



Shelby Life

Shelby American Automobile Club – Motor City Region

Volume 35, Issue 3

July, 2010

SAAC-MCR Show 35

Text by Mike Nyberg, Photos by Rich Tweedle



Above: Robertson Racing displayed two Ford GT's and (Right) the T-Plex (Model T Automotive Heritage Complex) brought their recently acquired Model T. They were displayed together to show the contrast of Ford products spanning approximately 100 years, as advertised we have everything form Model T's to Ford GT's.



As with any 35th anniversary, the SAAC-MCR Show 35 event marked a significant milestone for the club. The all Ford Car Show was held at the Ford World Headquarters in Dearborn, Michigan on May 30, 2010 under the able leadership of Events Director, Jim Binder. He was aided by many club member volunteers and supported by several vendors. Their participation help make the show a success, the weather helped too.

The car show had 61 classes available, while 51 classes were contested. Awards were given for Best in Class and Class Awards in each class. First place awards were given for "best in class", 2nd and 3rd place class awards were subsequently presented to runner up's, depending on the number of cars in their respective class, 229 cars participated in the car show. The participants voted for the best car in each class. 51 First Place and 61 Class Awards were presented. Best of Show awards were selected by a team of (3) SAAC-MCR judges and presented in seven different categories as well.

The Fairlane, Galaxie and Falcon clubs were a welcome presence, their participation helped make the show a success. Additional, Maverick's and Saleen's were well represented at Show 35. Five Ford GT's owned by Ed Jolliffe Jr., Genreal Manager of Gorno Ford entered the show and parked next to a Ford GT owned by Keith Batko, General Manager of Russ Milne Ford.

Jim Binder would like to thank the following volunteers: Wendy Binder (Jim's Assistant), Steve White. Jerry Ostalecki, Tim Young (Fabricated the battery powered PA system), Bud Koss, John Logan (Developed the car show parking layout and designed the trophy plaque), Jim & Tina Schoenherr, Mike Beltaire, John Yarema (Sign fabricator with Greg Cragel and placement coordinator), Darius Rudis, Vito Campanaro, Kurt Fredrickson (Swap Meet coordinator), Phil Jacobs, Austin Jacobs, Alyssa Jacobs, Craig & Bonnie Shefferly, Rich and Sandy Tweedle, Mike Nyberg, Erin Garzaniti, Mark Kulwick, Sandy Swonder, Gibson Nichols, Jim Sie-

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Show 35 *(Continued)*

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ser, Ed Ludke, Tom Krcmarik and Mike Elwood (and to anyone else we may have unintentionally overlooked).

Vendor support is also critical to the success of the show, they paid for the Best of Show awards and their presence add to the diversity of interesting things to see and learn at the show. The Best in Class awards were sponsored by Total Performance, National Parts Depot (sponsored 2), Great Lakes Trophy, Thompson Automotive, The Ford Trailer.Com and Harris Oil. Fifteen Ford dealerships also supported the event. Other vendor support included Pegasus (300 catalogs) and Auto Trader/Mark Strom (Mustang & Ford 300 copies). Several vendors supported the event with paid booths, including Autozone Hobbies, Zane Automotive, Street or Track and GT Coatings.

We appreciate Robertson Racing for bringing their race rig with two Ford GT's and the T-Plex (Model T Automotive Heritage Complex) for bringing their recently acquired Model T. They were displayed together to show the contrast of Ford products spanning approximately 100 years, as advertised we have everything from Model T's to Ford GT's.

The Show 35 was a successful SAAC-MCR milestone thanks to the support and work of many people, car clubs and vendors.



The weather was perfect for the SAAC-MCR Show 35. 229 cars participated in the event. 51 First Place and 61 Class Awards were presented. Best of Show trophies were awarded in seven different categories.



Many late model Shelby Mustangs participated in the SAAC-MCR Show 35.



Dick Soules is the original owner of this 1969 Shelby Mustang GT500.



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 101 members

New members include: *David & Andrea Robertson, Ronal & Penny Jacques, Glenn & Sharon Madison, Linda & Michael Kidd and Joseph & Pamela Holland*

Show 35 Award *Matrix by Steve White and Photos by R. Tweedle, Mike Nyberg & J. Burgy*

Class No	Class Description	1st Place Car No. / Entrant	Vehicle Description	Class Award Car number / Entrant	Vehicle Description
3	66 Shelby GT350	273 Howard Ternes	White w/blue stripes w/Paxton		
4	67 Shelby - All Cpe	214 Bryan Henrikson	Brittney Blue GT500		
5	68 Shelby - All Cpe	174 Mark Mousesian	White GT500KR	105 Matt Pasella	Red GT500
6	69-70 Shelby - All Cpe	294 Dick Soules	Maroon 69 GT500		
7	66-68 Shelby Conv	218 Mike Riemen-schneider	Blue 68 GT500KR	152 Randy Burns	Blue 68 GT350
8	69-70 Shelby Conv	249 Rob Smith	Red 70 GT500	257 Kurt Fredrickson	Maroon 69 GT500
9	2006 to Present Shelby Mustang	107 Dale Jerome	Black 08 GT500 SuperSnake	292 Ken Field	Black 09 GT500
				274 George Herman	Red 07 GT500 SuperSnake
11	All Boss Mustangs	327 Michael Sudek	Grabber Blue Boss 302	284 Mark Strom	Orange Boss 302
				285 Mark Furby	White Boss 302
13	64.5 - 66 Mustang F'Back & Coupe	127 Rob Bakula	Black 65 Fastback	148 Pat Levitte	Green 65 Fastback
				119 Bert Kauvas	Black 66 Fastback
14	64.5 - 66 Mustang Convertible	110 Michael&Shiela Laurer	Blue 66	260 Rick Balkish	Blue 66 Retractable Hardtop
				178 Jeff Burgy	White 65
15	67-68 Mustang F'Back & Coupe	183 Tom Gawlowski	Grey 67 fastback	315 Ben Boyle	Grey 67 "Eleanor"
				258 Dennis Mozdzen	Red/Black 67 Coupe
16	67-68 Mustang Conv	150 Jeff Gwiewzk	Lime Green 68		
17	69-70 Mustang F'Back & Coupe	147 Vito Companaro	Black 69 Mach 1	131 Tom Graney	Blue 70 Mach 1
				165 Darin Joseph	Maroon 69 Mach 1
19	71-73 All Mustangs	205 Sam Bond	Black & silver 71 Mach 1	111 Don Freeman	Red 72 Convertible
				308 Larry Brown	Bright Green Golf 73 Mach 1



The Fairlane Club was well represented at Show 35.



White Ford GT owned by Keith Batko, General Manager of Russ Milnie Ford.



1964 Fairlane Thunderbolt, created for professional race drivers whose only goal was to get to the end of a quarter-mile strip as fast as humanly possible.



1979 Mustang Indianapolis Pace Car

Show 35 Awards (Continued)

Class No	Class Description	1st Place Car No. / Entrant	Vehicle Description	Class Award Car no. / Entrant	Vehicle Description
21	79-86 Mustang / Capri Coupe	304 Jim Maynor	Silver/black 79 Mustang Pace Car	122 Charles Montgomery	Red 79 Mustang
23	87-93 Mustang Coupe	250 Keith Gousina	Silver 93 GT	306 Fred Prince	Black 93 Cobra
				136 Ray Shelton	White 93
24	87-93 Mustang Convertible	236 Dave Stinson	Red 92	305 Paul Bebsette	Red 86
				265 Larry Alexander	White 90
25	94-98 Mustang Coupe	241 Brian Boggs	White/blue 97	125 Bruce Lang	White 98 Cobra
				322 Jeremy White	Blue 98 Cobra
26	94-98 Mustang Convertible	104 Ron Grobely	Red 94 GT	114 John Grabowski	Yellow 98 Cobra
				184 Arnie Meissner	Red 94
27	99-04 Mustang Coupe	229 John & Edna Splan	Comprtition Orange 04 Cobra	329 Nate Taylor	Black 04 Cobra
				221 Bill Flynn	Green 01 Bullitt
28	99-04 Mustang Convertible	103 Ron Alfafara	Mystichrome 04 Cobra convertible	197 Stanley Kwolek	Red 03 Cobra
29	2005 to Present Mustang	253 Mike Rey	Silver 05 GT	113 Greg Kaminkas	Blue 05 GT
				203 Tom Milligan	Legend Lime 06 GT Convertible
				317 Jessica Franks	White 10 GT
30	Pre-1932 Car & Truck	288 Dan Duszkiewicz	Geen 29 Tudor	248 Mike Brady	Red 15 speedster
31	32-48 Car & Truck	240 Geo Clendennin	Black 48 Coupe		
32	49 - 78 Ford/Edsel Mercury/Lincoln	295 Ron Stone	Blue 56 Crown Victoria	251 Kirk Dillery	Turquoise 63 Marauder
				163 Larry Harris	
33	79 - Present Ford/Edsel/Merc/Linc	132 Joe Kleynenberg	Black 03 Crown Victoria	212 Brian Kaltz	Black 94 Lincoln Mark VIII



A large group of Saleen owners participated in the SAAC-MCR Show 35.



BEST OF SHOW SHELBY: Red 1968 GT500 owned by Matt Passella.



BEST OF SHOW EARLY MUSTANG: Grey 1967 Fastback owned by Tom Gawlowski.

Class No	Class Description	1st Place Car No. / Entrant	Vehicle Description	Class Award Car no. / Entrant	Vehicle Description
34	All Galaxie Hardtop	195 Jay & Linda Williams	Black 64 427 Fastback	170 Phil Smith	Black 73 2-door
				268 Mike Pikelis	Red 64 Fastback
35	All Galaxie Conv	141 Don Zalewski	Blue 68 Galaxie		
36	All Galaxie "Others"	187 Adrian Clements	Gold 67 Country Squire		
37	70 to Present - Small Car	160 Adam De-Amielleuri	Blue 71 Maverick Grabber	247 Shawn Simpson	Grabber Green 72 Maverick Grabber
38	60-70 Falcon	171 Jack Longfellow	Black 64 convertible	172 Gordon Leslie	Black 64 Sprint
				189 Jerry laho	
40	62-65 Fairlane/Comet/Meteor	296 Danny Pugh	Red 65 Comet Caliente	237 Kenneth Kowalk	White 63 Fairlane
				201 Roger Goodham	Red 64 Fairlane 500
41	66 - 67 Fairlane/Comet/Meteor	115 Jerry Helfman	White 66 Fairlane 500	182 Eric Miller	Red 66 Fairlane GTA
42	68 - 71 Torino/Montego/(F/lane)	137 Larry Slevin	Black 69 Fairlane Cobra	264 Dick Cash	Burgandy 70 Torino Cobra
				146 Rocco Pantalena	Red 70 Torino GT
				215 Ed Skrent	Gulf Stream Aque 68 Torino
43	72 - 76 Torino/Montego	166 John Surgener	Blue 72 Torino	219 Ron Tuttle	Maroon 72 Montego
45	58 - 73 T'Bird	232 Steven Divirbil	White/black 68 2-door	325 Rob Longfellow	Red/white 65
46	67-73 Cougar	227 Bill Cortose	Black 69 convertible	185 Jon Manning	Calypso Coral 68 XR7-G
47	74-98 T'Bird Cougar	202 Tom Milligan	Red 88 Turbo Cpe		
48	02 to present Thunderbird	177 Shiela Wahl	Grey 03 convetible		
49	48 to present Truck	190 Dan Raupp	Red 53 F100	140 Ray Kowalski	Black w/flames 56 F100
50	All 4x4 Truck	112 Dale Zilka	Green 77 F150	267 Tom Carper	Green 76 Brono roadster
51	All Small Truck	238 Michael Robinson	Silver 05 Ranger	207 Bill Fick	Red 93 Ranger

Show 35 Awards (Continued)



BEST OF SHOW LATE MUSTANG: Mysti-chrome 2004 Cobra Convertible owned by Ron Alfara.



BEST OF SHOW FULL SIZE FORD: Blue 1956 Crown Victoria owned by Ron Stone.



BEST OF SHOW ENGINE: 1966 Mustang resto-mod convertible; triple black, Livernois block 347, built A.O.D. with 3:55 limited slip differential, owned by Al Cabadas.

Show 35 Awards (Continued)

Class No.	Class Description	1st Place Car No. Entrant	Vehicle Description	Class Award Car No. / Entrant	Vehicle Description
53	All Ford Foreign	323 Rick Linder	Tungsten 07 Aston Martin		
54	All Replica and Kit Cobra	116 Marvin Hartwig	Titanium/black S/formance 427	169 Marvin Miller	Biege 85 AC
55	All Special Interest	326 Charles Pankvatz	Red 05 Panoz Esperante		
56	GT40, Pantera/Mangusta	234 Andrea Robertson	Silver 05 Ford GT		
57	Tiger and Griffith	124 John Logan	Red 66 Tiger	158 Richard Gottlieb	White 66 Tiger
58	Street Rods	235 Rick Jones	Green 34 Pick-up		
59	All Pro-Street Car & Truck	318 Bob Lyscas	Orange 68 F100	157 Ed Vusick	Blue 69 Mustang
60	Race Cars	156 Bill Barent	White 64 Thunderbolt clone	286 Roger Niemec	Red 93 Cobra
69	Saleen - late model	328 Steve Franks	White/orange flames 01	191 Bob McQueen	Tungsten 07 H302SC
				149 Dave Bailey	Black 07 S281 Extreme
				261 Mario Borbolla	White 06



BEST OF SHOW TRUCK: Green 1977 Ford F150 4X4 owned by Dale Zilka.



BEST OF SHOW FAIRLANE: Black 1969 Fairlane Cobra owned by Larry Slevin

Best of Show 35 Awards	
Best Shelby Matt Passella	Award Sponsored by the Ford Trailer.com Red 1968 GT500 F/B (Class 5)
Best Early Mustang Tom Gawlowski	Award Sponsored by National Parts Depot Grey 1967 Fastback (Class 15)
Best Late Mustang Ron Alfara	Award Sponsored by Great Lakes Trophy Mystichrome 2004 Cobra Conv. (Class 26)
Best Full Size Ford Ron Stone	Award Sponsored by Total Performance Blue 1956 Crown Victoria (Class 32)
Best Engine Al Cabadas	Award Sponsored by Thompson Automotive Black 1966 Mustang Conv. (Class 14)
Best Truck Dale Zilka	Award Sponsored by National Parts Depot Green 1977 Ford F150 4X4 (Class 50)
Best Fairlane Larry Slevin	Award Sponsored by Harris Oil Black 1969 Fairlane Cobra (Class 42)



Jim Binder and his assistant Wendy led the team that hosted the successful SAAC-MCR Show 35 at Ford World Headquarters in Dearborn, Michigan.

SAAC-MCR Show 35 Sponsors



Thomson Automotive sponsored the Best of Show Engine Award.

TOTAL PERFORMANCE

Sponsored the Best of Show Full Size Ford Award.



Sponsored the Best of Show Late Model Mustang Award.



Sponsored the Best of Show Early Model Mustang AND the Best of Show Truck Awards.



Fifteen Greater Detroit Area Ford dealers supported SAAC-MCR Show 35.



Sponsored the Best of Show Fairlane Award.



left: Milan Dragway supplied free passes to the dragway and gift certificates to raffle.



Sponsored the Best of Show Shelby Award.



AutoTrader/Mark Storm supplied 300 copies of the Mustang & Ford AutoTrader Classic, June 2010 Issue.



Collector Car & Boat Insurance™

Supplied Hagerty goodie bags.



Pegasus supplied 300 catalogs.

SAAC-MCR GO 35 at Waterford Hills Race Course

Text by Darius Rudis and Photos by Rich Tweedle, Dean Ricci, Darius Rudis and Mike Nyberg



Competition Director, Darius Rudis (standing between two people seated) is giving safety instructions to the SAAC-MCR GO 35 participants at the Waterford Hills Race Course. John Yarema (leaning against the post) is praying for no rain.

After a glorious sunshine day for The Show XXXV at Ford WHO. We were hoping for more of the same on Monday for The GO XXXV (even though they were predicting a little less than desirable forecast). It started out with a bit of overcast, but the temperatures weren't as hot as yesterday.

Darius started that day with a dump of the on-line registrations into his run group spreadsheet at 6:00 that morning. Only some 29 people registered early (on time) to participate in the event. Thankfully there were nearly a dozen walk-ins, and definitely got us over the break even count required, and believe the final count was 40 participants. John Yarema and Bill Rowe fired off Tech inspection at about 8:30am. The first open track session begins at 10:00 am after the 9:30 am Driver's Meeting, and there were a LOT of late-comers getting into tech line. Thankfully several key SAAC-MCR members assist with tech and the line progresses quite quickly. Thank you.

There were 3-4 pre-registered newbie's that inquired about a helmet, and SAAC-MCR (for the next event) will provide with a club helmet. Although, truly 9 individuals were requesting helmets, and we had difficulties coming up with borrowed helmets. Part of the problem was that instructors needed their own helmets to ride with the students, but we managed to beg/borrow from some fellow racers and with head-socks they agreed to lend them out. We also had about 5 drivers that only spoke Polish. So, Darius did his best to explain passing rules and flags WITH HIS HANDS (with very large hand-gestures) as if he was pantomiming the driver's meeting. He tried to explain it in Lithuanian, but quickly just got blank stares, and

went back to English and hand-gesturing. We paused frequently for them to further explain and translate amongst themselves, and it became a non-issue. I also was wearing my new Boy Scout Leader hat, and informed everyone that any comments were an automatic Black-Flag penalty...

Okay, time to get on the track, and we started off with the A-Red Group of Instructors at 10:00am. These are some of the most prepared cars at the event with the most experienced drivers. It was pleasant to watch them all go effortlessly (so it seemed) tearing around the track. A few times bunching up into a small pack, but then single-file running thru the corners, while all still heavily engaged in driving, made for some exciting spectating. It was at this point that Darius regretted not bringing out his own Mustang to "play", but busy family events took precedence that weekend. Rob Eaton was doing some tuning and testing for VintageVenom.com brake kits, and Darius assisted in gathering some brake temps with his setup. Maybe we can invite Rob to a future club meeting to discuss his extreme depth of knowledge of brakes, and some of the interesting results of his testing. I asked Steve White (yes, club president) to go out with a new driver in the Cannon Ball Run Mustang. The student needed some more explaining by example, and Steve offered to drive the student's 500hp Mustang for a few laps. That went well, as it's difficult to explain to someone how to take the right line thru the track, without actually being shown the line. It's like explaining-away in words how to ride a bicycle, but until you actually see and try, it's just words. It's also interesting to note that after this event, there is a Wanted Ad placed by Steve in the SAAC-MCR newsletter looking for a Supercharger for his Mustang...:)

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GO 35 (Continued)

(Continued from page 8)

There were no real big issues with anyone's driving, although a few drivers were mildly scolded to back it down a bit as their inexperience could/would get them into harms way if not careful. Later in the afternoon, the Volvo Turbo Wagon went WAY too hot down the front straight, and deep off into the sand trap at Turn-1. (Exactly what I was trying to avoid). The good news is that the 4-wheel drive Volvo simply DROVE out of the sand trap, without any tow, and saved precious track time. Good thing John Yarema was with him, and explained to stay off the track, not dragging all that gravel onto the race line of the track. So luckily, minimal impact to the delay, which was a good thing.

The weather was threatening to rain late-morning, and clouds kept rolling in darker and windier, but we were just grazed by the edge of the cloud pattern, and it was holding off. For some reason, the start/finish tower had a real issue standing on top of a 20 foot metal tall tower during the lightning strikes. All kidding aside, they were troopers. I told them to call off the cars at any moment that the storm got too close for comfort. They kept watch of the clouds, and decided to keep us on track for as long as they felt comfortable and safe. They let us run for quite some time, but finally, after every group got in their 4th session, the rains came. These winds and lightning finally blew in and chased us all under cover. At that point, it wasn't clear if it was going to rain 15 minutes or the rest of the day. Since there were only 6 cars remaining on track, we called it a day, and sent the ambulance home, and corner-workers inside.

I took away a few pointers; I will try to incorporate into the next event. Thanks again to all of you who step right up and help out in making this event run smoothly. Some of the newbie's look like they are hooked and are already asking about the next event. We'll see you September 5th for the Labor Day Classic.



Darius Rudis in his troop leader hat. Notice he has the new SAAC-MCR 35th Anniversary T-shirt on under an Hawaiian shirt. What a fashion statement!



8:00 am technical inspection begins to insure participant's cars meet the requirements for open track sessions.



Lunch time at the track. A time to talk about the morning's activity and rest up for the next series of open track sessions. The helmet in the tarmac is for novices who didn't have one of their own.



John Phillips shows how to exit a Corvette that is loaded in an enclosed trailer. We had (4) Corvettes participant in the GO 35 open track event.

Grosse Pointe Cruise

Text by Rich Tweedle and Photo by Rich Tweedle and Bill Cook

Saturday, April 24th didn't start out as a good day for a cruise, or much else. It was wet, with a mist in the air and promised to get much wetter. Still, Sandy and I drove over to the Yarema home to at least give John and Sandy some company. We were not alone. Despite the conditions, quite a few hardy souls were already partaking of a great continental breakfast set out by our hostess and host, with more arriving as the morning progressed.

We had quite an assortment of vehicles with lots of Mustangs in attendance. A special Mustang made an appearance, a Grosse Pointe Farms 2006 Mustang Police Car. It was totally outfitted for finding and capturing the bad guys and the officer was very kind and patient while answering questions and showing all that the car's equipment. He even had all the lights going, which were hard to capture in photos (See the photos on the club web site), and even though we asked, he wouldn't activate the siren. He declined joining us on the cruise but wished us well and to be safe.

Around 10 am Mr. Yarema took the lead and we visited some neighborhoods of the Grosse Pointes and a park where we took a walk along the lakeshore boardwalk – until our walk was cut short by heavy mist. We went back to the cars and started our trip to Mr. Dick Soule's home for a tour of his studio. There we were treated to his collection of art from his career as an illustrator (extraordinaire). Looking at what he had displayed brought back memories and comments of "I remember seeing that picture". We thanked Dick and his wife Nancy for allowing us to track through their home and headed for our next destination.

The T-Plex is the place where the Ford Model T was produced from 1908 until production moved to the Highland Park plant. This is the Piquette plant. It is the site of the famous picture of the Model T chas-

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Cruisers have breakfast in John and Sandy Yarema's garage before the cruise.



Cruisers looking over the Grosse Pointe Farms 2006 Mustang Police Car.



Above: Cruisers' cars parked at Patterson Park while they walked along Lake St. Clair on a boardwalk.

Left: Cruisers looking at the collection of art work from Dick Soules' career as a Ford illustrator in his studio located in his and Nancy's home.

Grosse Pointe Cruise (Continued)

(Continued from page 10)

sis being pulled by a rope by one strong man while the car was being assembled, proving out the theory of the moving assembly line. We were guided through the plant by a VERY knowledgeable docent who gave us quite a history lesson. There were many cars on display including some competitors of the Fords and the connections to the people who started the other companies. For those who weren't with us, it is a very worthwhile trip to make and parking is within the structures so you do not park out on the streets.

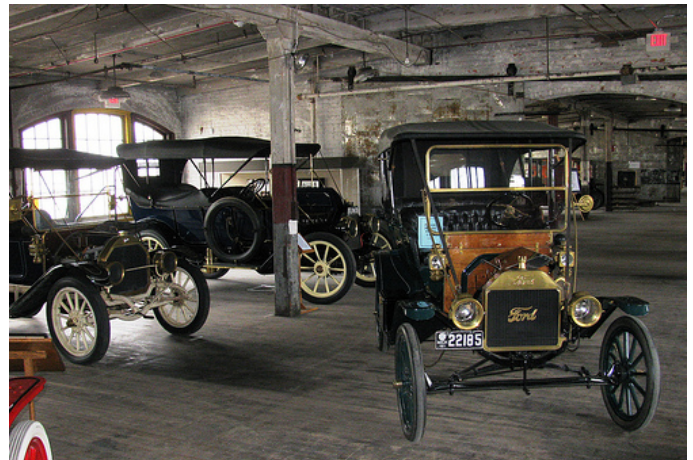
Our final stop was at the Cotswold Cafe of the Edsel & Eleanor Ford home for lunch. Lucky that we had reservations as the room normally closes at 2 pm on Saturdays and we arrived near 2:30. We had two very attentive waitresses and buspeople and enjoyed a relaxed and delicious meal.

We all enjoyed this memorable day, and thank our tour guides, John and Sandy Yarema, for their efforts.

Ohh- the weather never got past threatening and we actually had a very nice day. I did notice on the drive on I-94 from the Piquette Plant to the Edsel & Eleanor Ford home that all the vintage cars in our group had a noticeable effect on traffic.



The Ford Piquette Avenue Plant was utilized to build Model T's from 1904 to 1910.

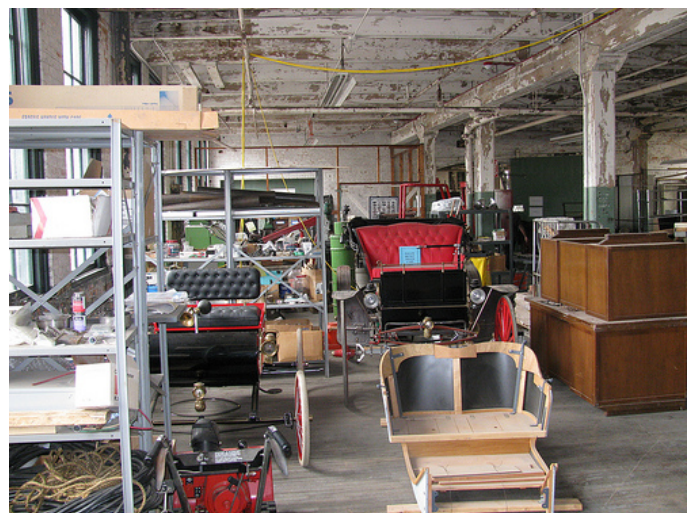


A few of the many Model T's on display at the Ford Piquette Avenue Plant.



Ordering lunch (L to R) Phil Jacobs, Mike Radonovich and Gibson Nichols

Above: Cruisers ready for lunch in the Cotswold Cafe located on the Edsel Ford Estate.



Area where the Model T's are restored.

Meet the Member—James Dennis Binder

Text by Wendy Binder and Photos by Jim Binder

What do you think it's like to grow up spending your summers camping in the shadow of the Mackinaw Bridge while it was under construction? Or closed course racing on an inland lake in an out-board hydroplane that you built yourself? How about trying your hand at Motocross after several viewings of the movie "On Any Sunday" on a motorcycle that you purchased at the factory in Southern Germany? In this article, I will enlighten you with "little known and interesting" facts about the adventures of our fellow club member Jim Binder.

Jim grew up on the East side of Detroit with his German Father and Polish Mother. He attended Grosse Pointe South High School and graduated from Oakland University with a Bachelor of Arts in Chemistry and Biology. Following graduation he began post bachelor studies at Wayne State University in German Language and German Culture. Jim has resided in Michigan with the exception of a couple of years spent in Torrance and Gardena California when his father was employed by Northrop Aircraft as a missile designer. During the summer's he toured the United States with his family staying in nearly all of the National Parks and has visited 48 of the 50 states and several foreign countries.

Cars have always been on the top of the list of interests for Jim. His Mother taught him to drive when he was 11 years old in a 1953 Ford Crown Victoria Flat Head 8, on dirt roads in Indian River. The Crown Vic later became his first car, with 22 additional cars of all types to follow. Jim taught himself how to drive manual transmission vehicles at age 13 in a 1964 Falcon Sprint Convertible that he and his friends would push into the street after the friends parents would go to sleep, start it up and cruise the neighborhood for hours. A drivers license and insurance were never a concern, however getting home before the parents woke up was.

While in high school Jim and his father decided to build a 3 point hydroplane in the basement of their family home. One year later the completed project made it through the exterior doorway to see daylight for the first time. With a quarter of an inch to spare the hydro made it through the opening; yes it was almost back to the old drawing board or alternately make a larger door opening. The boat, a Hal Kelly design, was powered by a Mercury Mark 20 Hurricane out-board motor which propelled the 9'10" 110 pound boat beyond the 70 mph mark. After the purchase of a helmet and life jacket the boat was campaigned for a few seasons of NPBA closed course racing, then retired when Jim developed other interests immediately following a high speed low light collision with a dock.

Jim's "need for speed" hasn't always been limited to 4 wheel vehicles. Between the years of 1970 & 1975, he had 17 motorcycles; not all at once of course. They were consequently replaced or upgraded resulting from extensive damage sustained during racing ("bikes are easily trashed" per Jim)! Yes, he participated in Moto-

(Continued on page 13)



Shelby 4000 series CSX 4110 at the McLaren Performance shop in Livonia just prior to final assembly.



CSX 4110 on display at the 54th Autorama in 2006; completed at McLaren Performance at 12:00 noon on the day that this

display was set up at Cobo Hall. 4110 won second place in the assembled vehicle class and first place at the subsequent SAAC-MCR Show & Go 31 later that year.

Jim driving Superformance Cobra replica SPI241 with friend Fred Elias Jr. in the staging area at the 2003 Double Venom Spring Fling in London Ohio. This ve-



hicle received a first place award in the replica class at Show & go 23 in 2003.

Meet the Member

(Continued)

(Continued from page 12)

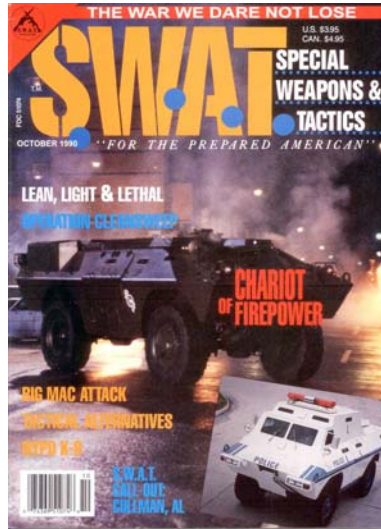
cross (Green Acres & Dodge City), the Jack Pine Enduro, Trials, Hill Climbing (West Branch) and Ice Racing on Anchor Bay. The motorcycles included 2 Montessa Cappa's, a Bultaco, a Penton, KTM's, Husqvarna's, CZ's and finally a 400cc radial Maico purchased at the factory in Pfaffingen Germany. His tow trailer was pulled by a Type - 1 Volkswagon with considerable effort that barely made it to race events. Amazingly, there were no serious injuries resulting from the motorcycle phase of his life, just lots of bumps, bruises and stitches. The worst driver error incident was riding over a cliff and into the river below.

Besides cars, boats and motorcycles Jim has some interesting hobbies that include collecting Japanese swords. He belonged to a Japanese Historical Sword Club where he was intrigued by the way swords were tested for quality (a little too gruesome for this publication). He has an etching collection of European castles and is a military history buff with a collection of books relating to "The Grey Wolves" the submariners. He celebrates his Polish heritage by regularly dining on Polish food in Hamtramck and his German heritage through membership in the DASV, the Deutsch-Amerikanischer Schutzenverein – a German shooting club, where he practices his German language skills, samples German beer and of course marksmanship skills when not consuming alcohol.

For the last 30 years Jim has conducted classes in civilian defensive firearms training. Some of his most notable students are Dr. Jack Kevorkian, Congresswoman Candice Miller, and Mel Farr Jr. He has trained bodyguards for Diana Ross, Billy Joel, Chuck Norris, Lee Iacocca, Bob Eaton, Cardinal Maida and Art Van. Several judges and prosecutors from 36th and 37th district court have utilized Jim's expertise. He and his assistant Michael Herman have trained 35 personnel from the United States Marine Corps in a nine hour session based on a program and course of fire developed by Jim. The training was conducted at Camp Grayling in August of 1999. Included in the group were a "full bird" Colonel, 2 Lieutenant Colonels, 2 Captains and 4 Majors. Two years after the training session Jim was presented with a Certificate of Appreciation from the Marine Corps by Master Sergeant Eric Cox. Jim considers this to be one of the greatest honors of his life.

Jim firearms training began at age 5 when his parents were away from their home, shooting a Montgomery Wards Western-field 22 cal. rifle in the basement of the family home. His fascination with firearms escalated from there and to date he has shot most everything that currently exists. From a marksmanship perspective, Jim has engaged targets of every description, bowling pins, a variety of moving targets, plate racks and at every distance. His favorite currently manufactured firearm is the Dillon Aero Mini Gun based on the Gatling Gun (check out this link if

(Continued on page 14)



During his brief career as a writer, Jim had 67 articles published. The pinnacle was an article for S.W.A.T. magazine reviewing the Dragoon armored car manufactured in Troy and Mt. Clemens Michigan. It was considered the lead article in the October 1990 issue and subsequently was featured on the magazine cover.

Jim and Joe Pappas taste test chili at the Dakota Rathskeller's Annual Chili Cook Off. The Dakota sponsors the event each year with all proceeds donated to the Karmanos Cancer Institute. Several SAAC-MCR members have attended in past years.



R. Lee Ermey, the "Gunny".....discusses some of the fine points of close quarters combat with Jim at the 2009 S.H.O.T. Show in Orlando Florida.

Meet the Member (Continued)

(Continued from page 13)

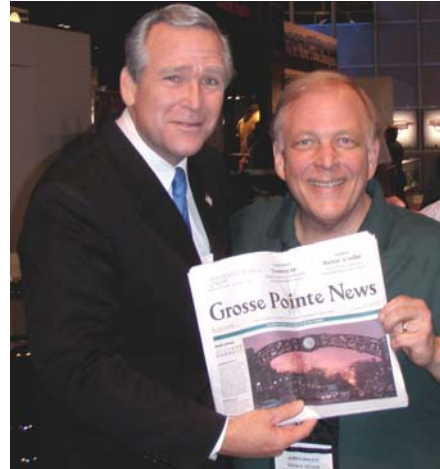
you're interested www.dillonaero.com) and has personally evaluated its predecessor – the General Electric Mini Gun, destroying a Volkswagen with 2 – 1 second bursts (3000 rpm). He enjoys the outdoors and is an enthusiastic, hunter harvesting boar, elk, deer, ram and pheasant. His most memorable shot was dropping a Corsican Ram with a 220 yard off hand shot using a borrowed Ruger Model 77 .30-06 Mannlicher Carbine equipped with a Burris 3-9x scope with one round of borrowed ammunition!

Jim is a published author and had once considered a writing career. He appeared on the mast head of Turbo and S.W.A.T. Magazines for 10 years and has over 67 published articles. He has written evaluations for publications such as Super Ford, Fire Power, Combat Knives and an article "Shelby Cobra – 40 years of Stripes and Pipes" for the Eyes on Design Car Show Program June 9th 2002. The most unique review and article was an evaluation of the Dragoon armored car used by both Detroit PD and Macomb County Sheriff's department and featured in the movie "Robo Cop II". Jim evaluated the vehicle driving it on both urban streets and off road. The article called "Chariot of Firepower" was featured on the cover of S.W.A.T. magazine October 1990.

Of course, Shelby Cobra's have been a passion for Jim since he first saw one in 1965. His second vehicle a Superformance 1965 Cobra Replica powered by a Windsor 392 crate motor was purchased during his first bout with cancer in 2001, fearing he would not complete the Shelby 4000 series purchased 4 years earlier. The Superformance took 1st Place at SAAC - MCR Show & Go 23 2003 in the Replica Class as well as frequent trophy's elsewhere. His favorite is of course is his Shelby 4000 Series, CSX4110 finally completed by McLaren Performance in March 2006. Specification as follows: 1965 Ford 427 F.E. Sideoiler, displacement 448.51 cu. in., horsepower 523.5 @ 5300 rpm, torque 518.8 @ 5300 rpm, peak horsepower 562.5 @ 6300 rpm., 1965 Ford top loader transmission. This car has won many awards, among them 2nd place at Autorama 2006, 1st place at Motor City Show & Go 31 2006 and various others. The down side is that it burns 110 leaded gas.....8.5 mpg.

Jim resides in Grosse Pointe Woods, has a son Erich, daughter Kay, grand-daughter Tiana, step son Victor, step son Ross, a lovely wife Wendy as well as his beloved Doberman Lara Lee.

Jim with his second best friend, Lara Lee - an 80 pound female Doberman.



Jim with George Who?.....Secret Service personnel on both sides are not visible in this photo.

Jim with friend Kim Rhode at the Winchester dealer appreciation event preceding the S.H.O.T. show in 2009. Kim, the world's most highly decorated female Olympic skeet shooter, insisted that Jim wear her medals for the photo - 1 Bronze, 2 Silvers and a Gold Medal ! If she wins a Gold Medal in 2012, she will be the most highly decorated Olympic skeet shooter in history, male or female !



Pursuit of Excellence - Eyes on Design

Text and Photos by Jim Binder

While perfection may be an unrealistic expectation, excellence in design is both desirable and obtainable. This *Pursuit of Excellence* in design has been the driving force behind Eyes On Design from its conception and has defined the event as well as provided a standard to distinguish it from similar concourse venues. This year's event as expected was *not* a disappointment, entertaining and enjoyable, it required about three hours to completely review vehicles exclusive of the awards presentation. Spectator viewing pleasure was significantly enhanced by allowing up close and personal inspection of all participating vehicles no matter their dollar value (obviously look, but don't touch); unlike Meadowbrook where vehicles must be reviewed from outside of the display circle.

This year's event theme was *The Evolution of an Automobile Design*; following the production vehicles beginnings from an artist's conceptual sketches, to clay models, to sheet metal and eventually resulting in a finished product. This year's Lifetime Design Achievement Award was presented to Shiro Nakamura, Senior Vice President and Chief Creative Officer for Nissan Motor Company Ltd.. Nakamura's work has influenced designs at Isuzu, General Motors and finally at Nissan, joining the company in 1999. This year's EOD's vehicle categories included Classic Era Design, Icons of Design 1948-1957 and 1958-1968, Muscle Building, Modern Innovation, the Art of Personalization, Motorcycles, NASCAR and others (15 in total). The most unusual classic reviewed this year was a 1954 Ford Comete Monte Carlo Coupe, one of 699 built (see photo). Rumored to have been owned at one time by Henry Ford II, it was at its time of production the most expensive Ford product in the world. A special category this year was *"Life on the Road"* following Auto-camping's evolution from its early beginnings along with the *"trailerite"* enthusiasts, *"Tin Can Tourists"* as they were called. Illustrated in this category was the evolution of Auto-camping equipment from lean-to tents attached to vehicles, to the sophisticated aluminum bodied riveted travel trailers (see photo) with the comforts of electricity, closets and toilets. An outstanding example of sophisticated design was a 1935 Bowlus Road Chief, predecessor to the Airstream trailer. Designed and developed by aircraft designer Hawley Bowlus (Bowlus supervised the construction of Col. Charles Lindbergh's Spirit of St. Louis aircraft); it was the first all aluminum riveted trailer.

SAAC – MCR members in attendance were Jim and Wendy Binder, John Logan and friend Rick Linder, Rich Tweedle and others. John Yarema arrived too late to enter the concourse area, so he reviewed interesting vehicles in the parking area. Many thanks to Dr. Philip C. Hessburg MD the EOD President and event founder, Bill Warner the Honorary chairman, Bernadette M. Lussier the General Chairman and all of the volunteers for making this event possible for our entertainment. Additionally, recognition should also be given to show sponsors including Nissan, Toyota, Honda R&D, Audi, Bridgestone, Michelin, Hagerty Insurance, Henry Ford Health/Cottage Hospital and many others, without whose financial assistance this event would not be possible.

Right: Three members of the "Straw Hat Gang" (actually SAAC-MCR) John Logan, Wendy Binder and Rick Linder take a break from classic car review for a brief photo op. John claims that the bottle in hand contains only lake Erie spring water.....



This 1954 Ford Comete Monte Carlo coupe is one of 699 built. They were at the time of production the most expensive Ford product in the world. This vehicle was a collaboration between Ford France and Facel-Metallon and was powered by a 3.9L V8 engine producing 105 hp. The car displayed here is rumored to have spent its early days in the hands of Henry Ford II. Note the typical Ford egg crate grill, fake hood scoop and wire wheels



Diane Flis-Schneider and Wendy Binder stop for a photo session in front of Diane's 1935 Bowlus Road Chief travel trailer. The Bowlus was the predecessor to the Airstream, built in San Fernando California and was the first all aluminum riveted travel trailer. The tow vehicle is a supercharged 1936 Packard business coupe.



President's Corner

by Steve White

By the time you're reading this, we are in high gear of the auto enthusiast season – not overdrive yet, but definitely fast paced. Since our last issue, we've had both an East Side Spring and west side summer cruise, and another outstanding Show & Go (35). I can't do justice to those fine events, so I'll leave that to other better equipped than I, whose prose you can read elsewhere in this issue.

I'll therefore focus this issues column on additional feedback and updates of analysis by members of the Board of Directors (BOD) regarding the information we received from you the members in our first ever club member survey in March. The directors met in April and May to discuss specific areas of the survey results. In April, the focus was on the feedback regarding the regular topics of our monthly general meetings. For the May meeting, the BOD focused on our club events – both the traditional annual events, as well as suggestions for new events.

Monthly General Meeting Topics

Like in a departmental meeting or an all employees meeting in a large corporation, there are often topics that lets face it, just aren't as sexy as caulking your windows. However, it is important for all parties to have access to the same information and have the same understanding throughout the organization. It's also valuable from a transparency standpoint (oh how I do hate that term, but it actually applies in this case!), in demonstrating that we are an open book and no secrets are going on behind the scenes. It is also important to recognize those Directors or other special contributors for all their hard work that goes on behind the scenes, in an often thankless job. I didn't realize myself how much work goes on to just run the club, until I became involved with Board of Directors.

As a general definition of the intent of the topics in the general meeting, the BOD has come up with the following statement: "The intent of the monthly report outs is to recognize the effort of those involved, and provide a common consistent basis of understanding for the membership. Because a topic may not be of high interest, does not mean it will be eliminated. However, adjustments may be warranted."

The Tech Exchange section is one of the most popular topic areas of each meeting. Due to it's free form nature, an area we can improve upon to make it even more beneficial to everyone is to make sure everyone can hear the question and answer. Often times there are side discussions, or follow-up discussions that others can't hear, may or may not be germane to the original question, but others can't hear and we either can't proceed to other questions or is disruptive if we do proceed on. We'd like to ask that everyone project out so we can all hear, or repeat the question if necessary. We've also asked Dr. Phil to intervene where necessary and summarize the question or answer if the speaker does not do so, so that we may all take advantage of the knowledge imparted/shared.

The Events sections was also popular, but it has been

suggested that we don't focus so much on just the Show all year (thought we were whenever there was a timely other event upcoming?). We'll try to be more cognizant of this.

Competition Report was very popular too, and no major changes planned.

National News is popular too to keep up with going on at the national level, whenever there is info to share.

Introductions of new members and guests is an important feature to allow us to get to know them, and them us.

General Info and Presidents Corner are viewed as valuable, with suggestion to bring more relevant info to members. Hopefully everyone has noticed that since the beginning of the year, prior to the survey, I've tried to include on the printed agenda 3-6 brief bullet news and views on current events in the auto industry, Shelby news, or club news or requests for assistance on events. Hopefully this has been beneficial, and the brevity appreciated. I've also chosen to not repeat them as part of the meeting, but let attendees read on their own.

While the Financial report is not an "edge of the seat" report, it's important to retain to show members we are still solvent, no big changes in account - but if so describe them, and to demonstrate that there is no financial fraud going on in BOD. Possibly we could develop a model to compare where we are to where we should be?

The Editors report survey results are not indicative of its value. It is valuable to recognize contributors on months when SL is published, and to communicate upcoming issues current line up of articles, and status for those who committed to contribute to remind them to submit their portion. Unfortunately, our Editor took the feedback a little too strongly, and has tried lively report outs, game show questions, and bribing attendees with candy! I'm sure we'll achieve the proper balance!!

Regarding the Membership Report and Library Report, it's good to know where we are at as far as membership sizes, but it would be good to relate that to something – perhaps compared to same time last year, or a running average of the past 2-3 years? If any new videos are available, those will be mentioned, otherwise not.

Pretty well everyone is aware of the web site. But it's important to share our appreciation if the web master is in attendance. If any new content is recently uploaded, it's good to share. It would be good to come up with a method of informing members of new content between meetings ...

The 50/50 raffle used to be a staple of every meeting. However, over the last few years it's lost its luster. It's been hard to get enough people to buy in to it to make it worthwhile. Tradition used to be to get a youngster, or two, to help sell and draw the winners. As we've aged as a group overall, it's harder to find a young one in attendance to help out. Therefore, unless we get a really big group, or we have some really good prizes to raffle off, we'll be foregoing the raffle as part of the meeting. We did have a couple of decent raffles last year, one with some good prizes, and one with a good amount of kitty, but other than that it's been hard to maintain consistent interest, so we have skipped most of the last year and so far this year.

The Advertising report has drawn criticism from the standpoint it's really seasonal, and is only in support of the Winter Swap and the Show & Go events, so reporting out "nothing new" in the off season is seen as not of value. Therefore, we'll take off 5-6 months during the time after the events and before they ramp up the following year.

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President's Corner *(Continued)*

(Continued from page 16)

We've also been trying to thrift the Swap and Sell, since Rich does such a great job communicating out to everyone via e-mail, and receives input from other sources than the meeting list. We'll still distribute the Swap and Sell sheet at the meeting, but unless there's something unusual on the list or someone has the parts with them at the meeting to show or make the deal, we won't announce the items in the meeting.

Events

Both regularly occurring yearly events and events we may or may not have had in the past that showed interest in having were discussed in the May BOD meeting.

Existing Events

Most of our existing events are well received.

Surprisingly the Spring East Side Cruise was not listed as being as highly attended by those who took the survey, but from personal experience there's always a good turnout. Some improvements can be made and have been discussed on improving the event schedule and providing driving directions during the cruise, and will be developed for upcoming spring cruises.

Our premier event is the Show & Go, and we made some improvements for this year that worked out very well, and we already have some more ideas to try for next year to make it run even smoother. We have received a number of comments back from participants and other clubs about how well our event came off. While a heck of a lot of effort is required, bordering on burnout by the big contributors, I already can't wait until next year!

Our first dyno day was enthusiastic, but small. Those that didn't make it last year expressed interest for this year, perhaps at an east side venue this time. However, due to the small turnout and limited time of the Directors to try and coordinate one, we will not pursue it this year – unless a member of the club wants to pick up the gauntlet and organize it?

The Winter Chili cook-off usually turns out good, and is enjoyed by all in attendance, but it seems like for whatever reason it has been coming together very last minute, which might affect the participation. The rotating hosting of the event may play a factor in late organization? We need to strive to nail it down much earlier for next year's event. Early volunteering for hosting will make this possible – any takers yet?

The fall Colour Tour & Chili Challenge is a great event, & lots of fun, but has been under attended lately. Most common excuses was it was too far away, or they didn't want to have to stay overnight. Surprisingly, many didn't realize it's really not that far away – about 2 ½ hours. If desired, it can be done in a day, if one doesn't want to stay for some of the post Chili activities such as the boat tour of Big Lake Norway, or the Roaring Campfire. Personally, we like the overnight stay at a nearby hotel, as Cathy & I don't

get a chance to get away much any more. One can stay for the campfire, go back to the hotel for the pool or hot tub, or go watch the Michigan football night game, or just drive home. You can then make other central Michigan stops on your way home on Sunday, as we do (stop and see the latest improvements to a friend's cottage in Harrison, visit our college student daughter at CMU for lunch, etc.). We've had some big club turn outs in the years past, but lately John and Trish's neighbor's attendance has grown, while our clubs has dropped. Come on up!

The Holiday party is a well attended event, usually to rave reviews. Some members commented it was too expensive. That is easily remedied by helping the club out at an event or two. That qualifies you for the worker discount, and a per person reduction in cost from \$75 down to \$25! That's really a huge incentive for a couple, with significant cost savings!! It is my personal desire that we have even more attendees at the worker discount. I would not be opposed to all that attend being able to do so because they helped out at an event, even if that means we might have to make a slight cost adjustment - say from \$25 to \$35 for workers, to rebalance the cost model that was based previously on the mix of more non-workers to workers costs in the hoped for new mix. I'd like to see everyone enjoy these fabulous events. This is another event that has been problematic in getting the date and venue nailed down early recently, and some members have had schedule conflicts that prevent their attendance due to the late event selection. Therefore we also need to get this one nailed down earlier than in the past.

Future Events

The return of a West Side summer or fall cruise was a popular mention for a new or returning event. Fortunately, even before the survey went out, we were well on the way to bringing back the cruise for this year, after it just wasn't able to be pulled off last year. Many of you will have already attended it by the time you are reading this. It's been suggested that one of our next incarnations be a "Garage Crawl" to see club members personal "common man" "Garage Mahals", so we already have a plan for this event for next year.

A club picnic was brought up quite highly as something we've done in the past, but not lately. We're more than willing to do so, but like any event, we need someone to take it on and do the planning. Since all the Directors already have more than a full plate, the only way this would be possible is if a member steps forward & coordinates everything.

The Club presence at the Woodward Dream Cruise, as has happened in some years past, was mentioned, but here again someone would need to step forward and coordinate.

There was some slight interest in a drag day, and we tried to tag along with MOCSEM since they had already set one up last year, but our members participa-

(Continued on page 19)

Indiana Spring Fling

Text by Bonnie Shefferly and Photos by Brian Kulwik and Craig Shefferly

If you have never been to a Indiana Spring Fling, you are missing a real treat. The Indiana Shelby Club puts this event on in Brown County State Park, in Nashville, Ind.. Craig and I have been attending this event for over 15 years. It truly is one of our favorite car shows to go too. Brown County State Park is one of the most beautiful I have seen. This trip takes us around 7 hours to drive. We trailered our Shelby on Thursday 5/20/10 and had great weather. As we enter the quaint town of Nashville, we feel like we're in a whole different world. The town has great shops and restaurants, and the people are so friendly. As we continue our drive to the entrance of the park, the road starts to become very hilly and winds into a beautiful forest. Almost all the people who attend this event stay at the Abe Lodge, in the center of the park. We have developed friendships with the Indiana Club Members and many others from all different States. It is always a joy to see them.

The weekend really starts on Friday morning as we join everyone for the Pony Trails. The Ind. SAAC club makes up maps, with clues you have to collect while you're driving to a certain destination. It is usually a 1 ½ hr long drive. It's great to see the country side, but you really have to watch for the clues. The car that gets the most right wins a gift. Unfortunately the weather report was not sounding very good so Craig and I did not take the Shelby. Our destination was Ray Skillman's Garage of cars and neon signs, in Greenwood Indiana. What a cool place. Most of the cars and signs were for sale. The highlight for Craig was a concourse 67 Shelby GT-500 Brittney Blue with parchment interior. What a beautiful car. Ray Skillman was nice enough to have a catered lunch for us from Famous Dave's, for a small fee. After an hour or so we all drove back to the Abe Lodge to get ready for the Welcoming Bash later that evening. This is where we pick up our show packet and do more socializing.

Saturday is the car show. I'm sure there were more than 250 cars. The bad weather skipped over us and it was a hot day. Craig always likes to help with registration in the morning. I like to sleep in and listen to the birds. At lunch time the club puts on a chili bash along with hotdog and chips. I decided to go shopping with the other wives in town and have lunch with them. You will always find a little treasure to bring home from this town. At around 4:30pm we went back to the Lodge to clean up and rest before going to the banquet at 7:00pm. We had a wonderful steak dinner and all the awards were given out to the cars with the most votes. There was a great speaker from Michigan, John Clor. He works for Ford Racing and he gave a very nice talk about his career and the history of the Mustangs. Everyone was excited about the new 2011 Shelby Mustang.

On Sunday morning, most are getting ready to drive home. But there is one more activity to enjoy. It is a Road Rally. Again someone set up a map and clues to follow. I believe there were about 37 cars that participated. We left at 9:30am. Craig was having a great time driving on the winding roads as I was getting a bit car sick while trying to

read the map and get the clues. This Road Rally leads us to Bloomington, Ind.. We had to turn around a couple of times because we missed some clues. We felt like we were in a foreign country. As we continued, Craig and I were getting very irritated with each other. It took an hour 40 min. to finish the Rally. There were 36 questions, we got 29

(Continued on page 19)



Many Early Model Shelby's attended the Indiana Spring Fling.



Late model and Early Model Shelby's parked near one another.



Several Pantera's participated in the Indiana Spring Fling.

Guest Speaker by Mike Nyberg

Mike Harris owner of [Harris Oil Corporation](#) located at 43963 Grand River, Novi, MI 48375 (248) 349-8485 was the guest speaker at the April 1, 2010 club meeting. He started his presentation by reviewing the history of Brad Penn. In 1997, American Refining Group, Inc. (ARG), a privately held energy company headquartered in Philadelphia, PA, purchased the Kendall/Amalie refinery located in Bradford, PA, from Wilco Corporation. As a result of the sale by Wilco, of the Kendall trademark and Amalie trademark brands to a third party, a new name was given to the products produced at the site Brad Penn Premium Pennsylvania grade Lubricants. Founded in 1881 at the height of the domestic oil boom, the Bradford refinery is the only refinery processing 100% Pennsylvania Grade crude oil. It is also the oldest continuously operated oil refinery in the world. Due to the consistency of their feedstock's, the quality of their products can be traced from the well head to the finished packaged product. ARG's refinery and blending and packaging operations are ISO 9001:2000 certified. The Bradford refinery was the first in the United states to carry the ISO 9002 certification.

He continued his presentation by reviewing the benefits of Brad Penn oil for vintage, classic, antique and hotrod cars. Motor oils currently on the market have reduced the amount of zinc, which is an antiwear additive to reduce emissions. Modern engines don't need a lot anti-wear additives such as zinc to reduce wear. Older engine with components such as flat tappet cams need a high content of zinc to reduce wear. Penn Brad has 1,500 parts per

Right: Mike Harris, owner of Harris Oil Corporation, holding a quart of Brad Penn oil.



million of zinc, which is the amount needed to protect solid lifter engines from wear failure. Mike indicated several after market performance car manufacturers recommend Brad Penn or similar oil to their customers.

Technical questions about Brad Penn lubricants can be answered by "experts who speak English" at 1-814-368-1200 or www.bradpenracing.com. The web site also has a retail dealer locator feature that will help you find where you can purchase Brad Penn products near your home.

Indiana Spring Fling (Cont'd)

(Continued from page 18)

right. Being we were the only real early Shelby in our class, we took 1st place. As it turned out, we were not the only ones that had their marriage tested during this Road Rally.

Before we left, the Indian Club invited us to a picnic lunch that was supplied for all the BOD for another long exhausting weekend. As we said our Goodbyes, we all agreed it was another excellent show.



Above: Craig Shefferly's favorite car in the Ray Skillman Garage, a Brittney Blue 1967 Shelby GT500.

Right: Green 1969 Shelby GT500 in the Ray Skillman Garage.



President's Corner (Cont'd)

(Continued from page 17)

tion fell apart at the last minute. Currently there does not seem to be enough interest for us to coordinate a club dedicated event, but maybe trying to piggyback another clubs event might have better success this year?

I'd like to thank everyone for their participation and feedback on the survey. It helped illustrate that we're basically on the right track, and the core activities are in line with the members desires, with room for some fine tuning to make it even better going forward!

SAAC-MCR Summer Cruise *Text and Photos by Mike Nyberg*

The SAAC-MCR Cruise organized by John Logan began at 8:30 am at Greg and Nancy Cragel's home in Northville Township. Cragel's have a park like setting behind their beautiful home where cruisers parked their cars. Greg's large woodworking shop is located there and was utilized for the wonderful breakfast prepared by Nancy. She had made four casseroles, spicy Italian sausage, bacon, a red, white and blue fruit salad, blueberry muffins and coffee cake. No one went away hungry. Twenty three cars showed up for the cruise and about (45) people.

We began a caravan to the first stop on the cruise to Classic Design Concepts (CDC) in Novi, at 10:30 am. Since 1990, Classic Design Concepts has been the innovator in the design and manufacturing of quality systematic restyling components. Patrick Lee led us on a tour of the facility, starting in the showroom where several different cars displayed the styling components they design and manufacture. We also saw the areas where they design the components for one-off cars used in movies and some styling components CDC designed for the Shelby GT350. Finally, we went to the assembly area where several interesting vehicles were on display.

The next stop was Thomson Automotive located in Wixom. Brian Thomson has moved his operation from Redford to the much larger facility in Wixom. They are a full-service engine building and testing facility. In its more than 20 years, Thomson Automotive has served customers seeking rebuild services for their street engine to manufacturers and racing teams employing the company's expertise in developing all-new engine combinations. We were all impressed with how clean the machining area was kept. The assembly room was as clean as a hospital. The facility had several well furnished offices and a very large conference room. Brian took us next door to R M Motorsports, who shares space in the building and restore antique, classic and race cars. There were many unique race cars in various stages of restoration and two very rare limousines being restored for the king of Thailand.

The next stop before lunch was Mark Turner and Catharine Mc Closkey's home, also in Wixom. Mark has a diverse collection of antique and classic cars. He explained the history of each car which included; 1935 English Ford Model Y, one of two running in the world, 1964 1/2 Mustang Convertible, 1966 Mustang Coupe, B&B Yellow Cobra Replica, 1967 Supercharged T-Bird Model F, 1936 Cord Phaeton Model 810 and a 1978 Porsche 928.

The last stop was O'Toole's Restaurant in Waterford where everyone enjoyed their meals and an opportunity to share similar interests. We are looking forward to next year's SAAC-MCR Summer Cruise.



Greg and Nancy Cragel (at the right) are standing in front of the table of food Nancy prepared for breakfast. Greg's woodworking shop was an ideal place for breakfast.



CDC Showroom. Patrick Lee (above the center of the Ford GT roof with hands on his hip) is pointing out the restyling components CDC designs and manufactures.



Brian Thomson is at the left most spot in the picture. Look how clean the machining area is. Brian gave us a tour of his facility and the R M Motorsports, which shares space in the building.



The cruisers around my favorite car in Mark Turner's collection, a YELLOW Cobra.

2011 5.0L Mustang Engine Calibration Challenges by Jeff Seaman

This is the second installment of a series detailing the design and development of the 2011 5.0L Mustang calibration program.

In the last article, I discussed the hot weather testing process and results – this installment covers the subsequent cold weather calibration development that was performed on the 2011 5.0L Mustang program.

While some customers will keep their Mustang in the garage during the winter months, we test and calibrate all the way down to -40 degrees. During January 2009, we flew out to Thompson, Manitoba Canada – in order to perform our cold weather calibration and sign-off. The cold weather calibration team consisted of myself, Mark Fleming, and our new FCG – Cesar Davila.

A bit needs to be said about where Thompson is actually located. Thompson is located approximately 500 miles north of Winnipeg (Winnipeg is cold). Winnipeg is located approximately 500 miles north of Minneapolis (Minneapolis is cold). Minneapolis is a 9-10 hour drive from metro Detroit (where it is less cold than any of the aforementioned places). Between Thompson and Winnipeg, there are a couple of gas stations and one restaurant that I've stopped and eaten at more times than I care to count. Thompson is about as far north as you can drive on paved roads in Manitoba and it is one of the coldest inhabited places in all of North America. An example of just how isolated Thompson is, can be demonstrated by the fact that the people of Thompson often leave their cars running in the winter, since it is unlikely that anyone would steal a car – since they'd probably have to drive to Winnipeg to unload it.

It is easy to think traveling around, testing prototype vehicles is fun and exciting – and sometimes, it is just that. However, testing in Thompson is always the hardest two weeks of the year for any calibrator. We found that it was especially challenging on a Mustang program – since the snow and lack of traction on the cars made it very difficult to drive, let alone calibrate. In particular – our youngest team member, who had very limited experience driving in any sort of inclement weather, had a lot of problems keeping the front wheels in front of the rear wheels.

As we were unpacking our test equipment – I asked Cesar to 'warm-up' one of the vehicles, basically, to drive it to town and back. I iterated that it was very important that he take a two-way radio with him – since it is possible to get yourself into a lot of trouble quickly at -40 degrees. Three minutes after he left the test facility – my cell phone rang and Cesar told me that: (1.) My two-way radio wasn't on and (2.) He was stuck in the ditch. So – we grabbed the F-250 support vehicle and unburied Cesar's vehicle, just outside of the test facility – where he slid it into the ditch. Don't consider this a detrimental statement regarding the latest Mustangs capability in the snow, in fact, the opposite is true. We drove these vehicles for two solid weeks in the worst weather that any customer would ever encounter –

(without traction control enabled – since it hadn't been calibrated yet) all while performing calibration testing at various speed and load points, and ended up leaving the trip with all vehicles fully functional (sans some minor sheet metal damage).

What was really amazing was that while we were out testing this remote area, we encountered the legendary 'Mustang Culture'. During one afternoon, we piled into one of the 'manufacturing plate' test vehicles and drove into town to grab lunch. At the main stoplight in town, we pulled up to (no joke) a customer owned Mustang convertible (top up of course!). So here we sit, at a stoplight in Thompson, Manitoba Canada, where the afternoon temperature was -35F, and we are next to a customer who is driving a Mustang convertible.

From a technical standpoint, the trip was a complete success. We proved out an improved version of the variable cam timing phaser hardware – which allowed the camshafts to advance / retard reliably at colder temperatures than we had ever experienced or expected. Significant effort was placed on validating the robustness of the system for all sorts of conditions. For example, starting the vehicle and driving it normally was the easy testing. The worst case of the system turned out to be a condition where you run the engine extremely hot – at a high rpm for a long period of time – and then shut it down and let it cool down for a couple of hours. In that case, the external temperature of most components returns to the cold ambient, but the internal rotating assembly can retain significant heat. This is the condition that was used to calibrate the hardware. What does this mean to the customer? Well...if you ever decide to run at Waterford at -40F (during an ice age perhaps) – your variable cam timing will function properly!

Another critical calibration item that was developed of this trip was the 'cold start and driveaway' calibration. As any of the carburetor crowd will remember, an incredible amount of fuel is required to start a vehicle at very cold temperatures. This is due to the fact that gasoline doesn't atomize very well at cold temperatures, so a significant amount of fuel is 'lost' after injection (i.e. pushed through the exhaust valves without mixing with air and aiding in combustion). This was further compounded by the fact that the 2011 5.0L is truly a performance engine, and flow was emphasized over turbulence (swirl / tumble) and mixing. Mark and myself carried on a running joke as we continued to increase the fuel required to reliably start at extreme cold (-30, -40F) temperatures which consisted of one of us remarking "wow, I'm increasing the fuel again" and the other one responding "400 hp" – which was the trade-off that was made during the program inception. Overall, Mark, Cesar, and myself performed over 200 cold starts in Thompson over the two week development trip. We calibrated everything related to extreme cold weather at this time – cranking spark, block heater, hot restarts, quick restarts, and my favorite testing...the multistart restart. When you consider how much fuel you have to inject in order to start at -40F, it would seem foolish to start a vehicle, then shut it off and try to restart it immediately. You'd think that you would immediately foul out your spark plugs. Well, we thought of that – and have robustness actions in place to ensure that you don't have an issue during this condition. The robustness test that we run to ensure that our calibration is robust to this type of event involves starting the vehicle at -40F, immediately shutting it off, and continuing to do this for multiple times. You could perform this event over ten times on the 2011 5.0L and not foul out the plugs.

Analyzing the data took longer than the test trip, and Mark and I

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SAAC-MCR 2009 May Summary Financial Report

by Craig Shefferly

Item Description	May 2010 Only			May 2010 Year to Date			May 2009 Year to Date		
	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
1. Annual Membership	\$80.00			\$1,540.00			\$1,720.00		
A. Newsletter					\$484.97			\$493.55	
B. Hot Line Phone									
C. Club Corp. renewal					\$250.00				
D. Membership Cards								\$53.46	
E. Mailing Newsletters to New Members								\$37.80	
F. Funeral Flowers					\$69.95				
G. Club Insurance		\$1,756.00			\$1,756.00			\$1,500.00	
Sub Total	\$80.00	\$1,756.00	(\$1,676.00)	\$1,540.00	\$2,560.92	(\$1,020.92)	\$1,720.00	\$2,084.81	(\$364.81)
2. Monthly Meeting Food		\$131.66	(\$131.66)	\$24.00	\$829.84	(\$805.84)		\$905.04	(\$905.04)
3. Holiday Party				\$1,655.00	\$2,389.23	(\$734.23)	\$1,662.00	\$3,755.24	(\$2,093.24)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet				\$2,067.00	\$639.49	\$1,427.51	\$2,633.00	\$611.40	\$2,021.60
B. Show 35	\$7,048.00	\$3,036.62	\$4,011.38	\$7,048.00	\$3,208.94	\$3,839.06	\$6,198.00	\$1,462.36	\$4,735.64
C. Go 35									
D. GingerMan									
E. Labor Day Classic									
F. Harvest Happening									
6. Club Jackets				\$120.00		\$120.00	\$120.00		\$120.00
7. Club Pins & Patches	\$35.00		\$35.00	\$35.00		\$35.00	\$55.00		\$55.00
8. Club Golf Shirts	\$90.00		\$90.00	\$150.00		\$150.00	\$210.00	\$270.40	(\$60.40)
9. T-shirts Shirts	\$538.00	\$429.64	\$108.36	\$538.00	\$429.64	\$108.36	\$630.00		\$630.00
10. '10 Trailer Replace'mt '09 Tables		\$105.58	(\$105.58)		\$580.98	(\$580.98)		\$127.14	(\$127.14)
11. Signs		\$173.91	(\$173.91)		\$756.78	(\$756.78)			
12. '10 Sound Sys. '09 Trailer Reorg.					\$495.06	(\$495.06)		\$176.76	(\$176.76)
13. Misc/Book fee for Tom					\$40.00	(\$40.00)	\$6.00		\$6.00
Totals	\$7,791.00	\$5,633.41	\$2,157.59	\$13,177.00	\$11,930.88	\$1,246.12	\$13,234.00	\$9,393.15	\$3,840.85
Beginning Cash on Hand			\$7,895.41			\$8,806.88			\$8,403.69
Ending Cash on Hand			\$10,053.00			\$10,053.00			\$12,244.54
		CK. Book	10,033.00						

5.0L Engine Calibration (cont'd)

(Continued from page 21)

we're still making small changes and recommendations on the plane ride home. We'd validate those in the DTF wind tunnel back in Dearborn. Overall, cold weather testing is a great indicator of the success of a program. Because of the severity of the environmental conditions, good results cold normally mean that the base calibration must have been done correctly – since it is impossible to correctly calibrate for environmental effects if the foundation calibration isn't solid.

Once back in Dearborn, the final engineering effort had begun on the program. We now had cold weather testing and hot weather testing, we had a very solid dynamometer calibration, and had figured out how to make this engine run well enough to determine what we wanted to address with engineering changes. The engineering team (the best I've ever worked with at Ford Motor Company) made changes to improve the automatic transmission performance (a six-speed auto) and the manual transmission clutch feel (a six-speed manual). Engine changes were made to improve the performance and sound of the engine. Our very dedicated noise vibration and harshness (NVH) team, added a 'sound tube' to increase the presence of induction noise in the car. During our early morning meetings – it was easy to tell who was still on their way into

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SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

April 1, 2010 (28) people attended the meeting.

President, Steve White called meeting to order at 7:54 pm.

New Faces: James Schoenherr and a guest speaker Mike Harris, from Harris Oil Corporation.

Competition Dir: Darius Rudis: GingerMan in June, Registration for the Go 35 event opens in May.

Financial Dir: Craig Shefferly indicated we have around \$5,700 cash on hand.

Editor's Report: Mike Nyberg distributed Volume 35, Issue 2 of Shelby Life and thanked contributors.

National News: Jeff Burgy indicated the SAAC National event will be held the last weekend of August.

Show Dir: Jim Binder will ask for Show Plaque designs from members. No alcohol ban needs to be emphasized for Show 35. Tim Young is building the clubs sound system.

Membership Dir: Rich Tweedle indicated we have 74 paid members.

Advertising Dir: Mike Riemenschneider indicated all ads are placed, that are free.

Tech Talk: A Brad Penn Representative, Mike Harris talked about using Brad Penn oil for engines with solid lifter cams. The oil has zinc added that keeps the older engines camshafts from wiping out there lobes. Most oils sold today have a low zinc content which is OK for new engines.

Club Webb Dir: Dean Ricci. The Website is always being updated, so log on and see what's new.

New Vehicles: Darius bought a 2006 Escape from eBay for \$4,250 that had hit a deer. Repairing the damage is teaching his son bodywork.

This & That: John Yarema has set up a Spring Cruise from Grosse Point Park to the Model T Factory for April 24, 2010.

May 5, 2010 (31) people attended the meeting.

President, Steve White called the meeting to order at 8:02 pm.

New Faces: No new faces, but some who have not attended in years like Mark Corich and Glen Bates.

Competition Dir: Darius Rudis indicate the club open track event dates are all set.

Financial Dir: Craig Shefferly indicated we have \$7,800 cash on hand.

Editor's Report: Mike Nyberg asked for and got five volunteers to write articles on different events coming up.

Show Dir: Jim Binder talked about what is completed for Show 35 and passed out a worker sign up sheet for volunteers.

Membership Dir: Rich Tweedle indicated we have 94 paid members as of the end of April.

National Dir: Jeff Burgy talked about 65 – 66 Registry being compiled and upcoming Ford events this summer.

Advertising Dir: Mike Riemenschneider indicated all ads are placed and on budget.

New Vehicles: Jim and Wendy bought a 2010 Escape.

President's Report: Steve White discussed the results of the club survey and about trying to keep the Show & GO event off the All Ford Carlisle event dates to have a bigger turnout.

June 1, 2010 (28) people attended the meeting.

President, Steve White called meeting to order at 8:03. He reviewed Show & GO events and the success of each event.

New Faces: Dan Coffey and Brian Kaltz, who has a 67 Shelby.

Competition Dir: Darius Rudis: indicated we had a lot of last minute track entry's for a total of 38 drivers, which made the event profitable. Several participants were novices, which made the need for club rental helmets apparent.

Financial Dir: Craig Shefferly indicated we have just over \$10,000 cash on hand and expecting more income from the Show & Go to be coming in for next month.

Editor's Report: Mike Nyberg distributed the proposed content for up coming newsletter.

National News: N/A

Show Dir: Jim Binder indicated the Show & GO 35 was a success with a large turn out because of the great weather. Jim named all the volunteers who helped make the show a success.

Membership Dir: Rich Tweedle indicated we have 96 paid members as of the end of May.

Advertising Dir: Mike Riemenschneider talked about where we placed Show & GO ads. Wendy Binder found several free Ford related websites to place ads.

New vehicles: Jerry Ostalecki bought a 2011 Shelby GT500, Darius's Daughter bought a 2000 Ford Ranger XLT and Kathy Betki bought a 2011 Red Mustang Convertible with 305 H.P V-6. Kurt Fredrickson's father bought a 2010 Ford Flex limited and would recommend it to everyone.

Club Webb Dir: Dean Ricci is having problems with his Dell Computer.

5.0L Engine Calibration (Cont'd)

(Continued from page 22)

work, because you could hear the roar of the engine in the back-ground! We recommended and were supported in making changes to the air meter – which resulted in improving the signal. The air meter is the basic heat of the calibration – since everything is built off of how much air you are inducting into the engine. It was great to see management strongly support the 'get it right' philosophy, rather than a 'get it done' one.

During this engineering period of time (February 2009) – calibration can be frustrating, because the hardware is constantly being updated, and a lot of work needed to be redone in order to calibrate and validate the 'new' hardware. It takes a very dedicated person to spend 60 hours a week in a wind tunnel repeating testing that you did two months ago – in order to recalibrate the spark that is

influenced by the latest camshaft design. Mark, Mike, and I all spent an incredible amount of time in the wind tunnel or even in our driveways calibrating and re-calibrating in order to deliver the best possible car to the customer. There were some fun things that shook out during this period of time – for example, I discovered that the manual transmission car could run a 0-60 in 4.86 seconds (besting the 1969 Boss 429 – which ran a 5 second flat 0-60). We also got the official horsepower and torque numbers back from dynamometer certification (412 horsepower and 385 ft-lbs of torque). So much for the targets! We called our engine performance development engineers and jokingly told them that they'd been sandbagging us all along. Now that we knew that the 5.0L could run – we now needed to develop the emissions so that we could officially certify the vehicles and sell them to our customers.

Next time – we will cover the emissions development of the Mustang!

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



Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby American and/or Ford Motor Co.

Monthly Meeting,
First Thursday of every Month
7:00 pm at Mama Mia's Restaurant
27770 Plymouth Rd., Livonia, MI
West of Inkster Rd.

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

Mailing Address Line 1
Mailing Address Line 2
Mailing Address Line 3

2010 Events Calendar

July

- 9 **Rolling Sculpture Car Show**, Ann Arbor, MI
- 9-11 **Goodguys Nationals**, National Trails, Columbus, OH
- 15-17 **Falcon Convention**, Hyatt Regency, Dearborn, MI
- 15-18 **MCA Grand National**, Bellevue, WA
- 17-18 **FMRC Swapmeet**, Belleville, MI
- 23-25 **Fords at Summit Drags/Show**, Norwalk, OH. (15) Shelby Mustangs on display from the George Conrad Collection.
- 20 **6th Annual Telegraph Road Car Cruise**, Taylor to Reford, MI
- 25 **Meadow Brook Concours d'Elegance**, Rochester Hills, MI

August

- 8 **MOCSEM Mustang Memories**, Ford WHQ, Dearborn, MI
- 11 **CDC Open House**, Nine Mile Rd., Novi, MI
- 12 **Roush Open House**, Market St., Livonia, MI
- 13-15 **MCA National**, Virginia Beach, VA
- 14 **Hines Park All Ford Show**, New Hudson, MI
- 21 **Woodward Dream Cruise**, Pontiac to Ferndale, MI
- 27-29 **SAAC 35**, Infineon Raceway, Sonoma, CA



This is the vehicle that hopefully will replace the club trailer some day.

September

- 2 **Hines Park Ford Drive-in Movie**, New Hudson, MI
- 5 **SAAC-MCR Labor Day Classic Open Track Event at Waterford Hills Road Race Course**, Clarkston, MI
- 10-12 **Frankenmuth Autofest**, Frankenmuth, MI
- 16 **Roush Open House**, Market St., Livonia, MI

October

- 10 **SAAC-MCR Harvest Happening Open Track Event at Waterford Hills Road Race Course**, Clarkston, MI
- 16 **Fall Colour Tour & Chili Challenge**, at John's and Trish's Autodrome, Lake, MI

**Check the SAAC-MCR website at:
www.saac-mcr.net
for the latest information about events.**