

SHELBY AMERICAN AUTOMOBILE CLUB OF NORTHERN CALIFORNIA

DRIVEN



MAY 2022

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"Embrace the Speed"

Shelby Ruckel
"A Ford Girl"

Maier Inc.
Open House



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From The Driveway of the President

Hello Folks,

What a busy month April has been. Earlier this month we had our annual event at Thunderhill "Spring Sprint", and joining us for more fun were the folks from Trans Am. Spring Sprint proved to be a successful event for all who attended.

At Spring Sprint everyone had plenty of track time, and no shortage of excitement in the paddock and on the track. It's funny, but on the track I think most of us forgot what social distancing was. Some of us got a little closer than we would like, but overall lots of fun for all. Our Saturday evening dinner was great and well attended as expected. Above all, most certainly our own Scott Hirose did a great job as M/C and host. He certainly kept everyone entertained, made evident by everyone there having a great time. "Thanks, Scott" ...

We have officially Launched our new web site as of this month on April 19th. I'm so happy for the club and its members. The experience now on our web site should be fun and easy to use. Our new look and feel just kills it! Now it is simple and easy to navigate and search. Plus, just one "click" away and you're at registration for our various events on track and off track. If you haven't seen it, go see for yourself at <https://www.norcal-saac.org/>

A reminder we are looking for volunteers for our Mini-Nats. Please contact myself or Nick Gotusso, our Marketing and Promotions Coordinator, to get on our list. "Thank you" to those who have signed up! For details on our next track event or off-track gathering, log on to our website for the latest details at <https://www.norcal-saac.org/>

What is your favorite Nor Cal Shelby event?! "The next one" right! See you there. Come out, say hello, have some fun! Also, get out and drive your car.

Best,
Scott Herbert

COVER PHOTO: David Rizzolo in his 1965 Mustang Coupe at the 2022 Nor Cal Spring Sprint held at Thunderhill Raceway Park

Cover Layout: Steve McKinley Graphic Design

In This Issue Of DRIVEN:

- Tommy McCarthy "Embrace the Speed"
- The Cobra Experience 60th Shelby American Anniversary
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- Maier Inc. Open House

In Next Issue Of DRIVEN:

- Nor Cal Shelby Spring Sprint





Panavia

Steve Wood, owner/operator of Panavia, is going to host a, "Celebration" Kool & the Gang – 1980, of his motto, "We make the dream happen", when it comes to building Shelby Mustangs, Cobras and other classic vehicles for car lovers. Sign up at Motorsportreg.com

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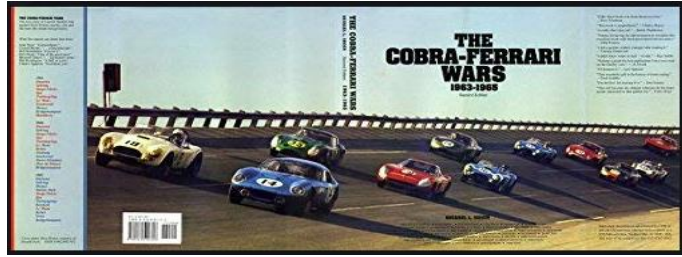
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372 pages, based on interviews of 51 of the original participants, conducted over 18 years. Over 530 photos, drawings, blueprints and documents, including 57 large format color prints. Featured are the Cobra, Ferrari, Corvette, Jaguar, Aston, Abarth and Porsche GT cars in 27 World Championship races from Daytona Florida 1963, to Enna Sicily 1965. Personal recollections range from Shelby's lowest mechanic to Ferrari's chief engineer; from forgotten privateers to world-champion drivers. Acclaimed by Cobra and Ferrari enthusiasts alike, this is the definitive history of the epic struggle that changed sports car racing forever.

MICHAEL L. SHOEN

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8th Annual Cobra Day Car Show - Saturday, June 4th, 2022

Tommy McCarthy

“Embrace the Speed”

As a 20 something young adult in today’s ever evolving world, Tommy McCarthy, an up-and-coming entrepreneur, race car driver, and college student, is always walking a tightrope in a delicate balancing act to succeed in all three endeavors. His motto, “Embrace the Speed”, seems to embody his chosen lifestyle involving building a business, racing cars, and getting a Bachelor’s Degree in Mechanical Engineering.

Not one to let anything slow him down, including the Covid restrictions of the past two years, he had to shift gears in pursuing a Mechanical Engineering Degree at San Jose State University. When San Jose State abruptly switched to so called “online learning” Tommy was paying \$4,000 per semester for what became known as “asynchronous learning”, where textbooks, assignments, YouTube videos, hyperlinks, etc., are handed out at the beginning of the semester. Lectures are optional, and all of your homework is not due until the week before finals. He took Physics, Chemistry, and Calculus using this system, and told me about an absolutely useless, laughable Chemistry video “game” which required students to answer questions on YouTube. However, being a serious student, Tommy wasn’t laughing.



Mechanical Engineering Degree

Quickly realizing that online learning is a much less than perfect learning environment, Tommy left San Jose State University to attend a local community college for \$400 per semester. He deduced that even though the community college also offered only online learning, at least he was getting the same education at 10% of the cost. Also, he was mostly taking General Education college courses (Arts & Humanities, English Language & Literature, History) which are pretty much taught during the first two years of college, before you get into your hard-core major (Mechanical Engineering) courses.

Tommy’s brain power and logical ingenuity is intertwined with his personal belief that, “You have to learn how to change a negative to a positive.” and, “Always try to create a win-win situation in every aspect of your life.” Therefore, he designed a workable program to combine his passion for racing with his desire to get a Mechanical Engineering Degree:

SUN	RACE – do homework between racing sessions
MON	Drive back to shop/do homework when someone else is driving
TUE	Unload race cars/begin working on them/do homework after work
WED	Race car maintenance/engine swaps/transmission swaps/oil changes/ replace brake pads/do what has to be done before next race/ do homework after work
THU	Load race cars/get ready to go to next race/do homework after work
FRI	Drive to races at Thunderhill, Sonoma, Laguna Seca, Fontana, Tooele/do homework when someone else is driving
SAT	RACE/do homework between racing sessions

All right, at this point in time during Covid, Tommy has definitely been able to accomplish his goals toward becoming a better race car driver and earning a Mechanical Engineering Degree. Now it was time to work on building up a business profitable enough to pay for both those personal endeavors, 'cuz racin' cars 'n' book learnin' don't come cheap!

TOMMY MCCARTHY RACING

Mission

Our mission is to help drivers and corporations navigate the world of motorsports and have an impact on the community. We aim to guide our clients through coaching, track support, car rental, and much more. Whether it be their first track day or preparing a professional driver for an up coming race, our staff can make any motorsport dream a reality.

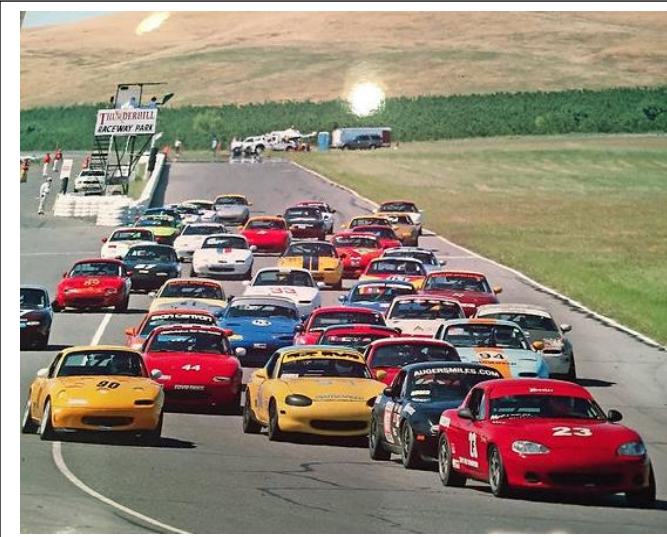
Tommy has a bueno amigo from his young'un go cart racing days whose padre just happens to own the second largest towing company in Northern California, and what are friends for if you can't ask them for a favor or two? Moving right along, the padre sells cars super cheap if their owners don't pay the tow lien off in time, so Tommy, a bigtime track Miata fan, begins buying any street Miata in the impound lot having a nonpaid tow lien. After converting a street Miata into a track Miata, which is a pretty uncomplicated process, he sells them to wannabe open track guys because "pound per pound" a track prepared Miata is the "best bang fer' yer' buck" if you want to get into racing of any kind. Tommy also rents track Miata's to car guys who want to compete in just a few particular events a year, or want to attend a driving school to make sure or not they really want to become an open tracker.

According to Tommy's expertise behind the wheel and in the shop, there are multiple reasons for Miata's being popular track cars for professional or amateur drivers. First, they are such versatile track cars that they qualify for just about any amateur racing series, depending on the required setup. Second, when hustling a Miata down straightaways and through turns, it gives identical feedback to both amateurs and professionals wrestling the wheel while sitting in the seat. Third, Miata's are easy and inexpensive to repair, especially when it comes to some drivers utilizing the sneaky art of "bumping" (bump car in front of you, he slows down, you pass him). Recently, one of his customers returned a "bumped" Miata which as a result no longer had a rear bumper, however Tommy cruised the world's favorite marketplace, "eBay", finally purchasing a used one for 20 simoleons – cheap at twice the price!

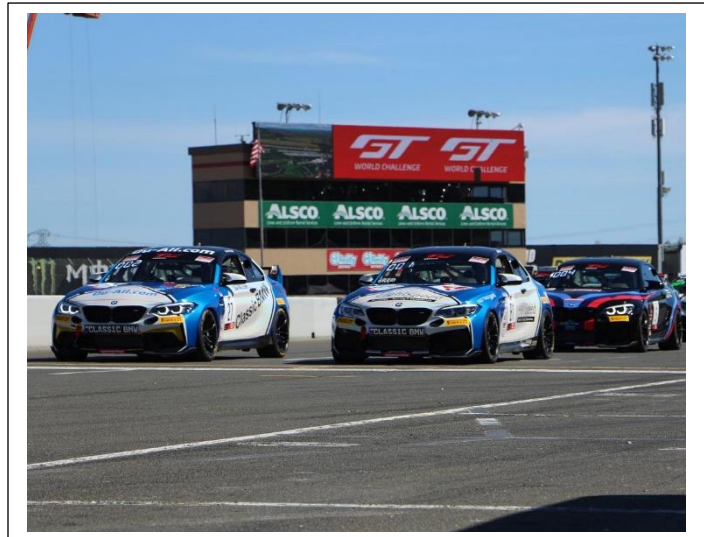


Another reason for the Miata being a great teaching and competing race car is a new style of racing monikered "ROVAL", a slang term for an auto racing course composed of a road course section and a portion of a banked oval track. I know it's blasphemy to some, but try and visualize, "Le Mans with NASCAR banked turns". It takes quite a skilled driver in a very nimble race car to compete on a track designed approximately ½ NASCAR oval style, ½ Super Go Cart road style, all "OMG" style, because there is a "night and day" difference in "momentum" factor when it comes to oval style vs road course style.

Tommy feels the Miata is the best track car to teach a driver how to go from oval to road course and vice-versa. For example, racing on gumball tires creates “marbles” on the track turns because gumball tires melt, throwing chunks of rubber on the main line through the turns. Driving a Miata with only about a 100hp through “marbled” turns is a true learning experience, because there is no massive “bandaid” horsepower allowing you to correct any “slip sliding away” you incur. Pros are “pros” because of experience, and in Tommy’s first pro race, driving a BMW Twin Car SRO, when taking the out lap he swerved the car through the marbles to get rid of them. Therefore, with the outside line clear of “marbles”, after the green flag dropped the powerful car was able to pass anybody and everybody on the outside of the turns.



Track Miata's at Thunderhill Raceway



BMW Twin Car SRO's at Sonoma Raceway

It should be no great surprise that when simultaneously going to school, racing cars, and running a business, now and then something is bound to go awry. It's the all too prevalent truism, “The best laid schemes o’ mice an’ men / Gang aft a-gley.” Robert Burns-1937. This tale of woe and conquest occurs when Tommy and a race team member are traveling to an ARCA NASCAR (Automobile Racing Club of America-National Association for Stock Car Auto Racing) race in Tooele, Utah at the Utah Motorsports Campus. They are going to have a busy time at the track because they are going to conduct a prep session for 4 professional NASCAR drivers, no easy task on the best of days. As a result, they are traveling heavy, as in, “Roll on Big Mama” Joe Stampley-1995, driving two trucks, each towing a trailer loaded with 3 Miata's, spare tires, wheels, parts, plus all the equipment and tools needed for maintenance and repairs.

Doin’ the, “Yippee yi yo ki yay” Johnny Mercer-1936, across the wide open spaces of Nevada and Utah, all of a sudden a “KA-BOOM” rips through the silent night, signaling a flat tire on one of the trailers-oops! So parked in the pitch-black air on the side of busy Interstate 80, off comes 3 Miata's, spare tires, wheels, etc. etc. etc., then when finally trying to take the flat tire wheel off, they discover one of the studs on the wheel is broken-oops again! They literally used a hacksaw (doesn't everyone have a hacksaw on a road trip?) to literally hand saw the stud off in order to remove the wheel, then take it on up the road apiece to a small, out of the way, darkly lit, gas station. You know, the kind of station where Freddy Krueger and Jason Voorhees hang out. They were able to buy a right size used rim, but had to settle for a wrong dimension tire on the rim. Hey, we're not talkin' America's Tire or Costco!

Anyway, they mount the used rim/wrong tire combo on the trailer, load up the 3 Miata's, spare tires, wheels, etc. etc. etc., then proceed to, “Motorin” Night Ranger-1984, on down Interstate 80 in the wee hours of the morning. About a half hour from the track, laughin' and scratchin', knowin' they got it made, you guessed it, “KA-BOOM” one more time - oopsy darn doodle! This time around, since they're already late, the dos amigos decide to tough it out by driving slow and easy the rest of the way, finally off-ramping

to arrive at the gate with the trailer's errant wheel/tire disaster smoking and spitting bright sparks. At exactly 7:30am, the wide-eyed, open-mouthed, gatekeeper took a startled look at the explosion waiting to happen and quickly waved them on through to their parking spot. I kid you not, I would have paid good money to see that!



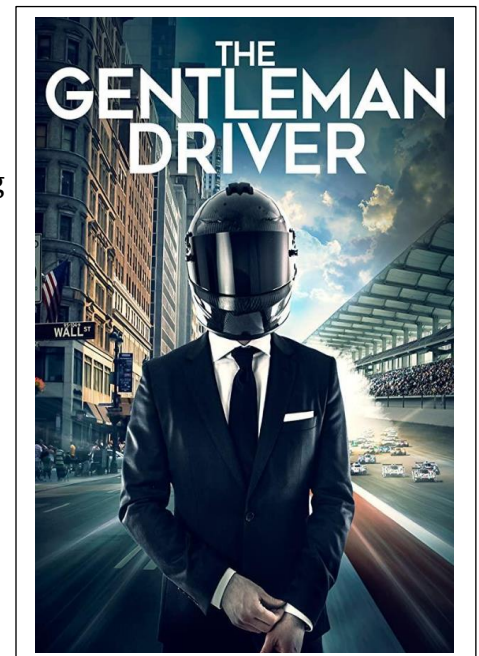
After pulling an, "On The Road Again" Willie Nelson – 1980, all nighter, the "Geezinslaw Brothers" Sammy & Son-1963 to 2005, relieved 2 trailers of 6 Miata's, spare tires, wheels, etc. etc. etc., by 8:30am, just in the nick of time for the first practice session with the NASCAR drivers. To quote Tommy, "Red Bull ruled the day!"

Once again, at the Utah Motorsports Campus, Miata's proved they are "the" car to learn the rhythm of any race track, and once again, it's all about momentum. The Miata is an around 100hp car, so it is a great tool for learning just how fast you can enter a turn because your rolling speed through mid-corner teaches you the fastest apex. The driver who rolls through turns the fastest is the fastest car on the track. On that day the Miata's were unloaded successfully on time, plus on that weekend all 6 cars ran with little or no problems. All the Miata drivers did very well, with 17-year-old ARCA driver Jessie Love winning the race. Throughout the season, Jessie "The Hammer" won race after race, going on to win the ARCA Menards Series West championship in 2021. At the ripe ol' age of 15, Jessie Love is the youngest winner ever in the ARCA Menards Series West, and the youngest driver to win a NASCAR sanctioned championship

Tommy McCarthy, ever since he was knee high to a go cart, has pursued the dream of becoming a professional race car driver, but having practical, intelligent DNA coursing through his red-blooded veins, he has decided to play a different role in the racing game. He is an entrepreneur by nature, and can easily recognize a business model, which in the final analysis is always based on profit made, not dreams fulfilled. These days pro racing is conducted more or less on a business model guaranteeing maximum profit more than maximum wins. A prime example is the documentary, "The Gentleman Driver" Netflix – 2019, showing 4 wealthy (mansions, private jets) businessmen who literally throw obnoxious amounts of, "Greenback a' Dollar(s)" Kingston Trio-1964, at professional racing teams so they can get a few laps behind the wheel of a real deal race car (F1) on a real deal race track (Monte Carlo). In other words, these behind the wheel race driver wannabe's buy their way into pro racing with no real deal racing experience. Can you spell "accident waiting to happen"?

It wasn't that long ago when racing organizations and teams used to hold "shootouts", in which race drivers used to compete in race cars on race tracks to see who was the "bestest with the mostest" when it came to beatin' the argyle socks off the rest of the boys on the track. Now, it's the size of the seven-figure check you cut to the team owners that gets you behind the wheel of a race car. These days for the average race car driver with professional aspirations, the problem is you can't get to a shootout without a pro resume, and you can't get a pro resume without payin' the big buckarooonies to a pro team owner.

There is also another interesting twist to the professional racing business model, which is the driver coming up the ranks has to pretty much pay for everything just to get the chance to race. Depending on the racing series, the average driver has to rent a race car at \$400,000 per season, pay all the entry fees upfront to get any winnings, be personally liable for the first \$10,000 per crash damage, and purchase very costly insurance to pay for any other damage.



Tommy has had two pro races with the Classic BMW Team in a car which he had never even sat in before. He found himself sitting in the car in “off” comfort mode, which is important because if you’re not naturally comfortable in a race car, you will definitely not be comfortable during the race. He had made absolutely sure he was in the best physical shape as possible to maintain stamina and focus during the race. In this first pro race sitting behind the wheel, he literally got the “shakes” on the pre grid because of the effects of the real deal pro atmosphere. The first action you take in a race car is turn off all the computerized tracking and stability assists (car does not allow you to turn off hard wired ABS). When you hit the track, it’s first very important to learn the shift points and brake zones, plus the basic character of the car so you know its limits. Tommy came in 5th overall competing with 36 pros in his first pro race, came in fastest overall on track over all the pros, P1 overall. First thoughts are, “I did this!”, “Why didn’t I get in the pros sooner?”.



BMW M2 CS Racing

Engine	Six-cylinder in-line, four valves, M TwinPower turbo technology
Output	Cup version – 280 and 365hp Clubsport version – 280 and 450hp
Transmission	7-gear dual clutch
Brakes	6-piston, fixed caliper front 4-piston fixed caliper rear

The downside was the Balance of Performance (BOP) rule, which meant Tommy qualified for 2nd Place overall. Teammate came in 1st. What the hey, it sounds like the Federal Tax Code! It turns out the BPO is as convoluted as figuring out your taxes. Read it and weep! “In sports car racing, balance of performance (BOP) is a regulation and mechanism that maintains parity between competing vehicles by adjusting limits on a car’s parameters, such as horsepower, weight, engine management, and aerodynamics to prevent a single manufacturer from becoming dominant in a racing class. BOP is the mechanism by which such a broad variety of competing vehicles can compete on a level playing field in any given race.” Essentially, it allows a front engine V12 Aston Martin Vantage to compete with a rear engine V10 powered Audi and a flat 6 engine hanging over the rear axle Porsche 911 GT3R, and every other kind of powerplant on 4 wheels on the track. I suppose you could call it, “sport car equity”.

Turn pro, yes or no? Tommy feels there are many influences besides racing skills and proven performance affecting professional automobile racing. His plan now is to develop a pro team of his own by learning through renting Miata racers, hiring the best people, and in the process making the most money as possible. What’s funny is, he told me there is less leg and brain work in pro racing than amateur racing because pro race cars are physically sealed by manufacturers to insure they qualify for different racing series (in other words, less cheating). Tommy’s ultimate goal is to build a good foundation in himself in order to develop a pro team. He knows his skills learned in amateur racing translate directly to pro racing in that you have to “know it all to do it all”. He emphasizes it’s important to know how to drive, feel, adjust, fix car by getting in car, driving car, basically learning from what your butt feels in the seat while driving. Sounds exactly like Ken Miles in, “Ford vs Ferrari” Film – 2019, and Nikki Lauda in, “Rush” Film – 2013.

Speaking of how to learn from seat of your pants driving, Tommy has become an expert in welding subframes by necessity because when drivers “hustle” a race car on the track, light on inside, heavy on outside, also called “crib hopping”, the weight transfer to not lose traction weakens subframes. He is

living proof ol' skool blacksmithing is still very important in the racing world because he has been forced to strengthen Miata subframes by welding "gusset" triangles on weak spots to stiffen the car up a bit.

Even though Tommy's long-range goal is to build his own professional racing team, the plans have to constantly be adjusted because of small hurdles, but as we all know, that's simply part of the learning process. At this time, his ever-changing game plan is to:

- Rent track prepared Miata's to drivers for open track events
- Coach NASCAR drivers in Miata's to improve skills and prepare for season
- Coach supercar (Ferrari, Lamborghini, McLaren) owners how to drive their fantasmobile properly on both the street and track
- Set up track cars at people's homes for the upcoming season
- Reinvest into building a custom race simulator
- Continually utilize social media, including own website, to promote business model
- Right now, it's a classic case of throwing "shtuff" against the wall to see what sticks



Prepare track Miata rentals



Coach pro drivers to improve skills



Coach supercar owners how to track their cars



Set up customer's track cars

Tommy's long-term goals are widespread, including getting a Mechanical Engineering Degree, building up a professional racing operation, possibly working for Tesla, and developing contacts in the racing world. He knows he'll probably have to use his Mechanical Engineering Degree to work for a corporation, then use that income to develop a racing operation, feeding fuel to his own company before it develops into something really "big". A classic case of utilizing brain power and logical ingenuity to achieve professional goals.

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Saturday June 18th

If you want to have some, “Fun, Fun, Fun” Beach Boys-1964, this summer, join the NorCal Shelby Club for some “Corkscrewin” around” at Laguna Seca Raceway on Saturday, June 9th.

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The Cobra Experience 60th Shelby American Anniversary



The Cobra Experience, led by the Serb clan, Drew, Janet, Emily, and Katie, decided to host a, "Celebration" Kool & the Gang-1980, of the 60th Anniversary of Shelby American. They invited such Cobra dignitaries as Peter Brock (Daytona Cobra), Tim McGrane (auto dignitary), Aaron Shelby (Carroll's Grandson), and Lee Cross (Cobra aficionado) to mix 'n' mingle. These fine folks also gave very interesting, informative, at times hilarious presentations to all attendees.



Drew Serb, Peter Brock, Gordon Gimbel



Jamie Laudin, Brooks Laudin



A great Shelby American evening included a wonderful dinner and good conversation





Tim McGrane



Aaron Shelby



Lee Cross



Dave Wagner, Bruce Myers, Don Lee



Great hosts Emily, Katy, Janet, & Drew Serb

What I most enjoy about Shelby events is the opportunity to enjoy “meets ‘n’ greets” with those truly in the know about the real deal history of Carroll Shelby and the ol’ skool dudes and dudettes who worked at Shelby American in the 1960s. The impromptu stories told by a great gal who was a young secretary at Shelby American in Venice and at LAX were hilarious, especially considering she was working in a predominately male environment in the 1960s - you get what I’m sayin’!

Then there was the gentleman who had us all laughing while showing a video of he and his twin daughters vying for the driver’s seat in his Shelby GT350s, 289 and 427 Cobras, and 2019 Ford GT. Needless to say, he was the passenger!

Shelby Ruckel “A Ford Girl”

At The Cobra Experience (TCE) 60th Shelby American Reunion, an intelligent, independent young woman definitely stood out in the crowd of attendees, and not just because she gave a great presentation on her experiences with various cars. She had brown hair, as in a brunette! Before you go “So what?”, you have to realize this young woman definitely stood out amongst the crowd of gray hairs, as in silver-haired devils! Considering the last time the vast majority of folks at the reunion saw dark hair on top of their heads was back in the 60s or 70s when they first laid eyes on a 1962-1967 Shelby Cobra or 1965-1970 Shelby Mustang, she was a welcome anomaly.

In answer to your already internalized question, “Yes, her father is a Shelby guy.”, hence the moniker given her daughter. He is an eclectic, sculptures on wheels collector who recently sold a Shelby Cobra to focus on his passion for Ford Mustangs. As a result, Miss Shelby Ruckel has been in, on top, on the bottom, in front, and in the back of automobiles coming in all sizes/shapes and makes/models. She and her father have teamed up to take apart, then put back together engines, transmissions, interiors, and body panels, a process which she likens to putting together the “uncountable pieces of a puzzling puzzle”.

Amongst she and her father’s knuckle bruising projects is a 1969 Volkswagen Baja Bug, which the dynamic duo literally dug out of a rancher’s field where it had languished in silence since the 1980’s. It could best be described as a “moldy oldie”, and that’s probably being kind. The two of them set upon the rusty, musty, 50-year-old German crustacean with a vengeance, bound and determined to return the little hard-shelled beetle to its former glory. Their hard work partnership morphed into a nut ‘n’ bolt restoration, meaning engine out, transmission out, interior out, and last but hardly the least, hours and hours and hours of hand sanding in preparation for a brand, spankin’ new bright orange paint job. It took the two of them about a year to take’er apart, fix’er up, and put’er back together.



The Baja Bug is a bona fide California critter, born in late 1960s southern California for practical off-road use on desert sand, beach sand, or just for lookin’ cool while cruisin’ on Friday nights on the main drag black top between Fosters Freeze and Dairy Queen. They normally had a definitive rough ‘n’ tough performance look, with fenders/front and rear body panels cut to the minimum for more ground clearance to accommodate BOUNCING up ‘n’ down uneven terrain. For diehard off-roaders, Bajas were usually stripped of all creature comforts so they could “get air” while accelerating to the max up and over even the slightest of bumps in the ground surface.

This mechanically inclined father and daughter team has a penchant for Ford Mustangs, beginning with a 1965 Mustang GT coupe which began as a project car for them when Shelby was in high school. In fact, the original idea was that she would be driving the little Pony toward the end of high school or at

least the beginning of college. Wwwwweell...as all us car folks know, short term projects can easily become long term in nature, especially when the decision making process vacillates between restoring a classic car to its former, "off the assembly line" glory, or turning it into a "modern day" newbie. Shelby is now finishing up her 4-year Bachelor's Degree, with dad/daughter still discussing ol' skool carburetor 289 V8 with 4-speed Toploader, or new school fuel injection 5.0 V8 with automatic, etc,etc,etc. And of course, there's always the 5-speed manual, plus..., you get the idea. It's the standard driveway dolly "show car" vs daily driver "go car" discussion.



What's funny is, this conundrum existed in Lee Iacocca's fertile car salesman mind when he ordered Ford's three design studios, Ford, Lincoln-Mercury, and Advanced Design, to create proposals for the new generation car. All three design teams were given the same basic goals – seat 4 people, have bucket seats and a floor mounted shifter, maximum weight 2,500 pounds, no longer than 15 feet, beginning price \$2,500. However, the most important and innovative goal was to offer the general buying public multiple power, comfort, and luxury options so each buyer could build his very own "customized" Mustang.

For example, in 1965 there were 3 body styles – coupe, convertible, fastback; 4 engine options - 200ci 6cyl @ 120hp, 289ci 8cyl @ 200hp, 289ci 8cyl @ 225hp, and the 289ci 8cyl @ 271hp; 3 transmission options – 3 speed auto, 3 speed manual, and the 4 speed manual; 3 wheel options - 13", 14", 15" with five different wheel cover options; a variety of rear end gear ratios; standard interior or upgrade Pony interior; standard equipment or upgrade GT equipment. You could literally factory order a custom-built car. So, it's no wonder Shelby and her dad are having a hard time deciding on thissa' or thatta' for their 1965 Mustang!



Their second vintage Mustang is a dark blue 1966 convertible equipped with a 289ci V8 @ 225hp and the 3-speed automatic, known as the "Cruise-O-Matic". If it is bone stock, this car came out of a 1966 Ford showroom equipped with a Ford Windsor V8, topped off with a Ford Autolite 4-bbl, putting out 225hp with 305ft-lb of torque. All shiny and new, its base curb weight of 3049 lbs would supposedly boogie on down the highway at a top speed of 123 mph, do 0-60 in 7.3 sec, 0-100 in 7.7 sec, and do an 88 mph ¼ mile in 15.7 sec. This is why FOMOCO, especially Lee Iacocca, branded the Mustang a "sport car" intended for the young people of America, and older folks who

were "young at heart". Gas mileage was not much of an advertising concern in 1965, considering the average price per gallon was .31/gallon, so you could fill your Mustang's 16-gallon tank for \$4.96. Gas prices have increased over the decades, especially now in 2022, when filling your 1965 Mustang's 16-gallon tank, at the average price of about \$5.90, will cost you \$94.90. No wonder the young'uns like Shelby don't "cruise" main street like us old'uns back in the day!

Since Shelby's dear ol' dad is a Ford guy, Shelby's a true blue Ford gal, so on her 16th birthday she was gifted a 2015 "Blue" Mustang EcoBoost Premium, and it has been her daily driver for five trust worthy years. Powered by a turbocharged, dual overhead cam, 140ci (2.3L), in-line 4-cylinder engine with 310hp and 350lb-ft torque, it has been a reliable get up 'n' go getter throughout her high school and ongoing

college years. It gets 21 mpg city/32 mpg highway, does 0-60 in 5.6 sec, the ¼ mile in 14.1 sec @ 97.8 mph, with a top speed of 149 mph (say whaaat?!). With those kinds of performance numbers, student Shelby absolutely, positively, has no excuse for not getting to classes on time!

As a retired high school teacher, I am always curious when it comes to young people's career goals, and was very impressed when Shelby told me she was in the process of getting her Bachelor's Degree in Criminal Justice, then going on to pursue a Master's Degree in Criminal Justice. Her ultimate career goal is to work in the criminal justice field at the federal government level, and just recently completed an internship with the Alcohol, Tobacco & Firearms Department (ATF). I know one thing, if Miss Shelby Ruckel is behind the wheel of a squad car in hot pursuit of a bad guy, he hasn't got a chance in hades of evading capture. Uh-uh, no way, he may as well pull over, get out, and "assume the position".



Always one to explore different avenues in life, Shelby and a friend have purchased a 1972 Ford Van E250, and plan to convert the somewhat modern Conestoga wagon into a vintage "store" on wheels. They know that sawzalls and acetylene torches are wondrous tools when it comes to doing some serious customization, as in side panel, hinged pop-ups on both sides of the van to easily show off a line of 1960s thru 1970s t-shirts, sweatshirts, and hoodies to eager buyers at vintage clothing fairs or classic hot rod shows. To get them from venue to venue on the highways and byways of southwest America, the van may have a 240ci inline 6 with 150hp/230lb-ft torque, 300ci inline 6 with 170 hp/283lb-ft torque, or a 302 V8 with 210hp/295lb-ft torque, coupled to a 3-speed manual or 3-speed auto tranny. No matter how hard I tried, I could not find hide nor hair of 1972 Ford Van E250 top speed, 0-60, or ¼ mile performance numbers. Hey, I gave it my best shot(s)!

Shelby explains to me they will be selling primarily single stitch, vintage casual garments from yesteryear, meaning only a single row of stitching is used through the fabric. Single stitch construction was the predominant method of t-shirt manufacture up until the early 1990's. Since that time, for whatever reason(s), most t-shirt manufacturers use the double stitch method of making t-shirts. She assures me the lay back merchandise being sold from her classic Ford van will only be ol' skool, vintage single stitched, authenticating they were made in the 1960s, 1970s, 1980s, up into the 1990s. Hey, sounds good to me! Ya' learn somethin' new every day.



Editor's 1975 Average White Band 1 stitch t-shirt



Editor's 1996 Shelby Cobra 2 stitch t-shirt

So, what does this young woman want in the future that looks good, goes fast, and could possibly be used as a pursuit car in her chosen federal law enforcement career? In her presentation at The Cobra Experience (TCE), and in our conversation afterwards, she expressed a sincere interest in a classic red 1968 Shelby GT500 like the one being raffled off this year at TCE, and in a current era 2020s red Shelby GT500. Looking down the road a few years, I'm betting Shelby Ruckel will be showing up at car shows in her classic 1968 Shelby GT500 and showing up at the Federal Bureau of Investigation or U.S. Marshals Service in her 2020s Shelby GT500. I mean, why not, one for "show" and one for "go"!

Shelby Ruckel Presentation at The Cobra Experience 60th Shelby American Anniversary



I jumped at the opportunity to help out at this event because the museum helps to preserve the history of cars that have affected my early life. When I first attended the museum, I was excited to see and learn about the cars on display, because in my generation old cars are not the focus, old cars are slowly being forgotten. I believe that The Cobra Experience and many other car museums that feature old cars and their history are so important because they will continue to educate generations to come.

Within the new generations old cars are being looked at as unreliable cars and are most of the time unwanted by those my age. Although this isn't the case for everyone, it seems to be a growing opinion of the younger generations that they don't want anything to do with the old cars. Although for me this isn't the case. The moment I was born my dad decided I would be into cars, giving me the name Shelby, although my mom disagrees, saying it's from a movie, but we all know the true origin, which is the Shelby Cobra. As a baby my dad always had me in the shop with him, rebuilding everything from a Model A to VW Baja Bugs. Although his favorite cars have always been those made by Ford, specifically Mustangs.

His passion for cars started when he was extremely little and took off in high school when he bought his first car which was a 1966 Mustang. He then passed on the passion to cars to my uncle and all through high school they worked on a 1965 fastback Mustang that they had bought from one of my dad's teachers. Then when I was born the passion was already within my blood. Before I had even come home from the hospital, I was already the proud owner of a 1965 GT Mustang that needed a lot of love.

But that was only the beginning. By the age of six I was driving in the back pasture in my grandma's 1956 Chevy pickup truck. Cars were engraved in my brain from a young age, especially the appreciation of older cars, specifically Fords. When I was born my dad had bought me the 1965 Mustang with the intent for him and I to work on it, and for it to be my first car when I turned 16... yet I just turned 21 and am still waiting for my car to get out of the paint shop. However, I did make out pretty well and got a 2015 Mustang for my birthday when I turned 16.

Although I love old cars and they have played a huge part within my life, I also have a growing love for new technology within the car industry. Specifically, I think it is amazing that we continue to look back on our previous iconic cars of the past and are putting a more modern touch on them such as the new Shelby GT500s. I believe that this truly allows the legacies of the old cars to continue being lived just

with a new modern spin on them. I hope that the new modern take on these classic cars allow for newer generations to look back on the history of their new dream cars. I like to think of myself as a living model for my hope of the new generation because ever since I was a little girl, I have always wanted a Shelby GT500, specifically a 1968. As soon as I saw a bright red GT500 at a car show when I was 6 with my dad, I instantly fell in love but as I get older, I continue to see the modern takes on the GT500 and I continue to want not only the 1968 version, but I would also love to have the new modern spin of a classic, especially the 2020 version of the GT500. I don't find it as beautiful as the classic, but I do think it's a really beautiful car.

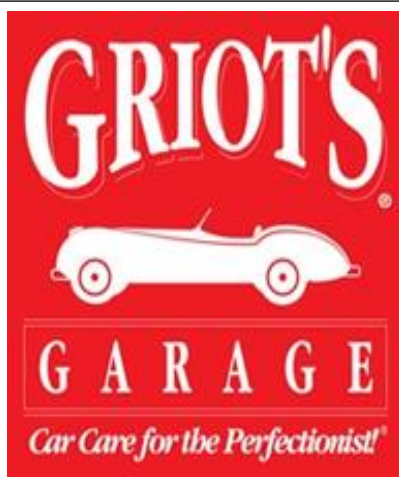
Overall, cars have played a huge role in my life and will continue to have a major role within my life. "SO" a huge thank you to everyone that has been a part of the Shelby American team, because of you a passion for cars has been sparked within me and I can't wait for it to continue to grow! Also, a huge thank you to Drew and Emily and the rest of The Cobra Experience for hosting such an amazing event and letting me be a part, and most importantly, thank you for keeping the Cobra legacy alive!



Shelby's dream 1968 Shelby GT500 "show" car

Shelby's dream 2020 Shelby GT500 "go" car

Please welcome our 2022 35th Annual Nor Cal Shelby Mini-Nats Sponsors



SAAC-47 NATIONAL CONVENTION

Indianapolis Motor Speedway - June 16 -18, 2022

SAAC-47 hotel is the Wyndham Indianapolis West
Details to come, but here are the scheduled events:

Open Track	Concours Judging	Garages	Thursday Night Social
Vintage Race	Car Show	Swap Meet	Friday Dinner & Program
Parade Laps		Vendors	



Please welcome Frozen Rotors as a 2022 Nor Cal Shelby Mini-Nats sponsor

Frozen Rotors

Cryogenically Treated for Maximum Brake Rotor Life
Brake Rotors Brake Pads Big Brake Kits Brake Accessories



Paul & Karen
are at Nor Cal
open tracks
wishing you the
best as your
car enters the
starting grid



WHY Frozen Rotors®?

Our proprietary 60-hour cryogenic process permanently and dramatically improves brake rotors usage life and stability to create a distinct advantage in tensile strength, abrasive wear resistance, and rotor longevity. A cryogenically treated rotor can last up to three times as long as untreated rotors by using the cryogenic process to inhibit internal oxidation and increase thermal fatigue resistance.

Long description –

Frozen Rotors® "The cost-saving solution for better braking performance," Frozen Rotors® from Diversified Cryogenics deliver increased performance and a higher level of safety while significantly reducing braking system costs. Our proprietary, 60-hour cryogenic process permanently and dramatically improves brake rotors usage life and stability to create a distinct advantage in tensile strength, abrasive wear resistance, and rotor longevity.

INCREASE PERFORMANCE

Frozen Rotors® resist cracking, warping, and fading. By using the cryogenic process to inhibit internal oxidation and increase the thermal fatigue resistance, Frozen Rotors® can last up to three times as long as untreated rotors.

INCREASE SAFETY

Frozen Rotors® provide more predictable, consistent braking—even under extreme circumstances. They are ideal for high-usage and high-performance vehicles that demand reliability and safety.

REDUCE COSTS

By extending the life of your braking system with the exceptional durability of Frozen Rotors®, you can save thousands of dollars in brake rotor and pad replacement costs.

For fleet vehicles, police cruisers, and performance cars, Frozen Rotors® offers confidence, safety, and savings. Our long-lasting, wear-resistant brake rotors are the cost-effective solution for better, safer braking.

2022 Nor Cal Shelby Club Picnic & Club Meeting

**The Picnic is coming! The Meeting is coming!
Back at the Almaden Country Day School**

June 25, 2022

6835 Trinidad Dr., San Jose, CA 95120

After we are finally returning to a more normal life, the annual Nor Cal Shelby Club Picnic/Meeting can now return. We will be back at the Almaden Country Day School this year and while our long-term caterer has now retired, Que-It-Up-BBQ will be catering a great lunch of Caesar salad, tri-tip, chicken, ranch beans, old fashioned potato salad, garlic bread and a "COOKIE"! The Mongo Blender will be noisily in attendance, along with cold beverages - and all of this for just \$15.00! Sounds like a pretty complete party, except for the attendees, which means you! Dust off your club car, and I promise to even wash my two 350s before bringing them to the event this year. Not that I'm bragging or anything. Cheers! - Cole

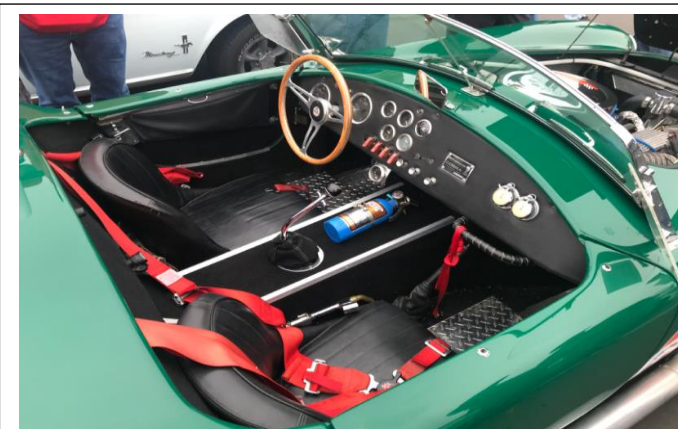
Registration is open on **MotorSportsReg.com**, so start your car cleaning, and put the date on the calendar!



John Erickson's Factory Five

Hi Bill, here is some info on my MK1 FFR1509. I ordered a build manual as I intended to make one myself. Then I saw 1509 for sale online by an avid auto crosser in the Midwest. For the asking price I could not turn down the deal as I could not build one cheaper with the included parts. My wife and I flew out to Kentucky from Sacramento and drove it back in two days (1500 miles). We drove non-stop except for fuel, food, and pit stops, both of us taking turns at the wheel while the other slept in the passenger seat. What a way to spend a weekend with the woman you love.

The car needed attention right away as it was primarily built as a race car. I dismantled everything and rebuilt a lot of it, adding a soft top, heater, and wipers right away, making it street comfortable and legal. The car originally had a 1980's 5.0 engine warmed over with around 350hp, 3:08 rear end and a T-5 transmission. The original owner said the 3:08 was great for autocross racing as you can keep the car in first gear the entire course, and considering he won 1st in his division for three years straight, the setup worked out well. The car had a 3-Link live axle before Factory Five offered a 3-Link for their car, meaning it was completely custom fabricated. The car has Heim joint front A-arms originally meant for NASCAR competition. Also, since every Heim joint on the car is a racing Heim joint with no nylon in them, they are loose and loud, but they allow the suspension to move instantly from less friction.



I met John at a Sacramento area Cars'n'Coffee, and he wrote this great article about his Cobra

The car also has a 1980's Lincoln Continental hydro boost brake master cylinder, which allows the front and rear stock disc calipers to stop with absolute, tremendous force, therefore, no need for Wilwood brakes. Also, a power steering rack that is 1 turn lock to lock, so out of necessity I have the power rack dialed down to 10% for street driving, especially for navigating parking lots.

After the car being driven on the street and track for about 5,000 miles a year for 19 years, it is on its 3rd paint job. British Racing Green is my favorite color so guess what, I had the car painted British Racing Green, no fancy stripes or metallics. The very light, very nimble Cobra has a Dart Racing 351 Windsor side oiler, four bolt main block,

stroked to 427ci, built by Rex Hutchenson Racing in Sacramento. It is built to "GO" with a forged steel crank, forged aluminum rods and pistons, Patriot Aluminum Heads, 7:1 Roller Rockers, TCI Rattler

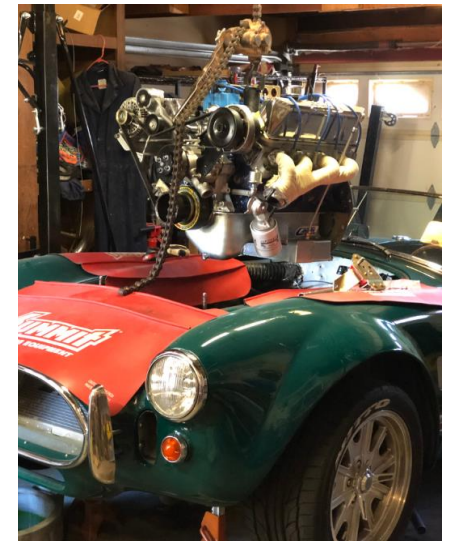
Harmonic Balancer, Canton Road Race Oil Pan, polished Edelbrock Air Gap intake with milled center, and an Aluminum Holly 850 Double Pumper Carburetor. More "GO" is accomplished with 11.5:1 compression ratio for pump gas, 11lb Aluminum Flywheel, and a 600lb racing clutch. The car Dyno'd at 500hp/600lb-ft torque on a stand, putting 400hp/500 lb-ft torque to the ground. This is coupled to a TKO600 close ratio 5 speed with a 3:73 limited slip rear end. The 2160lb beast cruises down the highway at 70mph, registering 3000rpm on the tach, with top speed estimated at around 150mph. Not that it matters, but the thirsty reptile gets about 11 MPG on the highway. For safety concerns, there is an engine bay fire suppression system because with all the max power "shtuff", it's best to be cautious.

I continue to take it to work at least once a week and to car meets on the weekends.

John & buddies "Workin' for a livin' " Huey Lewis & the News - 1982

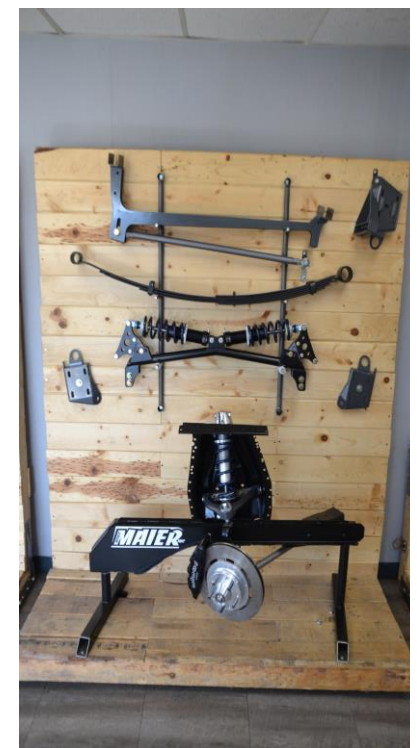
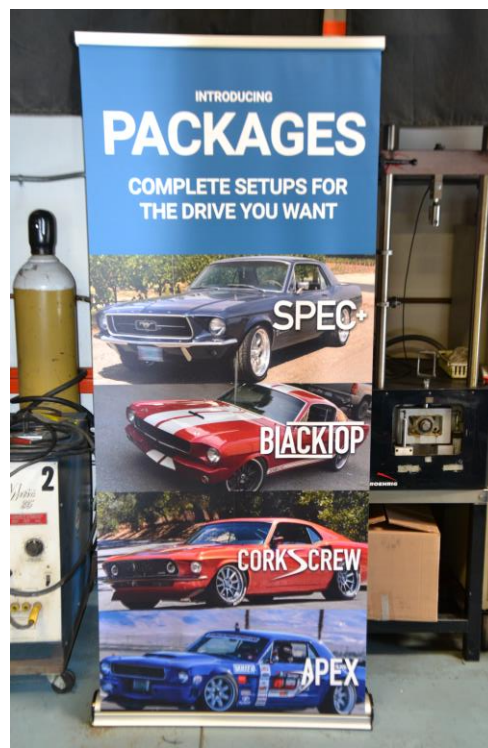
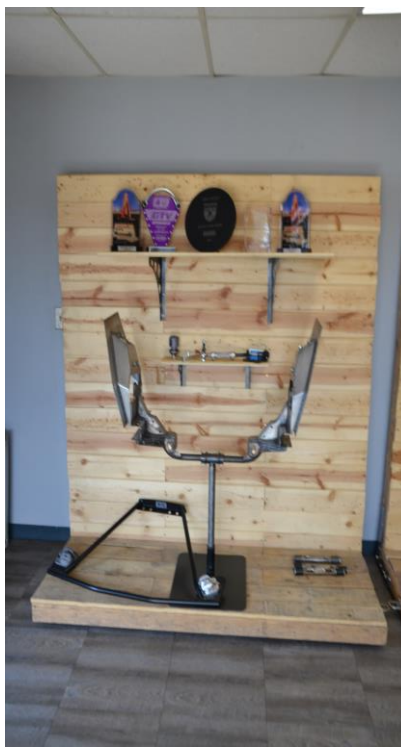


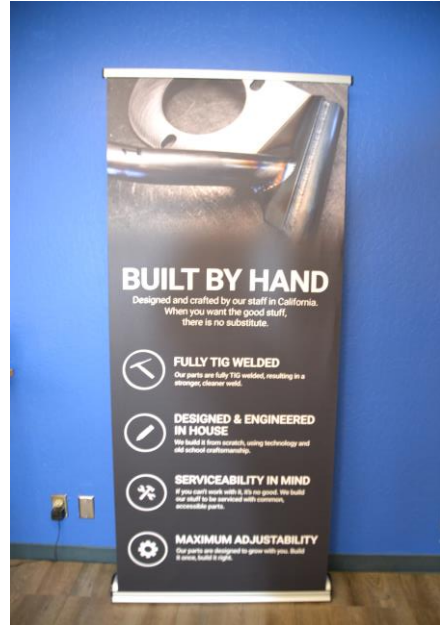
Life Is Good!



Mike & Brianne Maier Open House

Mike Maier Inc is specifically known for its classic Mustang parts designed and crafted to upgrade your current or classic Pony into one of three specific categories. First, is what they call the Street Machine "Spec+", intended to improve the stock specifications of your factory-made Mustang in the areas of general drivability, stability, and handling. Second, is the Weekend Warrior "Blacktop & Corkscrew", utilizing a Formula 1 cantilever system (yer Ed has no idear) to stabilize your car, allowing you to drive it to an autocross, win the event, then drive it home. Third, is the Track Weapon "Apex", involving replacing any nonadjustable stock part on your car with an adjustable part, meaning you can win any competition auto event, but you best not drive'er to and fro' the track. These packages are available for 60-65 Falcon, 64-73 Mustang, 66-70 Fairlane, 67-70 Cougar, & 2015+ Mustang.





“Hot Burrito #1” The Flying Burrito Brothers – 1969

Brianne served up an incredible burrito lunch. The most credible burrito creation story says it was invented in Sonora (a northwest Mexico region), as a food that was easy to carry around when traveling. Since the donkey was the main form of transportation, the burrito was named after the little burro. Also, Sonora is the primary region in Mexico for growing wheat used to make flour tortillas.





“Big Tires” Lenny Cooper – 2011

Mike gave a great presentation on how to “read” your track tires while behind the wheel or in the paddock. The first practical pneumatic tire was made in 1888 by John Dunlop in Belfast, Ireland. It was an invention to help prevent his 10-year-old son from getting headaches while riding his tricycle on uneven brick and cobblestone sidewalks and roads. The vulcanization of natural rubber and the invention of the clincher rim to hold tires in place on a rim led to use of rubber tires on most road vehicles. Synthetic rubber was invented by the aspirin maker “Bayer” in the 1920s. In 1946, Michelin developed the radial tire, which was much more efficient than the bias-ply tire. The Ford Motor Company was the first automaker to fit its assembly line vehicles with radial tires in the early 1970s.



” Party on, dude! ” Wayne’s World – 1992

Nor Cal Shelby Club President Scott Herbert, Board Members, and Speed Racer Charlie Dotson aka Special Events Coordinator, are bound and determined to give club members the opportunity to socialize as much as possible. The idea is to organize events where members can mix ‘n’ mingle, and also learn a few things from experts about their car’s safe ‘n’ sane abilities on ‘n’ off the track.

Did you know that “party” is derived from three French words? Probably not, but yer’ gonna’ find out! In the 1600s there were three French words, parti = “faction”, partie = “part”, and partie = “game or excursion”. The three French words are derived from the single Latin word partiri = “divide into parts”. In the 1700s, the English created party = “social gathering”. As for “dude”, heck, I don’t know.





“ Run Little Mustang “ The Zip Codes – 1964

Okay, now for you uneducated miscreant ingrates, I'm a' gonna' attempt to edjutate you as to how the word "Mustang" became the moniker stamped on the famous Ford automobile. It ain't gonna' be easy, because like most regaled tales of folklore, it's based little on fact, and lots on equine patty. 1st patty, Lee Iacocca wanted to name the car after a successful college football team, the Southern Methodist University Mustangs. 2nd patty, Ford designer John Najjar, with the group that designed the prototype Mustang, said name it the P51 Mustang, feeling it was a symbol of the "American spirit". 3rd patty, a Ford Researcher and horse breeder, Robert Eggert, put forward the name "Mustang" because his wife gave him a book entitled "The Mustangs". I leave it to you to tiptoe through the equine patty!





1179 Redmond Ave San Jose, Ca 95120
Charliescheesecakeworks.com
Phone 408-268-4555

**10% DISCOUNT for Nor Cal Shelby
Club members and their families**



Saturday, July 9th, 10 am
Salinas Municipal Airport

Dave and Mari Teeters are once again going to give Nor Cal Shelby Club members a “grand” tour of Airmotive Specialties, known worldwide for servicing, repairing, and restoring specialty aircraft, especially the famous World War II era P51 Mustang.

Airmotive Specialties 37 Mortensen Avenue
Salinas Municipal Airport Salinas CA

Just like last time, you can bring your own food, beverages, blanket and chairs to enjoy having lunch with fellow Nor Cal members on the grass outside Airmotive Specialties

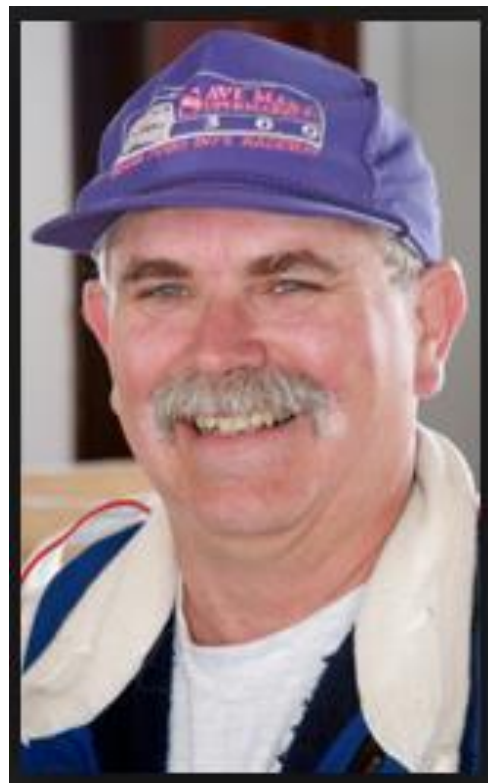


Walt's NorCal Corner

30 years ago in May 1992 DRIVEN

NORCAL SHELBY CLUB BOARD OF DIRECTORS

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CLASSIFIEDS

'66 Mercury Comet Cyclone Project Car. Dark green, black Interior, 390 cu. in., 4-speed. New brakes and m-cyl. Fire under hood. All required replacement parts are included, plus a '67 Cyclone to tow it home with! \$1,995.

1967 GT Fastback-Factory HiPo 289, fresh motor, 4 speed close ratio top loader, Detroit Locker 31 spline axles, new paint job, front wheel disc brakes, new drums and rotors, American torque thrust d mags, plus many more parts. \$7,900.

1968 GT500 Fastback-fresh 428 CJ, 4 speed. Blue metallic, black interior, tilt wheel, 10 spokes, no rust or damage ever. 41K miles, mint condition. \$28,500.

1963 Galaxie XL 2 dr hardtop (not fastback). Excellent original black exterior and almost perfect red bucket seat interior. 406 Tri-Power, 4 speed, 350 open rear. 95K miles, I am the third owner. Drives like a new car. \$20,000.

1964 Fairlane Sports Coupe. No motor, trans, or interior. Nice body, starter car for a 15 year old. \$500.

1965 Sunbeam Tiger MKI, S/N B9473372LRXFE. Red with black interior, original 260, generator, close-ratio toploader, new complete harness, upholstery, instrument panel, Everything works, clean. \$16,800.

FROM THE SOAPBOX SCOTT GRIFFITH

Well, here it is, May already! The season has already long since started, the track tires are already a third of the way between "fresh" and "dead", and the Nomex long undies have already been declared a biohazard (the EPA guys will no doubt be coming around to get me to post a sign on my helmet bag, something to the effect of "The underwear contained herein are known to the State of California to cause conniption fits in susceptible adults", or some such).

TEAM FUN RALLY MIKE HARDY

Jan Orme won the Participant's Choice award for the sexiest legs. Lois Lyons set the slowest time of day for the overall rally, as the last finisher. Forrest Straight was given the Organizer's Award for not requiring a tow at any point. After the heat of the competition, all the participants were treated to a picnic, with hot dogs, cookies for the kids, sodas, and beer (to help dissipate the stresses of competition).

Saturday, **August 6th**
Sunday, **August 7th - 2022**

2-DAY *All Cars & Makes
Open Track!*
**FORD
FEST**

OPEN TRACK - SATURDAY & SUNDAY

AUTOCROSS - SATURDAY

FORD FEST CAR SHOW - SUNDAY... *Bring your Ford!*

- Performance Add-Ons
Wheels
Suspension Handling Packages
Engine Tuning
Paint Care Products
Tires
- Performance Pavilion
Industry Experts:



Nor Cal SAAC BoD Meeting Minutes

April 6, 2022

Meeting called to order by President Scott Herbert about 7:10 PM.

On the Zoom call were: Jim Long, Coleman W. Reif, Steve Chapman.

At Luigi's were: Scott Herbert, Cole Reif, Mark Swanson, Wes Irwin, Charlie Dotson, Kristina Hoff-Mallamace, Doug Conn

1. Reports:

a. Treasurer Report: (Jim). We have about \$84k. In addition we have made a \$5,460 deposit to Laguna for June and a \$23k deposit to Thunderhill for this weekend and Fall Classic.

b. Membership: (Mike & Nadine) No report.

c. Editor's Report: (Bill Fulk) No Report

d. OTEC Report: (Doug C) Spring Sprint is on track and appears profitable.

2. Open Track

a. 2022 Calendar

- April 9-10 Thunderhill, Spring Sprint with Trans Am – Doug C
- June 18 Laguna, 105 dBA with TM
- August 6-7 Sonoma Mini-Nats
- Oct 1-2 Thunderhill, Fall Classic with NCK
- Nov 25 Laguna, Turkey Bowl – Probably not.

3. Continuing business:

a. Merchandise: We have found homes for the 19 bins, Steve Chapman offered to take 6 or so, Scott Herbert can take 6 and we think Custom Alignment can take the other 6. Cole agreed to arrange to pick them up and drop at all sites. Soon. Cole also sent info to Jim for the final payment to the Praxels – done.

b. Club Website revisions: (Mark and Coleman) Demo of our new website by Zoom from Coleman. All agreed that Mark and Coleman are now delivering the new website that we all want. This should be ready to go live soon.

c. Event and Club Promotion: Nick Gottuso – Reported by Scott Herbert – Working on booth at Good Guys in Pleasanton in June 4-5, will spend \$250 for give-away bags and est \$750 for booth. More to come.

d. Mini-Nats plans: Scott Herbert – Description of Banquet at Turn 11 and sponsors Steve Woods and Bill DenBeste to cover some of the expense.

e. Open Track recruiting program: Charlie D – Proposal is that Club members who recruit new members will receive \$50 when the new member signs up for a 2 day Open Track, \$25 for a 1 day. Think about this, we'll discuss it further next month.

f. AirMedCare/Reach air ambulance – Charlie D – Proposal for Club to join their program which means that we distribute flyers in hard copy and electronic form. Club members can subscribe for \$65/household and this applies in any area that they serve. Not that this service will cost you \$15k without subscription.

g. New OTEC shirts, request approval of \$2.5k – Cole – Proposal made, seconded and passed.

h. Picnic June 25, request approval of \$2.5k June 25 – Cole – Proposal made, seconded and passed.

4. Tentative 2022 Event Calendar

a. April/May tbd : Canepa tour – Charlie D more info to follow.

b. April 9 – 10: Spring Sprint at Thunderhill (Doug C)

c. May 7, 2022: Panavia Open House, 10th Annv'y, Steve Woods. (Charlie D)

d. May: Club Mtg tbd – (Charlie D & Forrest)

e. June xx: VMOA Picnic

f. June 25 : Picnic (Cole)

g. July 9: Airmotive Specialties Open House, lunch in the parking lot, bring your own.

h. Aug 6-7: Mini-Nats & Ford Fest Car Show at Sonoma (Scott Herbert)

Open Track Events



This could
be you!
Register now!

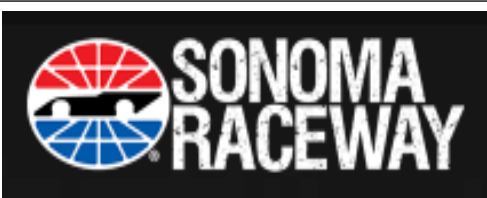
Nor Cal Shelby
Open Track!
Too Much Fun!



Too Darn Much Fun!
NorCal Spring Sprint
108dB



SAT 6/18
NorCal Fast and Loud
105dB



SAT 8/6 – SUN 8/7
NorCal Mini-Nats
103dB



SAT 10/1-SUN 10/2
NorCal Fall Classic
103dB



CANCELLED
NorCal Turkey Bowl
Laguna Seca



NorCal Shelby Club Calendar of Events

May

4	NorCal Shelby Board Meeting*	Teleconference/Luigi's Pizza, Campbell
7	Panavia Open House	Panavia, Campbell
14	Big Daddy's Motor Cars Open House	Morgan Hill
14	TCE Snakes @ Farm	Briones
15	Cars, Kids 'n' Coffee, Public Day	The Cobra Experience, Martinez
21	TCE Mustang Show	The Cobra Experience, Martinez

Jun

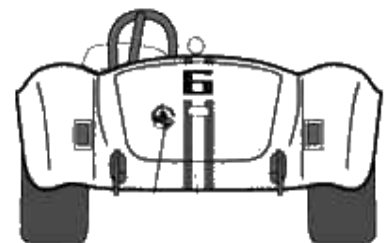
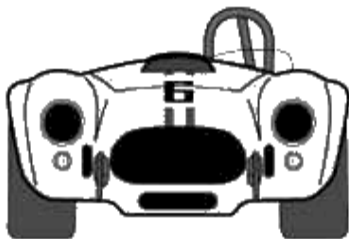
1	NorCal Shelby Board Meeting*	Teleconference/Luigi's Pizza, Campbell
4	Cobra Experience Cobra Day	The Cobra Experience, Martinez
18	NorCal SAAC Fast and Loud*	WeatherTech Raceway, Laguna Seca
19	Cars, Kids 'n' Coffee, Public Day	The Cobra Experience, Martinez

Jul

6	Nor Cal Shelby Board Meeting*	Teleconference/Luigi's Pizza, Campbell
9	Airmotive Open House	Airmotive, Salinas Airport
17	Cars, Kids, 'n' Coffee, Public Day	The Cobra Experience, Martinez
21	The Cobra Experience Movie Night	The Cobra Experience, Martinez

Nor Cal Shelby sponsored event*

Check website for updates at www.norcal-saac.org/cal/



Friends Of The Club

<p>A & M MOTOR SUPPLY Duane Ablamis 16165 Los Gatos Blvd Los Gatos, CA 95032 408.385.5141 www.ammotorsupply.com</p>	<p>CAMPBELL AUTO RESTO. Mark Schwartz 260 Christich Lane #A1 Campbell, CA 95008 408.371.5522 www.campbellautorestitution.com</p>	<p>THE COBRA-FERRARI WARS 1963-1965 Michael L. Shoen The definitive book on this era cobraferrariwars.com</p>
<p>CUSTOM ALIGNMENT Joe Silva 2599 Wyandotte St. #A Mountain View, CA. 94043 650.961.5311 www.customalignment.com</p>	<p>DENBESTE MOTORSPORTS Bill DenBeste 820 DenBeste Ct Windsor, CA. 95492 707.836.1534</p>	<p>MEINEKE MUFFLER 3041 Middlefield Rd Redwood City CA 94063 Lupe Garcia 650.365.0261</p>
<p>MIKE HOWARD GARAGE DOORS Steve Chapman 479 Salmar Avenue Campbell, CA 95008 408.378.5409</p>	<p>MALUGANIS TIRE CENTER John Savelli 493 Miller Ave Mill Valley, CA 94941 415.360.2116</p>	<p>UNITED TRUCK DISM. 2488 McGowan Parkway Marysville, CA 95901 800.371.9556</p>
<p>OPENTRACKER RACING PRODUCTS John Dinkel P.O. Box 252 Carmel Valley, CA 93942 www.opentrackerracingproducts.com</p>	<p>COBRA PERFORMANCE Martinez, CA 510.719.7199 csxparts.com</p>	<p>PANAVIA Steve Wood 1436 White Oaks Rd. # 14 Campbell, CA 95008 888.536.6510</p>
<p>PRECISION MACHINE Kevin Sittner 903 Black Diamond Way Lodi, CA 95240 209.369.2600</p>	<p>RESTO MOD SHOP Ron Bramlett 2363 N. Wilson Way Stockton, CA 95205 800.999.4289</p>	<p>ROGER KRAUS RACING 2896 Grove Way Castro Valley, CA 94546 510.582.5031 www.rogerkrausracing.com</p>
<p>AMSOIL SYNTHETIC OIL PRODUCTS Tom Georgalos Direct Jobber Tgeorgalos@gmail.com 408.671.0900</p>	<p>THUNDERHILL PARK David Vodden P.O. Box 996, 5250 Hwy 162 Willows, CA 95988 530.934.5588 x101 www.thunderhill.com</p>	<p>THE COBRA EXPERIENCE 777 Arnold Drive Martinez, CA 94533 925.558.5585 Shelby & Cobra Museum Event Center</p>
<p align="center">YOUR COMPANY LOGO IN MAGAZINE AS SPACE ALLOWS</p>	<p>CHARLIE'S CHEESECAKE 1179 Redmond Ave. San Jose, CA 95120 Phone 408.268.4555</p>	<p align="center">YOUR COMPANY LOGO IN MAGAZINE AS SPACE ALLOWS</p>
<p align="center">YOUR COMPANY NAME COULD BE HERE! Mike Camicia membership@norcal-saac.org</p>	<p align="center">YOUR COMPANY NAME COULD BE HERE! Mike Camicia membership@norcal-saac.org</p>	<p align="center">YOUR COMPANY NAME COULD BE HERE! Mike Camicia membership@norcal-saac.org</p>