half hour of the open track lunch break for the event. We park the cars in the paddock in parallel angle Le Mans style formation. Drivers stand next to their cars for group photos.



Mike Kidd with his 1970 Blue Firebird. The car 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 2015 SAAC-MCR Fantasy Trans-Am event a success. He prepared the flyer that was used to promote the event.

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Harvest Happening & Fantasy Trans-Am Event (Continued)

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Next we group the cars on hot pit lane for more photos. This year an open track participant brought a 2014 Mustang MIS pace car. He let us use the car to lead the first lap, like an actual Trans-Am race.

The final 15 minutes of the lunch break was used for Fantasy Trans-Am parade laps. The participants proceeded in a group around the track at parade speed for photo opportunities. The photos look like

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Ken Costella next to his 1965 Shelby GT350. the car was raced by Joe Jenkins and won the 1974 SCCA S. E. Division Championship. It participated in the Fantasy Trans-Am event as was originally raced in 1974.



Tim Young next to his 1968 Red Fastback with a owner built 331 CID engine producing 400 HP and 400 lbs. ft. Torque. Power is transmitted through a C4 trans to an 8", 3.55 open rearend. The car is stopped by owner built disc brakes at all 4 corners made with all Ford parts. The car rides on 17" Torq-Thrust wheels and several suspension modifications.



Mark Stielow next to his Yellow 1969 Camaro. His car has a supercharged 427 CID LS engine running on E85 that produces 970 HP and 950 lbs, ft Torque. The suspension by Detroit Speed and the body work is by Ritter. The car is stopped by ZRI ceramic Brembo brakes and rides on Finspeed wheels



Gordon Rojewski next to his 1967 Marina Blue Camaro That was originally an entry level Power Glide straight six car. His car is powered by a naturally aspirated LS engine prepared by Thomson Automotive producing 685 HP and 635 lbs, ft Torque and is connected to a D&D T56. The suspension is by Detroit Speed while the body work and rollbar is by Sled Alley. The brakes are by Brembo and the wheels are Formula 43.



Harvest Happening & Fantasy Trans –Am Event *(Continued)*

(Continued from page 4)

the cars are racing in a very tight race. We trade positions after each lap to let different cars lead the group.

All the cars came into hot pit lane before an opportunity to do hot laps for 10 minutes, at the end of the lunch break. Those who didn't want to participate proceeded to the paddock. Five of us had an exciting

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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 power train, suspension and brakes, as well as many interior and exterior enhancements. The 1986 302CID Ford V8 produces 210 rwhp and 249 rwft-lb torque.

Left: The author next to his 1970 BOSS 302. It has Street or Track's front coilover suspension system, Bilstein rear shocks and Monte Carlo Bar. Fay2 Watts link, T-5 trans and FUTOFAB VTO Classic 8 wheels.



The Fantasy Trans-Am group lined up in Le Mans start formation. Left to Right: Ken Costella, Tim Young, Mark Stielow, Gordon Rojewski, Mike Nyberg and Mike Kidd. Gibson Nichols is missing from this photo.

Harvest Happening & Fantasy Trans-Am Event *(Continued)*

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time doing hot laps with cars that looked similar to the original Trans-Am race cars.

It was a great opportunity to see participants' cars in a dynamic way as opposed to a static car show. Many spectators were watching and commenting how nice it was to see and HEAR some vintage cars going around during the hot laps. They thought it was a nice display, and a great addition to the open track event. It was a blast from the past!



The Fantasy Trans-Am group coming down off Hilltop at the Waterford Hills Road Racing Course



The Fantasy Trans-Am group Coming around the Paddock Curve at the Waterford Hills Road Racing Course.



Harvest Happening & Fantasy Trans-Am Event *(Continued)*



Mike Berardi and his wife Sue brought 2 Mustangs to the Harvest Happening Open Track Event. Sue did open track sessions in a Gotta Have Green 2013 BOSS 302 and Mike participated with a 2014 Mustang MIS Pace Car. Mike volunteered the use of his pace car to lead the Fantasy Trans-Am pace lap.



Above: Mike Kidd and Tim Young are in the lead, Mike Nyberg and Gibson Nichols are in the middle of the pack while Mark Steilow, Ken Costella are bringing up the rear, early in the Fantasy Trans-Am session. Below: By the end of the session the positions have almost reversed.

2015 SAAC-MCR Fall Color Tour

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

The 2015 SAAC-MCR Color Tour was on October 24th. The event included touring of the 13.5 mile Car & Driver test Loop near Pinckney Michigan.

Steve White was able to crack the code for the route Car & Driver magazine uses for their annual 10 Best Cars testing. The Loop is also used by other manufacturers' chassis groups to shake out suspension systems. The Loop is not a race course and is a course over public roads. The Loop is selected due to the variety of road surfaces, curves, elevation changes and speed differentials. It has some colorful names for the sections due to the similarity to other famous areas, features or characters, such as North End, Torturous Road, The Esses, Magnum XL-200, Sammy Hagar Cool Down Section, Oh Rouge, Steep Path, & Csaba Csere Chicane.

The day began when we participants met in the parking lot of the Zukey Lake Tavern in Hamburg, where instructions were given by



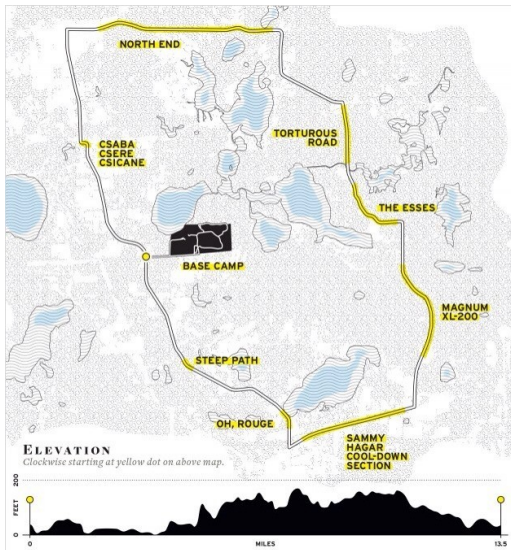
Steve White (back to camera) giving instructions on how to get to the start point of the Car & Driver test Loop

Steve White on how to get to the marshalling point for the Loop Tour. The early morning rain had stopped and the roads were drying out. We got in our cars and proceeded to the Loop.

At the starting point of the Loop, a brief drivers (& navigators!) meeting was held and copies of the Loop route directions were handed out and reviewed. A Loop layout guide was also provided. A total of eleven cars lined up for a "Parade" around the Loop.

Some participants did more than one Parade trip around the Loop. Most of us gathered back at the start point for the trip back to the Zukey Lake Tavern for lunch.

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Left: 13.5 mile Car & Driver magazine test Loop layout guide



Eleven cars at the starting point of the Car & Driver test Loop

2015 SAAC-MCR Fall Color Tour (Continued)

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We had 22 participants in 11 cars, mostly Mustangs, which was surprising considering the weather! It rained early morning before the event, but was "dry" during the mid-day (but damp roads and wet leaves). Proves we are not shy about really using our cars as they were intended to do so!!

Lunch was an opportunity for people to socialize. Steve White distributed some door prizes to participants after lunch.



People socializing while waiting for the meals.



This was the "Outlaw" table. These two couples owned 2015 Mustang Convertibles with the CDC Outlaw Package, which adds an extensive list of new body panels to give these cars a very unique look.



Everyone is enjoying conversation while waiting for the lunch food



Steve White distributing door prizes to some of the participants

Book Signing at Pasteiner's *by Mike Nyberg*



L to R: Moray Callum-Ford VP of Design and younger brother of Jaguar Designer Ian Callum, Howard "Buck" Mook-Mustang II Designer, Kemal Curic-Lead Designer, Mike Nyberg-Article Author, Rob Gelardi-was a Design Manager on the 2015 Mustang interior, Doyle Letson-Chief Interior Designer and John Clor-Author of "Mustang 2015 The New Generation"

Many Mustang enthusiasts gathered at Pasteiner's Autozone Hobbies on Saturday morning October 31, 2015, to obtain autographs of several principles involved in the design of the 2015 Mustang, on pages of a book written by John Clor.

The book titled "Mustang 2015 The Next Generation" has interviews with the engineers and Ford executives involved in creating this car, the problems they faced and the market conditions. This book makes clear the thinking and rationale that went into the decisions for designing this car. The book gives a brief history of the Mustang line, but that is not its main purpose. It spends many more pages on the development of the 2015 Mustang. There are also plenty of images showing some of the design ideas along the way as the car slowly took shape, and there are many interesting accounts about this process.

It was a very interesting experience!



Chris Svensson, the Ford Design Director's very early 1965 Black Mustang Fastback and a 2015 White Mustang GT



L to R: Phil Jacobs 2006 Red Mustang GT, John Clor's 1976 Mustang II Cobra II, Mike Nyberg's 2013 School Bus Yellow BOSS 302 and Lang 200? Silver Mustang GT

Right: Howard "Buck" Mook, Mustang II designer. He went to Art Center College of Design in California with Steve Pasteiner, the owner of Pasteiner's Autozone Hobbies. Buck designed vehicles for several 1960's TV shows, including the Monkeymobile and the Green Hornet.



Book Signing at SAAC-MCR Club Meeting *by Mike Nyberg*



Author John M. Clor, Enthusiast Communications Manager for Ford Performance, was the guest speaker at the November SAAC-MCR monthly club meeting.

He covered a brief history of all the generations of the Mustang spanning the 50 years of its existence. Many American performance cars have come and gone—such as the Dodge Challenger and Chevrolet Camaro—have remained competitive, but only the Mustang has consistently dominated the market place and reinvented the genre with each new generation.

John talked about how Ford has reorganized to make Ford Performance a top priority. People at the very top of Ford management know how important it is to develop high performance cars.

John gave us an insider view of the people who were involved in the development of the 2015 Mustang and how much they were committed to make the car the best Mustang yet.

He emphasized throughout his presentation, how important enthusiasts input has been in the development of the Mustang. The car needs to speak to the emotional connection of the Mustang enthusiasts.

John covered the many ways Ford Performance has established to stay connected to the enthusiast's community. This is to promote the brand and keep connected to the people who love their Mustangs.

It was a very interesting and inspiring presentation.

John M. Clor, the Communications Manager for Ford Performance, making a presentation at the SAAC-MCR November meeting. He autographed his book (pictured below) after the presentation.



2015 Goodwood Revival

A Most Memorable Experience *by Tom Greene*

This year was the most memorable Goodwood Revival of Speed it has been my privilege to attend. It had ALL SIX of the original Cobra Daytona Coupes in attendance, which is the first time they have all been together since the first one left the lot behind Carroll Shelby's California shop after winning the '65 FIA championship. Bernie Kretchmer (for the few reading this who don't recognize Bernie's name, he is the lead mechanic at Carroll Shelby's shop who was responsible for building every one of the GT350R models) has said on several occasions that Carroll Shelby had tried to make his employees millionaires, because he offered to sell the Coupes to the employees at the exorbitant price of \$6500 each. Bernie said that the employees viewed the cars as significantly used race cars, and no one bought one.

Enjoy some pictures taken on-site at Goodwood of the original 6 of the only US built car to have won the European championship – led by Bob Bondurant winning 7 of the 10 races in the International manufacturer's Championship series. A side bar to this most memorable event is the apparent snub of Bob Bondurant – which is traceable to Bob not taking orders from the Alan Mann team to hold back and not pass the Alan Mann team cars. Bob said he was there to win the championship and he damn sure wasn't holding back so someone else could win. It is absolutely true that 7 out of 10 races in ANY series is a major accomplishment, but taking it to Ferrari in such a decisive manner and winning 7 of 10 events in their "back yard", by a visi-

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Peter Brock walking among his creations, the six Daytona Coupes at the 2015 Goodwood Revival



2015 Goodwood Revival

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tor in a "foreign-built" car is the loudest statement of all. Alan Mann racing has a very close relationship with Lord March.

My journey to Goodwood began by driving to Michigan to meet up with Charlie and Troy. The (3) of us then flew from Windsor to Heathrow, where we met up with Steve Williams who flew in from Iceland. Our first morning in England, we got picked up by Roger, our driver for the entire weekend – after 10 trips to Goodwood, we decided it best to leave the driving to someone else. See the picture of the American Fans of Goodwood as we began this year's adventure outside the B&B – period clothing is a requisite to enter the paddock area, so we chose pit crew attire as was worn in "the day".

While the Daytona coupes were the highlight of the Revival of Speed for me, the highlight of the races was in the St. Mary's sedan race in which a Thunderbolt was entered. The qualification run for him was "a bit problematic" in that he made ½ lap, then had a fuel system problem (you remember a similar event Bill Davidson?). He started DFL in the race and proceeded to pass every single car in the group, the 7 Liter Galaxies, the Jag sedan, and the top 4 who consisted of a Lotus Cortina, an 1800 BMW, an Alfa GTV and a MiniCooper who were nose-to-tail from the drop of the flag. A superior drive by Henry Mann in what is obviously a superior car. And while all of the 7 liter Galaxies and the rest of the sedans were raced in the 60s, I think we all recall that Thunderbolts were drag racers where ever they competed. Having one at Goodwood, built as a road racer, certainly added to the excitement. This race was so exciting that the corner workers were talking with us about that race the next morning as we

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Tom , Charlie and Troy with friends dressed in period costume



St Mary's sedan race, the #12 Thunderbolt leads after passing the field.

2015 Goodwood Revival (Continued)

were walking in. They were as stoked about the excitement of the race as we were.

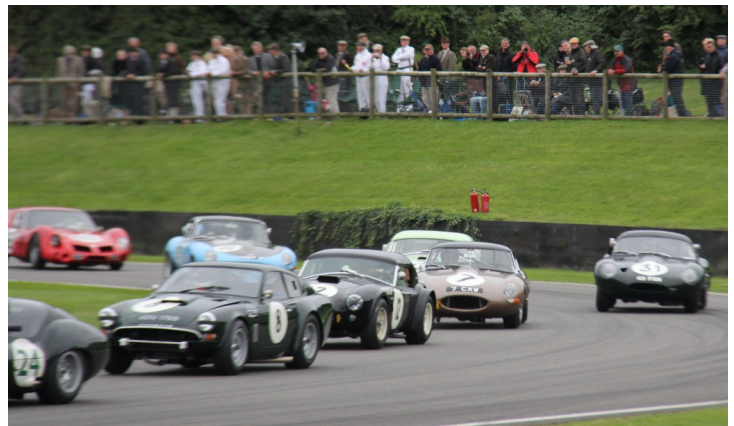
All the races were very competitive. There were cars from specific eras and drivers who are outstanding from multiple professional areas, F1, LeMans, and one driver who was previously "the Stig".

There are races for cars that are sports cars from the 50s, Formula 1 cars from the 30s, sports and GT cars from the late 40s and early 50s, motorcycles of 350 and 500 cc class built between 62 and 66, sedans from 60 thru 66 with displacements ranging from 1275 through 7000 ccs, an entire race dedicated to Ferraris with drum brakes from the 50s, cars like those raced at the wooden track called Brooklands, the Whitsun trophy race is comprised of Lola T70s, GT40s and McLarens, there is the race for 2.5L F1 and a separate race for the 1.5L F1 cars which Charlie says, close your eyes and just listen to the movie Grand Prix. The St. Mary's race is the one with the aforementioned Thunderbolt and the broadest range of engine displacement with the by-far broadest range of vehicle sizes – from Mini to 63 Galaxies, and

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1930's Brooklands cars racing for a trophy



RAC-TT featured Cobra, Ferrari and Jaguar (#8 Green Lister Tiger is 1 or 3 or 4 in the world).



Left: Some beauty queens attended the 2015 Goodwood Revival

Below: Dan and Sue flank a jeep driver at Goodwood. They were a part of the author's group and Sue is his neighbor in Tellico Village.



Left: People in the pad-dock



2015 Goodwood Revival

(Continued)

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then there is the RAC-TT. The RAC features the Cobra, Ferrari, Jaguar war and the cars and drivers are as competitive as the most competitive Trans Am races were. It's a true treat to watch.

In addition to the most incredibly interesting reunion of the 6 Daytona coupes and the vintage races, this year's Revival featured a tribute to Land Rover's 50 years, a stirring tribute to Bruce McLaren who holds the lap record at Goodwood and who was killed in a testing accident at Goodwood in 1970, a tribute honoring the participants of the Battle of Britain and flights overhead with 16 Spitfires and a brace of Hurricanes, there was a J40 pedal car race with very young, very enthusiastic drivers. There was an on-track display of gassers, yes, pure Americana 50s and 60s cars that would be run in the A gas, B gas, or C Gas class in NHRA, and they were all street driven in England.

Our trip to Goodwood is comprised of dressing for the occasion, ogling the automotive, aircraft and historic car eye candy in the paddock, enjoying the absolutely outstanding, competitive races, doing lots of people watching and then going out for a great dinner at a local pub in the evenings. The aggregation of sensory experiences makes the Goodwood Revival arguably the very best vintage race experience in the world. It is certainly the very best Vintage race I have ever attended.



Several Spitfires flying over the 2015 Goodwood Revival



The six original Daytona Coupes on the Goodwood false grid ready to enter the track. Together for the first time since 1965, on Lord March's estate in West Sussex.



These are examples of on and off track gassers, yes, pure Americana 50s and 60s cars that would be run in the A gas, B gas, or C Gas class in NHRA, and they were all street driven in England.



Time to Renew Your Membership

Club memberships expire on January 1st

Membership 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

Make check out to "SAAC-MCR"



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

SAAC-41



The answer is "MID-OHIO."

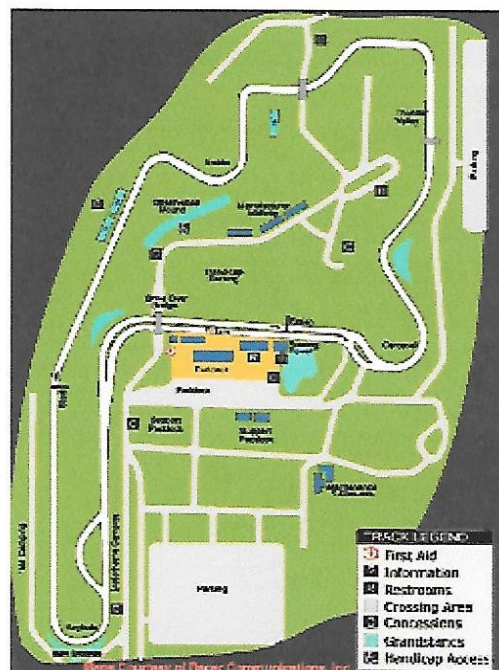
The question is, "Where will you be next June 23-24-25?"

We don't have a lot of details just yet but we still have nine months to hang some meat on this skeleton. We'll be joining SVRA at the Lexington, Ohio road course.

We haven't even gotten close to determining a schedule, but that's going to be much easier now that we've digested the results of the survey. As for the convention hotels, there will always be a few who jump the gun and try to grab rooms at places they've stayed at before, or that turn up on some hotel selection website. Just know that if you do that, you're not doing us any favors. If we can fill the convention hotel(s) up, we can commandeer control of the parking lots and also get the facility's meeting rooms and/or banquet facility without cost. Why work against us? We're investigating special group rates as you read this. Be patient: we will post specifics as soon as we have them.

Look for convention information to be posted on future SAAC News eBlasts.

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SAAC-MCR Show 39 Sponsors



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Thayer's sponsored the Best of Show Paint Award



Roy O'Brien Ford donated a vehicle detailing package
www.royobrien.net

Classic Design Concepts sponsored the Best of Show Late Model Mustang Award



www.classicdesignconcepts.com



GR Auto Gallery sponsored the Best of Show Engine Award.

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www.grautogallery.com

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Newsletter Editor: Ed Ludtke
Phone: (734) 604-3818
E-mail: ludtke.ed@gmail.com
Technical Editor: John Logan

We're on the Web!

www.saac-mcr.net

Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3

Right: Who is the famous Mustang Designer in the blue jacket (On the Left) using Phil Jacob's rear wing as a desk, to sign autographs? Find out in the related article on page 10.



2016 Events Calendar

January

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

February

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

March

- 3 SAAC-MCR Monthly Meeting.** 7:00 PM at Pasquale's, 31555 Woodward Ave., Royal Oak, MI 48073
- 6 SAAC-MCR Winter Swap Meet** Gorno Ford Dealership, Woodhaven, MI

April

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

2016 Event Calendar *(Continued)*

May

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

June

- 2 SAAC-MCR Monthly Meeting.** 7:00 PM at Pasquale's, 31555 Woodward Ave., Royal Oak, MI 48073
- 12 SAAC-MCR SHOW 41** Ford World Headquarters, Dearborn, MI
- 13 SAAC-MCR GO 41 Open Track** Waterford Hills Road Course, Clarkston, MI

September

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

October

- 2 SAAC-MCR Harvest Happening Open Track** Waterford Hills Road Course, Clarkston, MI

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

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