



Shelby Life

Shelby American Automobile Club – Motor City Region

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President's Corner

Text by Steve White, Photos by Rich Tweedle



Pre-Woodward Dream Cruise event at the Auto Zone Hobbies store just north of 14 Mile Road. Several SAAC-MCR members and friends Watching the cool cars cruising Woodward, the Wednesday before the official cruise day.

The prime time of the automotive summer season is now passing us by, and it's hard to believe it's once again gone by so quick!

In general we don't load up the core of the season with much in the way of club events, as there are so many general purpose events for one to pick from, we don't want to overload the social event's calendar. However, this year after several years of discussing and trying to come up with a way our members can have an activity tied in with the Woodward Dream Cruise, we organized an event at Auto Zone Hobbies just north of 14 Mile on Woodward on the Wednesday preceding the official cruise. Many thanks go to Phil Jacobs for planning and coordinating the use of AutoZone's parking lot. Phil knows the owner well and made the arrangements. The parking lot was restricted to only Shelby Club members and friends that evening and Auto Zone Hobbies even provided a canopy and table so we could lay out a spread of Cottage Pizza purchased adjacent to the store. We had "parking room only" parking, which required a Rubik's cube shuffling of cars when someone needed to leave early. A great time

was had by all with lots of positive comments heard all night long and suggestions to make this an annual happening for the club. I was very glad that after many years of brainstorming, we were able to come up with something that fit for the members.

Another happening that occurred this summer was not a single event, but a series of events. A number of members had new additions to their families, and not just the automotive type. Some members became grand parents for the first time, or were repeat offenders. Ed and Lori Ludtke's daughter Shelby opened the baby season with a little girl, Matilda Rose, named after Shelby's two Grandmothers. Rich & Sandy Tweedle became the next set of first time grandparents, when Cheryl brought them Chase Michael (a forewarning of what the parents and grandparents will be doing for years to come!). Next, yours truly and Grandma White became grandparents for the second time, with the first child to Shelby and Charlie Thompson, little Charlie – a 4th generation Charlie Thompson. Tom and Phyllis Greene also added a couple of Grand-

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President's Corner *(Continued)*

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kids to their brood this year. While we had a stated goal of trying to bring in a younger crowd to our club, this is not exactly what we had in mind! While we love them all, we need some middle ground aged new members until these young ones are old enough to be active in the club.

Unfortunately with the Circle of Life, with new life, often loss of dear friends and loved ones occurs. Suddenly and shockingly, we lost Bill Rowe August 24th. John Yarema's "Uncle Richard", also a club member, lost a year long health battle less than a week latter. They will be greatly missed by everyone whose lives they touched.

Looking toward the future, this fall we have two track events at Waterford Hills, and the annual Color Tour and Chili Challenge to John and Trisch's Autodrome at Big Lake Norway. This year, we will try a different route up north, with a few stops along the way, to entice more participants. Also, we are supporting a car show, spaghetti dinner, and auction at Woodhaven City Hall on September 26th for a fallen Taylor Police officer's young family, and so we encourage as many as possible to come out and support the family. Ford Security, which helps make sure our Show at Ford World Headquarters happens, is encouraging participation, and Woodhaven is our host city for all our Gorno events over the years, so it would be highly desirable for our club to support this event with as much participation as possible.

Club officers nominations also come up in November, so start thinking now if you would like to nominate anyone for any positions.

It's also not too early to start thinking of Holiday Party venues for "this years" party. It takes time to research to make sure the venue meets all our needs and negotiate deals, so the sooner we get suggestions, the more time we have to investigate and finalize a date and location. The last few years we didn't finalize the details until shortly before the event; so many people were not able to attend due to other conflicting commitments. The sooner we can finalize the event, the more time members will have to plan and commit to attending the party. I'd also like to see as many members that have

helped at events attend. I have a vision that almost everyone that attends does so on the past year worker discount, so even more people can afford to attend, even if this means we have to adjust our worker/non-worker price, so everyone can enjoy it at a reasonable price. The worker discount is really a fabulous value!

We are in the process of developing our fall/winter speakers schedule, with the first one at our October meeting and subsequent speakers at roughly every other meeting, depending on how we are able to work out the schedule with the speakers – stay tuned for announcements as they become available. Past experience has shown that guest speakers are a very popular feature at our meetings, so we hope we can develop a full slate for this year's season.

Unfortunately, it won't be long before we'll have to be installing snow tires on our Shelbys, Mustangs, and high performance Fords, and will be throwing sandbags in the back of Lightnings, in order to make it through the Michigan winters!



Some of the cars at the SAAC-MCR Pre-Woodward Dream Cruise event located at the Auto Zone Hobbies store just north of I4 Mile Road. This picture was taken early in the evening. Later there were so many member's cars there was grid lock.



Membership Report by Rich Tweedle, Membership Dir.

SAAC-MCR Membership Status: We Have 104 members

New members include: *Chip & Kay Bliem, Mark DeLuca & Lori Martin, Jeremiah Pommerville, Dave & Kelly Swanson and Mike Pikelis*

Labor Day Classic Open Track Event

Text by Mike Nyberg and Fantasy Trans-Am Photos by Ed Frank

The weather on the morning of Sunday September 5, 2010 was sunny, but cool. It was so cool, Darius, the event organizer, suggested we all start with one psi lower than normal tire pressures. The temperature warmed up as the day progressed and was perfect for avoiding over-heating due to high ambient temperature.

The Waterford Hills Race Track gates opened at 8:00 am for the SAAC-MCR Labor Day Classic open track event. John Yarema arrived shortly after the gates opened. He brought two cars to run in the event. Think about the logistic to do that by yourself. He began the process of checking participants' cars to make sure they met the safety requirements along with Al Small and Greg Cragel. Darius Rudis' daughter, Monika, made sure every participant had the correct number on their car windows.

The Driver's Meeting began at 9:15 am. Darius and a corner worker explained the open track rules and the signal flags. Darius asked for a minute of silence for fellow club member and open track instructor, Bill Rowe, who recently passed away. Matt Foley produced and donated window stickers with Bill Rowe's initials (BR) to apply to our windshields, in memory of Bill.

The first open track session started at 10:00 am. We normally have four groups based on driver skill and car capabilities. The Red Group is the most advanced and is called "Competition", the Green group is called "Advanced", the Blue Group is called "Intermediate" and the White Group is called "Novice". Twenty Five participants signed up for the event, six in the Red Group, thirteen in the Green Group, seven in the Blue Group and one in the White Group. Darius decided there



Rob Bucchi brought his beautiful original Blue 427 Side Oiler Corba. *Photo by Aleta Kidd*



John Yarema out front in his 1965 Gray Mustang Box Top Trans-Am replica.



Darius Rudis explaining the open track rules at the Driver's Meeting. *Photo by Mike Nyberg*

Labor Day Classic *(Continued)*

were too many in the Green Group so it was split into two groups and the one person in the White Group was put into the Blue Group. This resulted in four run groups with a similar number of cars in each group.

During the lunch break participants with early pony cars prepared for the Fantasy Trans-Am Session by parking their cars on an angle in the staging area. It looked like we were going to have a Le Mans start. We had 10 early pony cars that went out on the track 15 minutes before the end of the lunch break for parade laps and picture taking session. Once the parade laps were complete, those who wanted to participate in a hot laps session pulled into "hot pit lane" to wait for safe entry onto the track. The hot laps session was a chance to see how the participant's "old iron" performed, compared to others.

The rest of the event went very smoothly. We are looking forward to the next SAAC-MCR open track event, October 10, 2010. It will be the last club open track event of the year. Hope to see you there.

(See more pictures on pages 18 & 19)

Photo Credit to Ed Frank of www.clutchpics.com

You can find more pictures of the SAAC-MCR club under Motorsports - Waterford Hills Track Rentals



Mike Kidd in his Blue 1970 Pontiac Firebird in front of John Yarema in his White 1965 Shelby GT350 replica. I thought John was in the Gray car or is that Darius Rudis driving the car?



Gibson Nichols in his Light Blue 1966 Mustang in front of Charles Demmer in his Blue 1968 Mustang.



Mike Nyberg in his Yellow 1970 BOSS 302 is about to be lapped by Mike Radonovich in his White 1966 Shelby GT350 replica.



Shaun Burgess in his 1966 Black Mustang leads Mike Radonovich, Mike Kidd and Charles Demmer. The professional photographer, Ed Frank, tinted this picture to make it look like a 1960's photo. It makes it look like vintage Trans-Am. (The newsletter needs to be viewed in color to see the patina.)



Tim Young in his Red 1968 Mustang is leading a host of other Fantasy Trans-Am cars.

A “Team Tiger” Cruise to Mid Ohio Race Track

Text by John Logan

Some of Shelby's Tigers are still in the race! On May 22 to 23, 2010, four friends and I cruised from the Detroit area to Mid Ohio Sports Car Course, to meet up with some Ohio Sunbeams and to watch and cheer on *Team Tiger*.

Team Tiger

Team Tiger is carrying on the racing tradition of Shelby's Sunbeam Mark with no manufacture backing that many of their competitors have. The team consists of two Tigers, the Tiger of Janet and Tom Patton that we came to watch and the Tiger of Barry and Angie Schonberger that is not racing this year.

Tom started autocross racing around 1973 and road racing around 1980 in what was a C production all steel bodied Tiger. He went to GT class in 1984, staying with the tub car vs. the lighter tube frame bodies. The GT rules allowed Tom modifications such as fiber glass body parts, larger wheels and tires, and greater suspension modifications, while he retained many of the original Tiger under body parts. When you look closely you will see parts such as the fire wall, sections of the frame rails and rocker panels peaking out from behind the tubing super structure and fiberglass body panels.

Through the years, *Team Tiger* has had to put up with major SCCA rule changes that are intended to make the Tigers less competitive. After winning the national championship in 1999 there were immediate rule changes because of complaints by competitors to restrict Tom's performance, resulting in dropping from a 650 cfm four barrel carburetor to a 390 cfm four barrel. In 2001 at Road Atlanta for the first race of the season, a Toyota driver complained again about Tom being too fast. This resulted in SCCA requiring a mid-season last minute restrictor plate requirement. In 2008 Tom was allowed to add a new splitter to the front air dam to increase down force. The front splitter added great front grip, but now the rear of the car was loose. This led to a later aerodynamic change, an addition of a rear wing to increase down force in the rear.

The Tigers of Tom and Barry continue to be classified by SCCA as GT2. The specific SCCA GT2 rules that *Team Tiger* must conform to are as follows;

“The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive po-



tential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential.”

- **Body** 2 door, RWD Driveline, 86.0 in wheelbase, Windshield may be removed and a low front hoop roll cage may be fitted.
- **Engine** SUNBEAM Type OHV with Bore x Stroke 101.6 x 72.9 mm Disp. 4728 cc Iron,
- **Fuel Induction** Stock Sunbeam Tiger Manifold only C30 FAB, C30F-9510E, C40F-9519-1E. Holley P/N0-80507-1(390 CFM) measured on unrestricted manifold.
- A **restrictor plate** between the carburetor and plenum is mandatory for cars running the 390cfm carburetor: 0.060" flat steel or aluminum plate with four (4) 1 1/16" holes.
- **Block** Ford Motorsport (P/N M-6010-A50 & M-6010-B50) are allowed.
- **Cylinder Heads** Crossflow with 2 Valves/ Cyl. Any Ford 260, 289, or 302 Windsor V-8 cast-iron production cylinder head.
- **Weight** 2280 lbs

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A “Team Tiger” Cruise to Mid Ohio Race Track *(Cont’d)*

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- Competitor shall be able to provide documentation from the manufacturer identifying application(s), displacement, engine family, and casting identification.

There are no LAT options allowed and the splitter and rear wing that is allowed are made available to all GT2 competitors.

Paul's Automotive Engineering in Cincinnati, OH, builds the 289 engines that run at 7500 to 7800 RPM. Depending on the number of races in a season and no catastrophic failures, the engines may last the season with only a valve job at mid season.

The Mid Ohio Race Course

We watched cars race for two days from almost every spot and agreed that the best spot is at the top of the keyhole where you can see about 1 ½ miles of the circuit. You can watch cars negotiate a hill climb, a right, a left, a right, another right turn, then a down hill straightaway to a sharp right turn and then out of sight. An additional feature of the hill is a huge sign that provides shade if you can get a spot.

The smaller displacement cars sound like angry annoying bees contrasted with the larger V8 cars with booming deep voices such as Mustangs, Corvettes and Team Tiger's Ford powered Sunbeam Tiger that sounded mellow and great!

Tom and Janet were great hosts and we all fell in love with Janet and her super personality. She also makes great brownies.

Great Lakes Race of Champions

Saturday May 22, consisted of morning and afternoon qualifying sessions. Tom had no competitor in GT2 so he didn't need to qualify, but he wanted to check out the car with some new Hoosier rain tires. He soon spun off the track and discovered that his front splitter works as a good grass mower and catcher.

Because Tom didn't qualify Saturday he started about 17th out of about 20 on Sunday but he quickly advanced through the pack and ended up first in class and third overall. I think he was sand bagging a little to save the car but he out ran several of the GT1 cars just to show us that he could.

Tom and Janet raced at Grattan in Michigan the following weekend and came home with two wins in GT2 against a multi time national champion. By the time you read this, Tom will have raced at the June Sprints, run at Nelson Ledges in July and the Bluegrass in August. His final 2010 race will be the Road American, SCCA Runoff at Elkhart Lake, WI on Sept. 18-26.

“The smaller displacement cars sound like angry annoying bees contrasted with the larger V8 cars with booming deep voices such as Mustangs, Corvettes and Team Tiger's Ford powered Sunbeam Tiger that sounded mellow and great!”



Race Tiger with two other Tigers, Doug Jennings, Tom Patton, Rick Linder, Dave Kulasa, Art Pope, Rick Lara, John Logan and Lee Lydic *Photo by Janet Patton*

Ann Arbor Rolling Sculpture Car Show

Text and Photos by Mike Nyberg

The Rolling Sculpture Car Show in Ann Arbor is the second Friday in July, each year. This year it was on July 9th. My wife and I met Randy and Kathy Betki at their friend's home in Ann Arbor. We had lunch with several of their car enthusiasts' friends before caravanning to the Rolling Sculpture Car Show. We arrived near the center of town about 2:00 pm and had to wait to enter the car show area on E. Washington Street. We received a dash plaque and a ticket for a goody bag while we waited. We were allowed to enter after a 15 minute wait and were directed to a beautiful spot near the corner of Main and Liberty Streets.

This top-quality show features more than 400 exotic, antique, classic, and one of a kind cars on Main, Liberty, Ashley, and Washington streets in downtown Ann Arbor. You see people from all walks of life at the show. It is fun to just people watch. Most of the people looking at the cars are not gear heads. It makes for some interesting conversations.

Mike Elwood brought his 1969 Shelby GT350 to the show with a for sale sign. Kathy Betki had her Sunbeam Alpine Convertible on display. Randy Burns had his father-in-law's 1965 Blue Mustang Convertible at the show. There is an unlimited variety of cars at the show, from a Rat Rod to a beautiful Yellow Ferrari where the owner was playing Italian opera music.

You should consider attending this show next year.



Kathy Betki next to her White 1960 Alpine Convertible.



Mike Elwood next to his Maroon 1969 Shelby GT350.



Randy Burns next to his father-in-law's 1965 Light Blue Mustang Convertible. Randy found the car for him.



Mike and Penny Nyberg next to their 1970 Yellow BOSS 302.

Bill Rowe Obituary

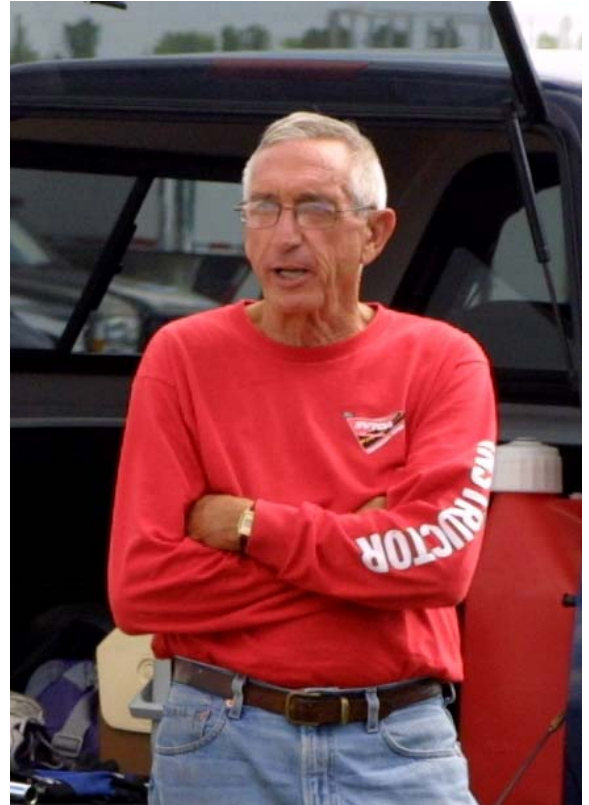
William Christie Rowe born on February 3, 1937 went to be with the Lord and Savior on August 24, 2010. Bill was born in New Rochelle, NY and graduated from Oakwood School in Poughkeepsie, NY. He enlisted in the Navy from 1957-1959. After serving his country, he attended General Motors (Kettering) Institute in Flint, MI. After 30 years working for Ford Motor Company, Bill retired in 1999.

Bill was an avid tennis player, an extremely talented woodworker, and enjoyed racing his 1990 Mustang. More than anything though, Bill loved serving his family and his church. He led several Mission trips with the youth fellowship of Salem United Church of Christ. He served as Liturgist and Deacon, and he was past President of the Church's Board.

Bill is survived by his wife of 46 years Carol Rowe (nee Sturtevant), his daughters Christie Hansard and Jennifer Coleman, his beloved grandchildren William Christie Hansard, Joseph Edward Hansard, Andrew Jonathan Hansard, Maxwell William Coleman, Alexander Robert Coleman and Elizabeth Christie Coleman, his brother Stuart Rowe and his sister Janet Smith.

Celebration of resurrection took place Monday, August 30, 2010 at 11 AM at the Salem United Church of Christ 33424 Oakland Ave., Farmington, MI 48335 officiated by the Rev. Deborah Schueneman.

In lieu of flowers, the family asked that donation be made to either the Fibrous Dysplasia Foundation, 15 Browns Ct., S. E., Washington DC 20003 or to Salem United Church of Christ Building Fund, 33424 Oakland Ave, Farmington, MI 48335



Bill Rowe was an excellent open track instructor. He helped many novices begin the process of enjoying participation in open track events.



Bill Rowe enjoying one of his passions. His car number was his age, so it changed each year.

Richard Straughen Obituary

Richard J. Straughen
Formerly of Eastpointe

Age 80, Passed away on Friday, August 27, 2010.

After retiring from K-R Automation as an engineer, he volunteered at Bi-County Hospital, meals on wheels and Selfridge Air Museum.

Mr. Straughen is a member and current Commander of the American Legion Post 386. He was loved as a chaperone by the runners of the Eisenhower High School Cross Country Team.

Enjoyed car cruising and flying.

Beloved husband for 47 years of the late Geraldine.

Loving Father of Richard (Gail), Gari, and Dale (Dawn).

Proud Grandfather of Kelly (John) Swanson, Richard (Jennifer), Sarah (Jacob) Graegin, Michael, Donald, and the late Douglas and Freedom.

Dear Great-Grandfather of Skyler

Brother of Lee (Alfreida) and the late Gerald.

Brother-in-law of Carolyn

Dear Friend of Martha Waroway.

Graveside service at Great Lakes National Cemetery Holly, Michigan on Thursday, September 2, 2010 at 11am.

Memorials appreciated to American Legion Post 386 Frank J. Calcaterra 21555 Gratiot Ave, Eastpointe MI 48021 or Selfridge Air Museum 127 WG/MU 27333 C Street Bldg. 1011 Selfridge ANG Base MI US 48045

Please share a memory at www.sullivanfuneraldirectors.com.

Right: Richard Straughen at age 80 was still interested in performance driving and cars .



Above: Richard Straughen working on an engine in John Yarema's machine shop.



Richard ready to enter the Waterford Hills Race Track at a SAAC-MCR open track event. Sandy Yarema, John Yarema's wife, was Richard's niece. John and Richard shared a common interest in performance driving.

2010 Woodward Dream Cruise

Text and Photos by Mike Nyberg

I was invited by Jeff Seaman to park my BOSS 302 at Mustang Alley as part of the Ford display. I had heard a rumor that Ford would display the 2012 BOSS 302 at the Ford Display since it was introduced the prior week at the Mazda Raceway at Laguna Seca in California. I was not sure where to park when I arrived. I asked where the 2012 BOSS 302's were displayed and decided to park near them. There was a crowd of about 100 people waiting to receive free BOSS 302 T-shirts. They were blocking 9 Mile road and were between me and the 2012 BOSS 302 display. I revved the engine and the loud side exhaust got their attention. They moved out of the way and I proceeded to the 2012 BOSS 302 Display. An official looking person directed me to park between two 2012 BOSS 302's. Turns out he was the truck driver who unloaded and parked the 2012 BOSS 302's. I thought it was neat to have my car in such good company. It didn't last long. An official said I was blocking a fire lane and needed to move to the spot allocated for the 1970 BOSS 302's, about a half block east. I had to turn around and again rev up the engine to get the crowd to move. It was fun while it lasted. I missed an opportunity to take pictures while I was there.

Shortly after I was parked in the proper location, Jeff Seaman arrived with his son Tyler, in his 1970 BOSS 302 and parked across the street from me. We went to look at the 2012 Laguna Seca BOSS 302 that was displayed on its side so you could see the under side of the vehicle up close and personal. He explained all the unique features of the Laguna Seca edition. "It is the closest thing to a race car with a license plate." Jeff pointed out the Mazda Raceway layout printed on the Laguna Seca edition BOSS 302 gas cap. Ford Management gave the thumbs up for the BOSS Program if the team could produce a car that would beat the BMW M3 on the race track. Jeff said, "The track layout on the gas cap was there so the BMW guys would know where to turn."

A Black 2012 BOSS 302 Laguna Seca edition drove into the Ford display. It was driven by The Mustang Chief Engineer, Dave Pericak, with his wife as a passenger. The side exhaust metal tuning discs obviously had been removed as he revved the engine while parking the car. The crowd loved the sound. It was almost as loud as my side exhaust. One of the first things Dave did is get a rag and clean the brake dust off the wheels. How many chief engineers would do that? I was so impressed I took his picture. His wife said; "I take his picture every time he runs the vacuum cleaner." Dave is very enthusiastic about capabilities of the 2012 BOSS 302 and was answering all the questions the people in the crowd around the car were asking.

I worked with Dave many years ago at the Utica Plant. I wanted to get his autograph on the free BOSS 302 T-shirt I obtained earlier. He was gracious enough to grant my request. Shortly after, a tall older gentleman introduced himself to Dave; he was the Mustang Chief Engineer for the original BOSS 302, Howard Freers. John

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Dave Pericak, Mustang Chief Engineer, describing the cool features of the 2012 BOSS 302.



The Chief Mustang Engineer cleaning the brake dust off the wheels. How many chief engineers would do that?.



Dave Pericak, meets Howard Freers, Chief Power Train Engineer, (tall man in the white T-shirt and shorts) when the original BOSS 302 engine was developed.

Woodward Dream Cruise (Continued)

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Yarema said, "Why don't you get his autograph?" I was able to get his autograph as well. I won't be wearing that T-shirt.

I had one family look at my car, which is decorated with the sponsor decals that were on the 1970 BOSS 302 Trans-Am cars. The family spent a lot of time looking at one of the decals. After a while a woman in the group came to me and said, "My husband said I bet the car will not have the Precision Spring decal." They were surprised it does. Her husband and his father worked at Precision Spring, a small local Detroit company. Ford was breaking valve springs during Trans-Am races and Precision Spring developed a spring that didn't break. The husband indicated he had traveled to some of the Trans-Am races to make sure the springs were not a problem. He indicated the decal looked like he remembered it. That was reassuring.

The Ford display and Mustang Alley attracted many people despite the rain. I am looking forward to the 2011 Woodward Dream Cruise.



Parnelli Jones autographed the car Dave Pericak drove to Ford display at Mustang Alley. Parnelli thought he would get this car because his name was on it.



The 2012 Laguna Seca model BOSS 302 has a serious front splitter to reduce lift at high speeds.



Ford Management gave the thumbs up for the BOSS Program if the team could produce a car that would beat the BMW M3 on the race track. "The track layout on the gas cap was there so the BMW guys would know where to turn."



The business side of the 2012 BOSS 302. Note the side exhaust and sub-frame connectors.

2011 Mustang at SCCA Autocross

by John Yarema and Jeff Seaman

Sam Strano is an autocross racer and a pretty good one at that. Last year he won his division driving a stock Shelby GT Mustang. This year he was so impressed with the new 412 HP 2011 Mustang GT, that he went out and bought one to run in the stock circuit as a replacement to his Shelby GT. He has been really impressed with the power of the 5.0L motor and the handling of the Mustang. However, Sam encountered a problem with the car during his last event in Washington DC. During one of his runs (about ¾ of the way through the course), he experienced a short duration sudden loss of power. Sam called for support and was put in touch with Jeff Seaman, the former lead calibrator for the 5.0L. That's where I came in. Jeff asked me (John Yarema) to come along for hardware support while Jeff did the software and data analysis. Besides, the job involved going to a race track with a friend on a Friday (July 16, 2010) afternoon. What would you say! (Jeff's note - John is being modest here - he is one of the most talented fabricators and debuggers that I've ever worked with, he was my first choice to support this effort.)

Jeff works a lot (ask Becca, Jeff's wife)! So I re-arranged my schedule to meet Jeff at noon at his house. The track was located at the Toledo Airport so I left work at 11:00 am, got cleaned up, and drove my 1965 GT-350 replica to Jeff's house.

When I got there, Jeff was on the phone working, but his son Tyler was way glad to see me, as well as Torque (Jeff's Jack Russell Terrier). I got mobbed. Good thing we were only there a few minutes.

Jeff was still working, so I drove - yeah, he had to pull my leg to drive the GT350 on a fabulous sunny day. Funny note, Jeff was looking at his Blackberry and realized that at one point in the day he went 11 minutes without an e-mail. A new record! We got to the airport and followed the road around to the entrance gate, where we



Sam Strano's 412 HP 2011 Mustang GT he autocrossed at a SCCA event on the Toledo Airport tarmac.

signed our safety waiver. We found Sam and his friends in a group of Mustangs and Shelys parked along side the track.

The track was on an unused section of tarmac - acres of white concrete, lots of cones, a trailer with speakers, and a brand new set drag race style start lights. The race course was set up symmetrical so that two cars can race the clock while also racing each other. Cars lined up in a cold pit area 50 yards back from the trailer. Ten cars were allowed into the hot pit area, five on each side of the trailer. Three cars waiting, one car in a burn out area, and one car at the start light. When the lights dropped the 2 cars would drag race to the first turn, where they turn away from each other, and finish a series of turns at their best speed. You can tell who won by who crosses the finish line first. After each run, they cross to the other side of the trailer and run the opposite side. They do this 4 times, twice on each side then a new group is released from cold pit and the others return to the

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Below: Cars waiting in line to participate in the autocross event at the Toledo Airport.



2010 Mustang at SCCA Autocross (Continued)

(Continued from page 12)
paddock area.

Sam and many others had a truck and trailer with all of their gear set up. Jeff and I pulled in behind the trailer and introduced ourselves and started checking out Sam's car. Not sure what was a bigger hit, the fact that Sam had some factory support for the race, or the GT350!

Jeff tested for a bad crank sensor (his first hunch - based on Sam's description of the problem) and re-learned the misfire profile. I watched and checked for loose connections and performed a general overall inspection of the vehicle. After a few minutes it was time for Sam to run some acceleration tests. Jeff borrowed a helmet and went with him.

The SCCA was not letting people run the full course on Friday, so Sam could only do a burnout, test his launch time, and accelerate into the first turn. Since the trouble the car was having was $\frac{3}{4}$ through the course we wouldn't even see if we fixed the problem.

Jeff downloaded the data onto his laptop and then plugged into the truck for power. He went through the codes and data looking for what problems and anything out of the ordinary. Was something pulling power out because of a bad sensor? We brought a new crank sensor, but didn't install it, since the data didn't support the sensor being the root cause.

Jeff was working diligently at the computer while I relaxed and watched the people prepping their cars.

There were 3 Shelby GTs around us getting ready. I helped change tires on an orange one. This class is only for stock cars, so, since the Shelby GT had more power in 2010 Model Year than the Mustang GT, there were no 2010 Mustangs in the class (Jeff's note - this will change in 2011). The guy with the orange car lived in Washington DC, but ordered his car in California because they didn't sell the Shelby GT in DC. He said the dealers thought he was nuts going across the country for a car, but that's what he wanted and needed for this competition. We are talking about some pretty dedicated racers here.

Sam shares the Mustang with a partner. One of them will take the car out and compete first. The first run on the car will be cold (tires and brakes primarily) so the times will be lower. The second run will be better and the third will be the same or better. Now the driver is scored on his best run, so the first driver has only 2 chances to score well. Sam will take the car right after the first driver finishes, so he will get 3 chances to run his best time (albeit - while the car is hot).

Jeff was still digging through the data and trying to find the root cause of the power loss. There are over 1,000 parameters in the powertrain strategy and the CAN-based data acquisition tool can only take 20 parameters at a time - so it is a laborious process to dig through the details and find what is causing the problem. Basic diagnostics involve the "1929 Test" - i.e. do you have fuel, air, and spark. Once we verified that



Sam Strano ready do a burn out to test his launch times.

we had those components, it was time to investigate other systems - such as the twin independent variable cam timing. I hung around talking about our open track events with the crowd that formed around my old car. I watched the 2011 Mustang run from a distance. You could hear the power of the acceleration.

After Sam's car completed a run, a yellow Corvette with a huge black Plexiglas tail fin came to the line against a Dodge Laser. The lights changed, the Vette takes off and you can hear the engine rumble but the Laser didn't move right away. Then I hear a deafeningly loud woosh! I think what kind of turbo does this have? I turned around and a DC8 is taking off behind me. I forgot this was on a runway.

At about 5:40 we started back to Jeff's while Jeff made some more calls. Jeff told me I had some spark knock in my car and to retard it 3 degrees. We talked about the possibility of the cam position sensor and the air gap from the cam wheel. Interestingly enough - Jeff and I saw this issue before and debugged a prototype in front of my shop.

I dropped Jeff at his house at 6:40 and went home to meet friends and family in Hamtramck for dinner. Jeff went back the next day driving his 1970 Boss 302. He also went back on Sunday.

So - what was the problem? It ended up being a bad cam position sensor. The sensor had high resistance (once we cut it apart and analyzed its guts) and was replaced with a new sensor which resolved Sam Strano's issue. The problem was very intermittent and would only cause a brief blip where the variable cam timing would reset to the default (home) position. This brief 30-50 ms error doesn't sound very significant, but when you are racing SCCA and each thousandths of a second is the difference between winning and losing - 50 ms is a lifetime. At the end of the day, we made a customer very happy and collected a lot of good data to use for future Mustang programs (hint, hint...). Now Sam is free to go whoop some Shelby Butt!

Jeff Seaman and John Yarama: Fixing Ford cars one at a time!

Launching an Advanced 6-Speed Automatic Transmission *by Tom Greene*

The call came in March, 2007 just after I competed in the SVRA race at Sebring held in conjunction with the 12 hours of Sebring ALMS race: The call was from my ex-Chief engineer Jerry, asking if I would be interested in helping out the Getrag-Ford group launch a brand-new 6-speed dual clutch transmission. After objecting that I was happily retired, was visiting a friend in Florida, and even more importantly, I was headed for another vintage race at VIR on the following weekend. He persisted with "it's a really big challenge and it's a brand-new trans design – and – they really need control systems help". As most of you know, I couldn't resist the challenge and packed up for Germany to arrive in March, 2007.

THE TRANSMISSION

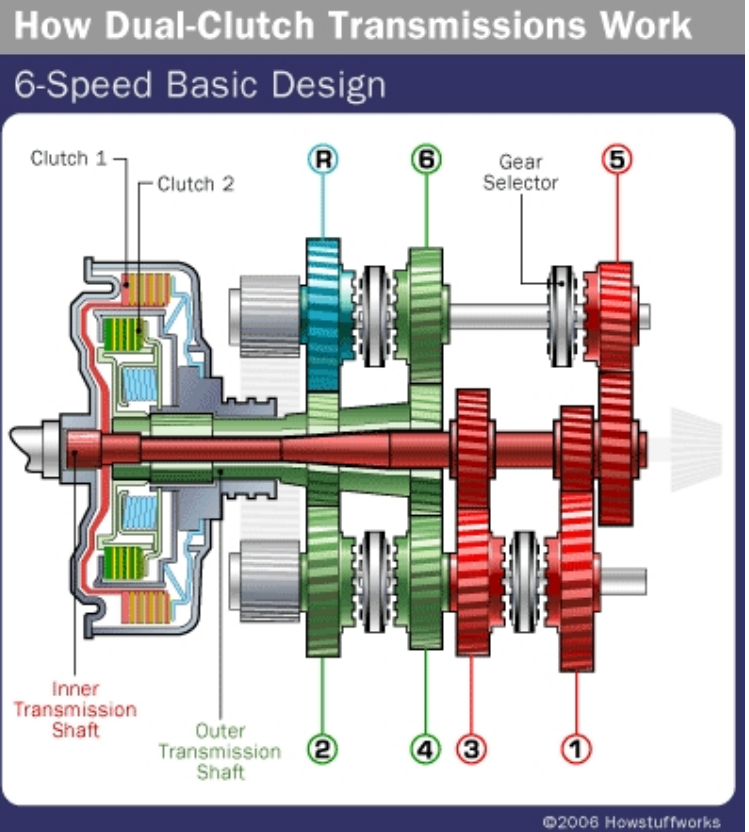
The transmission design is called a dual clutch automatic. The mechanical structure is similar to a 6-speed manual transmission (which is a layshaft design – think of gears 1,3 and 5 on one shaft and gears 2, 4 and 6 (also Reverse) on the other shaft). The similarity here to a manual trans is obvious, but instead of one clutch disc (actuated by your left foot) in front of the transmission, there are TWO clutch disc sets – one set controlling each of the shafts.

It is clear that the concept of this kind of transmission is not new. In fact, Ford first prototyped this transmission design in 1985 and called it the E8 transmission – as Ford aficionados know, the name E8 (because it was planned for production in 1988) followed the naming convention for the C4 and C6 transmissions that launched in '64 and '66). What kept the E8 transmission from being successful in the early 80's was the electronic control system in the 80's simply was not up to the task of doing the controls capably. It took the generation of power PC microprocessors to do the task with acceptable results – AND – many hundreds of thousands of lines of code.

The picture (above right) is of a 6-speed FWD dual clutch transmission. Note that the dual clutch package in front of the transmission looks a little bit like a torque converter. In this dual clutch transmission there are concentric shafts connecting each of the two clutches to their respective gear sets (called the odd clutch and the even clutch).

About now, you may be asking yourself – "why do this transmission design when there are so many automatic transmissions out there that use planetary gear sets and are really reliable and produce outstanding reliability and shifts?" The answer is: a Layshaft transmission with a dual wet clutch is more mechanically efficient than a planetary transmission. This mechanical efficiency improvement results in improved fuel economy to the customer.

The shifting of the transmission is accomplished by having control of each clutch independently. A drive away in first gear is done by



6-speed FWD dual clutch transmission. Note that the dual clutch package in front of the transmission looks a little bit like a torque converter.

placing the odd shaft in 1st gear and properly actuating the odd shaft clutch – much like when driving a manual transmission, but the clutch application is electronically controlled instead of by the driver's left leg. Before it is time for the transmission to shift from 1st to 2nd gear, the even shaft of the transmission is placed in 2nd gear, but with the clutch operating at zero torque capacity. When it's time to execute the shift, the 1st gear clutch is gradually released while simultaneously increasing the capacity on the 2nd gear clutch. Clearly, the key is to get the capacity of the clutches "right" so the shift is smooth with no interruption to the output torque and no tie-up between the two gears. Definition of Tie-up – envision placing a manual transmission in two gears at once and letting the clutch out, the engine stalls as the output torque is "tied up" between two torque paths and can't "get out" of the transmission to the drive wheels.

The clutches in this transmission are "wet clutches", meaning that they operate in transmission fluid. The use of transmission fluid results in the friction surface actually being the fluid at the interface between the clutch

(Continued on page 15)

6-Speed Automatic Transmission Launch *(Continued)*

(Continued from page 14)

surface and the reaction plate (the study of this interface is called tribology, and people have made an entire career to better understand that friction interface – but the simplest view is that the oil molecules form the barrier between the reaction plates and the paper friction plates – so yes, the torque is transmitted thru the oil. As an alternative to getting your head around this fact, it's OK to think about the friction plate transmitting the torque via the effective coefficient of friction. A key point to recall is: To make a dual clutch transmission operate well, one must achieve precise control of the two clutches.

Because this dual clutch transmission is a replacement for both a manual transmission and for conventional planetary automatics, it embodies attributes of both. For example, there is "hot rod launch mode" where you can hold the brake and depress the accelerator to achieve 5000 RPM and pop off the brake and do a drag-race start from 5000 RPM (a specific request from Mitsubishi for their Evo). Another requirement is that the transmission must be able to shift from any forward gear to another WITHOUT doing so sequentially. This requirement drove the design of the transmission hardware to be completely independently actuated. This is different than in a conventional manual like the toploader, where it's not possible to be in 1st and 2nd at the same time because those two gears are actuated by the same shift fork. In the Powershift, each shift fork is independent so that a 2 to 4 or a 3 to 6 shift can be executed if that is what the driver's accelerator pedal position changes indicate is appropriate. This independent ability puts a considerable extra burden on the on-board diagnostics as any gear sequence is possible and none are mechanically excluded.

There were several major challenges to overcome to successfully launch the dual clutch transmission. There is of course the ability to actuate each gear at the proper time and to do so sufficiently quickly so as to never cause the gear to clash or to not be engaged when it is needed; to always get the clutch capacity right despite the driver being able to change their mind as to how much torque they want in the middle of a shift; and also the major challenge of on-board diagnostics (called OBD2 for the second generation of on-board diagnostics).

OBD2 is required to monitor any powertrain component that can affect emissions (and most any component can). For example, what if the transmission was operating in two gears at once? This is defined as affecting emissions as the vehicle would be operating in an abnormal state. Not to mention the customer would be somewhat perplexed if their vehicle suddenly came to a stop when they were expecting an upshift.

The OBD2 rules are: No vehicle can be sold without completely capable and accurate onboard diagnostics. This means that any fault must be identified by the control system and the appropriate code set (there are over 6,000 specified codes for OBD2 for an engine and transmission) – and also that same control system may not identify a fault that is not present – and the diagnostics must operate on each of the details in the transmission. The dual clutch transmission has shift forks and shift fork position sensors, shift fork actuators, gear ratios, pressure regulators, and each and every device with a wire attached to it must have diagnostics that are demonstrated to be capable. This sounds simple enough, but.... the diagnostics must be not only electrically tested, but must be functionally tested as well. Functional testing includes any fault that could include a mechanical failure. It's fairly straightforward to do electrical diagnostics (V still = IR and all that). Doing functional diagnostics is conceptually easy, but it's not nearly as straightforward to do functional diagnostics that cannot be tricked into calling a good event an error. Think about what happens to a gear ratio when a customer tips in or out during a shift – the shift takes longer or shorter time to complete, during this time the ratio of operation is not either of the two gears, and doing the ratio check in a too simplistic manner can result in calling a good shift bad.

With all this as background, let us skip forward to the results. Getrag successfully launched their 6-speed dual clutch Powershift transmission in early 2008. And the launch was met with outstanding results. The first customers (Ford, Volvo, Mitsubishi) were very happy with the customer satisfaction and even more happy with the outstanding fuel economy.

The fuel economy for the 2007 2.0L Diesel Focus equipped with the 6-speed Aisin Warner planetary automatic was 6.5L/100 km trav-

(Continued on page 16)



View of the actual gears in a Ford-Powershift-trans-3. It looks like a piece of art.

6-Speed Automatic Transmission Launch (Continued)

(Continued from page 15)

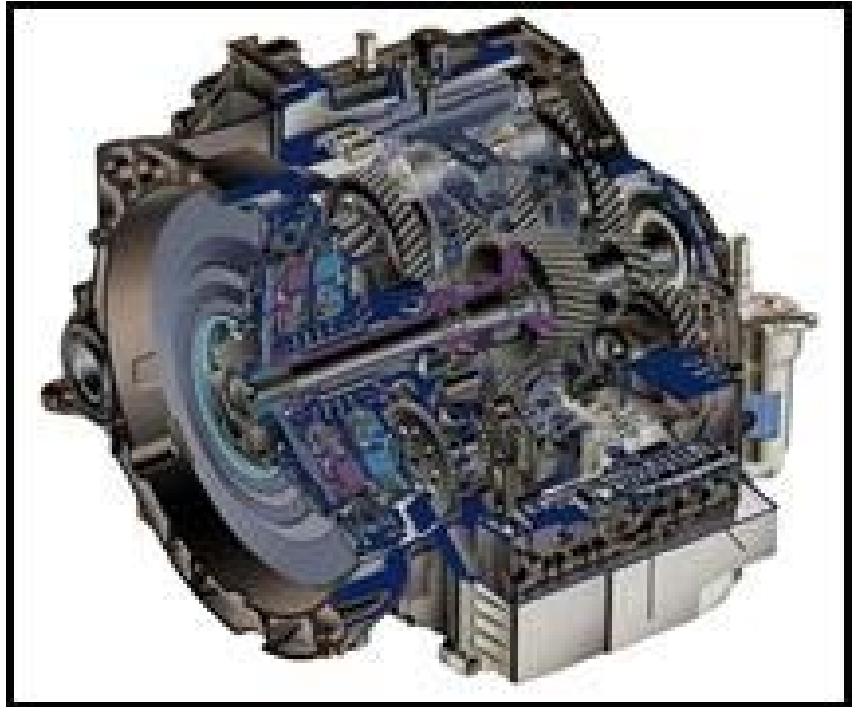
eled (measured on the European driving cycle). The 2008 Focus with the identical engine, tested the identical way, equipped with the 6-speed dual-clutch Powershift transmission was 6.0 L/100 km travelled. This nearly 10% improvement is attributable to the superior efficiency of the 6-speed Powershift transmission.

The Getrag Powershift transmission has been designed and built in two forms. 1) The wet clutch version (used in higher torque applications) was successfully launched for the 2008 Ford, Volvo and Mitsubishi and 2) the dry clutch version (same concept and same challenges, plus the additional challenge of cooling the clutches without the benefit of bathing them in trans fluid to carry away the generated heat).

The automatic transmission in the 2011 Fiesta is a dry dual clutch 6-speed Powershift transmission. As this transmission has no need for a pump and transmission fluid, it is even more mechanically efficient than the wet clutch 6-speed Powershift. The Fiesta has now launched in the US with very positive customer feedback on fuel economy and function al-

ready in.

There is room for several different kinds of automatic transmissions in the world: Fixed ratio Planetary, Dual Clutch, CVT, IVT, hydrostatic. Each has an attribute to offer to the customer and each has its own challenges to design and execute. Transmission engineering will always offer exciting challenges.



Cutaway view of the 6-speed transmission



“Transmission engineering will always offer exciting challenges.”

DryDCT transmissions for the Fiesta on the assembly line.

Meet the Member *Text and Photos by Linda Kidd*

Time spent growing up on a farm teaches families how to work together to get things done. Tom Krcmarik remembers being influenced by this self-sufficiency and that his father never paid anyone to do anything for him that he could do by himself. This influenced Tom with his cars, career, and hobbies.

Cars have been a part of his life as long as he can remember. His father worked for General Motors in Flint for 35 years. In the 60s Buick's introduction of new cars was a big event at the IMA in Flint. Everyone eagerly anticipated the arrival of the new model styles.

Tom's father had given him the basics of driving with tractors and grain trucks, but as he turned 15 and could take driver's training his interest increased. He enjoyed the prospect of getting into a car rather than farm equipment. During high school he drove a 64 Chevy pick-up and occasionally the Le Sabre family car. His dad did not permit his children to get beaters to tinker with because his rule was, you had to get one year of college in before he would help you with a car. He stressed college before toys.

A 1970 Chevelle Malibu was Tom's first car. The engine was a 350ci 2 barrel with 3 speed automatic transmission. He particularly liked this model due to it being the only year having dual headlights and square tail lights. Car was fun, fast acceleration and still got good gas mileage when hauling five people with suitcases to MTU. It got him through three years of college and four years of work. His excitement with the Chevelle continued as he improved it with new wheels, tires, air shocks and a radio upgrade.

Tom started dating his wife, Karen, while the car was still red. Her parents did wonder about him as the car took on panels of gray primer as he and his cousin began the repainting of the car. By the time Tom and Karen married the car was completely gray. It wasn't back to Corvette red until the middle of their first summer together.

Tom and Karen both finished college. Tom graduated from Michigan Tech and moved into the automotive world. Karen graduated from Madonna. She became a licensed RN and later moved into retail work. Karen is a Walgreen's store manager.

For 31 of his 37 years of work in the automotive field Tom has worked with brakes. He is currently working for Akebono Brake Corporation in Farmington Hills. It is interesting that Tom, his father, and his son have all spent part of their careers working with brakes. Tom Krcmarik also spent six years working with fiberglass parts including some used on the '84 Corvette.

Some other cars Tom remembers are a 1975 Mach 1 Mustang II, and a Pinto that replaced the Chevelle. The Mach 1 was the first car we purchased after marrying Karen. It was their first major purchase after she completed college and amazingly she consented to getting it with a manual transmission. Training her to drive it was complicated by a carburetor solenoid issue. Between multiple dealer visits and a brother's intervention in training she became a master.

Current hobby car is the White version of the 2007 Shelby GT a long time Ford salesperson provided opportunity

to secure. He had been unable to get him into a 2005 Mustang GT due to no other dealer would trade an automatic optioned GT for a desired manual equipped GT. Modern muscle cars are not muscle cars with an automatic transmission. Only choice was to lease the soon to be re-leased Fusion and do better planning for a 2007 or 2008 Mustang GT. An advance call to replace the lease led to a salesperson indicating the dealer was being given a specialty car due to recent remodeling project. Available documentation was sparse other than it being a Shelby. Deposit was made to get first right of refusal by not letting any other salesperson sell it. The purpose was to get the first drive. After a 4 month wait the car arrived and it could not be passed up.

Tom visited Mustang Alley where Shelby American Inc., formerly Shelby Automotive Company, had four cars on display, at the Woodward Dream Cruise. He enjoyed visiting with the representatives from the company and sharing information with them.

When asked about his plans for his Shelby Tom said he would like to add a supercharger. He indicated that auto enthusiasts need to control their modification fever and keep it proportionate to their wallets. Tom says he gets a lot of ideas from Shelby Club members at events and online. He does warn not to get online too close to bedtime, because it is easy to get drawn in and lose track of time. Tom enjoys the cruise events which include visits to car collections and chili or other visits which give him the opportunity to keep in touch with good friends and good food. He indicated people who have not been involved in club events are missing an opportunity to meet some wonderful people.

Tom is not only proud of his Shelby, he is also proud of his grown children. Tom and Karen have three children. Daughter Katie is a Graphics Art Instructor at ITT. Katie and her husband, Norm, are restoring a foreclosed home. One of Tom's other hobbies is house remodeling. This has led him to cabinet design and building. Their daughter, Maureen, is a Walgreen's manager and is a Mustang enthusiast. She has attended a variety of car show functions with her dad. Son Andrew is a Manufacturing Engineer for Bosch in South Carolina.

When asked what car he would like to collect and restore if he had the opportunity Tom said, "A 70 Chevelle." (First loves are hard to forget.)



Tom Krcmarik standing next to his White 2007 Shelby GT at the Waterford Hills Race Track.

SAAC-MCR 2009 May Summary Financial Report

by Craig Shefferly

Item Description	August 2010 Only			Aug. 2010 Year to Date			Aug. 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	\$40.00			\$1,700.00			\$1,780.00		
A. Newsletter					\$795.10			\$732.48	
B. Hot Line Phone					\$216.00			\$139.23	
C. Club Corp. renewal		\$20.00			\$270.00				
D. Membership Cards								\$53.46	
E. Mailing Newsletters to New Members								\$37.80	
F. Funeral Flowers		\$100.00			\$169.95				
G. Club Insurance					\$1,756.00			\$1,500.00	
Sub Total	\$40.00	\$120.00	(\$80.00)	\$1,700.00	\$3,207.05	(\$1,507.05)	\$1,780.00	\$2,462.97	(\$682.97)
2. Monthly Meeting Food		\$150.66	(\$150.66)	\$24.00	\$1,239.34	(\$1,215.34)		\$1,440.80	(\$1,440.80)
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	\$125.00	\$180.00	(\$55.00)	\$7,613.00	\$4,461.76	\$3,151.24	\$6,198.00	\$2,936.03	\$3,261.97
C. Go 35				\$5,151.95	\$2,960.00	\$2,191.95	\$4,032.44	\$3,365.50	\$666.94
D. GingerMan									
E. Labor Day Classic									
F. Harvest Happening									
G. Woodward pre-cruise		\$99.83	(\$99.83)		\$99.83	(\$99.83)			
6. Club Jackets				\$120.00		\$120.00	\$120.00	\$234.07	(\$114.07)
7. Club Pins & Patches				\$35.00		\$35.00	\$55.00		\$55.00
8. Club Golf Shirts				\$180.00		\$180.00	\$210.00	\$270.40	(\$60.40)
9. T-shirts Shirts				\$648.00	\$429.64	\$218.36	\$630.00		\$630.00
10. '10 Trailer Items/'09 Reorg					\$580.98	(\$580.98)		\$176.76	(\$176.76)
11. Signs					\$956.78	(\$956.78)			
12. '10 Sound System/'09 Tables		\$318.55	(\$318.55)		\$813.61	(\$813.61)		\$127.14	(\$127.14)
13. Misc/Book fee for Tom					\$40.00	(\$40.00)	\$6.00		\$6.00
Totals	\$165.00	\$869.04	(\$704.04)	\$19,193.95	\$17,817.71	\$1,376.24	\$17,326.44	\$15,380.31	\$1,946.13
Beginning Cash on Hand			\$10,887.16			\$8,806.88			\$8,403.69
Ending Cash on Hand			\$10,183.12			\$10,183.12			\$10,349.82
		CK.Book	10,163.12						

All nine cars that participated in the 2010 SAAC-MCR Fantasy Trans-Am session during the Labor Day Classic open track event.



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

July 1, 2010 (27) people attended the meeting

Meeting was called to order at 8:00 pm by Steve White.

New Faces: No new faces

Competition Report: Darius Rudis reported about the success of the Go 35 open track event. Anyone needing to purchase a new race helmet should wait until January 2011. Any helmet purchased before 2011 could be out of date too soon.

Financial Report: Craig Shefferly indicated the club has \$9,750 cash on hand.

Editor's Report: Mike Nyberg distributed the newsletter and thanked the authors of all the articles.

Show and Events Report: Jim Binder Jim and Steve have talked to M.O.C.S.E.M. about SAAC-MCR experience in conducting cars shows at Ford World Headquarters.

Membership Report: Rich Tweedle indicated we have 101 paid members year to date.

National Club Report: Jeff Burgy N/A

Advertising Report: Mike Riemenschneider indicated all ads for Show and Go 35 were placed and within budget

New Vehicles: Gibson Nichols had John Yarema convert his 66 Mustang convertible six cylinder to a 302 V-8 drivetrain and suspension.

President's Report: Steve White discussed how much more paper work must be filled out and show proof of insurance before Ford Motor Company will let a car club use a parking lot at Ford World Headquarters for a car show.

August 5, 2010 (30) people attended the meeting.

Meeting was called to order at 8:00 pm by Steve White.

New Faces: Gary O'Donnell, a friend of Jerry Ostalecki, indicated he has a Yellow '68 Shelby KR Fastback. Dave Swanson drives a Cobra and Mike Radonovich has a Factory Five Cobra.

Competition Report: Darius Rudis described the two SAAC-MCR open track events scheduled for September 5th and October 10th.

Financial Report: Craig Shefferly indicated the club has \$11,000 cash on hand.

Editor's Report: Mike Nyberg: discussed the proposed content of the next issue of Shelby Life.

Show and Events Report: Jim Binder talked about building an even bigger Show 36 next year.

Membership Report: Rich Tweedle indicated we have 103 paid members year to date.

National Club Report: Jeff Burgy N/A

Advertising Report: Mike Riemenschneider indicated advertising is all done for this year

New Vehicles: Erin finished restoring her early Red 1963 289 Cobra CSX2045 and found it is the first 289 Cobra to be used as a race car.

President's Report: Steve White sent a very nice news release to Mustang Monthly magazine which was all about this years successful Show & Go 35.

September 2, 2010 (33) people attended the meeting

Meeting called to order @ 8:00PM, after a short video of the SAAC-MCR Summer Cruise, created by Greg Cragel's videographer in training daughter.

New Faces: No new faces

Financial Report: Steve White reported for Craig Shefferly indicating the club \$10,000 +, nearly identical to same point last year, indicating we are on sound financial ground.

Editors Report: Mike Nyberg reviewed the status of articles for the next newsletter, articles must be in by next week

-looking for a volunteer to write article for Labor Day Event

Membership Report: 103 members

Club Library: SAAC-MCR Summer Cruise (June 27, 2010) video to be added to club library

National Club Report: Jeff Burgy had great time at SAAC 35, new drag racing schedule included; racers included '67 Mustang (big block) and 66GT350 automatic. Lots of Cobras were at the event. 5R003 early Shelby 1st time out in many, many years.

Competition Report: Labor Day Event has 17 people registered (half way to amount needed to break even). Matt Foley printed stickers in memory of Bill Rowe (BR) for cars.

Show and Event Report: Need to set date for Show 'n Go 36; advertising can follow. MOCSEM show had more volunteers than our club has members, 628 cars, but our show seems to run smoother, need more volunteers, advertising, suggest trophy for best participating club. Thanks to Phil Jacobs for setting up Dream Cruise Night

Advertising Report: Potential lead for advertising in PLAY (weekly Thursday entertainment insert in Free Press)

Tech Exchange: Mike Nyberg has a 2005 Sable that radio goes off when he steps on the brakes – suggested to replace bulbs in brake lights. 2006 Mustang GT squeals on acceleration, Tom Greene had some suggestions. Jeff Burgy created a thread chaser out of a 78"-14 nut with slots cut in & half thickness to clean crossed threads on oil cooler fittings.

New Vehicles: T. Green viewed CSX2513 with Jim Farley (VP Ford Sales) Erin finished 3 year restoration of #2045 Cobra - has flat spot, ordered new carburetor. S. White has 2003 Explorer – happy to be driving a Ford again

Club Website Report: N/A

President's Report: Need to think about club officers' nomination for December. Please submit Holiday Party suggestions.

Celebrated Steve White's 55th birthday with a special cake at the conclusion of the meeting.



Nine early pony cars lined up to begin the Fantasy Trans-Am session during the 2010 SAAC-MCR Labor Day Classic open track event.

**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.

Newsletter editor; Mike Nyberg
Phone: 248-969-1157
Email: tangobythelake@yahoo.com
Technical Editor: John Logan

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

2010 Events Calendar

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
- 16 TARTC Tech Session, Bob Carpenter's, Millford, MI
- 23 TARTC Color Tour, Big Red's Cider Mill

November

- 20 TARTC @ Chi-Town Railroad, White Lake, MI

December

- 4 TARTC Holiday Party, The Gazebo, Warren, MI
- 4 GLCC Holiday Party, Maggiano's, Troy, MI

January

- 8-9 NPD Silver Springs Show, Ocala, FL

February

- 20 Daytona 500, Daytona, FL
- 24-27 Winter AutoFest, Zephyrhills, FL
- 26 Waterford Lakes Mustang Show, Orlando, FL

TARTC is the '55-'57 T-Bird Club and GLCC=Great Lakes Cobra Club

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

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



Can you guess how old Steve White was on his birthday? His birthday was on the same day as the September SAAC-MCR meeting. Photo by Jeff Burgy



Steve's wife, Cathy brought a special cake for everyone to share at the meeting. It had a picture of Steve's 1966 Shelby GT350 Hertz car.

Photo by Jeff Burgy