



## CHAPTER "99" NEWSLETTER ASC-CA-NORTH



### Membership Meeting

**When:** Wednesday, April 18, 2012  
**Time:** Dinner — 6:00 PM  
**Where:** Lulu's Banquet Room  
2230 Pine Street (Pine St. & Cypress Ave.)  
Redding CA 96001  
**Program:** All Data

### Calender

The new schedule calls for the third Wednesday evening as the future dates. President Ken is working to get the B.A.R. for May. The plan is to go "dark" for June, July and August.

### TAKE NOTICE!

The ACCA has added a new Legal Contact, Jack Molodanof , 1-916-447-0315. Watch for and read the ASCCA E-mails "What You Need to Know". There is good information from time to time on the legislative side.

### Quotes to Heed

I tremble for my country when I reflect that God is just; that his justice cannot sleep forever.- Thomas Jefferson

If a nation expects to be ignorant and free, in a state of civilization, it expects what never was and never will be. - Thomas Jefferson

I predict future happiness for Americans if they can prevent the government from wasting the labors of the people under the pretense of taking care of them. - Thomas Jefferson

If the present Congress errs in too much talking, how can it be otherwise in a body to which the people send one hundred and fifty lawyers, whose trade it is to question everything, yield nothing, and talk by the hour? - Thomas Jefferson

My reading of history convinces me that most bad government results from too much government.  
Thomas Jefferson

## Now NASCAR's Jack Roush has done it!

### Just the Facts:

- Roush has shifted its focus to the redesigned 2013 Ford Mustang, with a new take on its Stage 3 Mustang.
- The Stage 3 Mustang gets powertrain and chassis upgrades, plus new graphics.
- The first Roush Stage 3 Mustangs should begin arriving at dealers in late April.

PLYMOUTH, Michigan — Roush has shifted its focus to the redesigned 2013 Ford Mustang, with a new take on its Stage 3 Mustang. Featuring powertrain and chassis upgrades, plus new graphics, the first Roush Stage 3 Mustangs should begin arriving at dealers in late April.

Roush, with typical hyperbole, declares that its 2013 Stage 3 Mustang "embodies everything a muscle car can and should be."



Roush starts by supercharging the 5.0-liter V8 engine which results in a bump to 565 hp and 505 lb-ft of torque. That power — the most ever for any street-legal Roush Mustang — can be transmitted via either a manual or automatic gearbox.

In terms of the suspension, Roush has fitted a larger, stiffer front stabilizer bar, as well as an anti-wheelhop kit, twin-tube shocks, higher-rate springs and uprated bushings and jounce bumpers.

Roush and Cooper have co-developed the RS3 ultra-high-performance tire for the Stage 3 Mustang. The new rubber is mounted on chrome five-spoke 18-inch Roush rims.

Options include three 20-inch wheel designs, four different brake packages, Roush laser-cut hood struts and red or black Roush engine coil covers, as well as a dual-chamber off-road exhaust system.

The Stage 3 Mustang coupe and convertible feature the company's new R6 Aerobody package, which bundles a revised upper grille, high-flow lower grille, corner fascia aero-pockets with driving lamps, front chin splitter, hood scoop, rocker panel and rear fascia side splitters, a three-piece rear decklid spoiler, and new rear aero-valance featuring race-inspired diffusers shrouding chrome exhaust tips.

An RS3 graphics package allows owners to personalize to their taste.

A custom gauge cluster, embroidered floor mats, a Roush center console button and a Stage 3 dash medallion are among the interior highlights.

Roush offers a variety of extra-cost options, including rear quarter-window louvers, Stage 3 embroidered leather seating with suede inserts, suede door panels, suede shift boot, vent gauge pod with LED boost gauge, suede-wrapped steering wheel and a convertible light bar.

Inside Line says: As the stock Mustang continues to improve, aftermarket companies like Roush often have to take even more extreme measures to differentiate their products.

## Is DeLorean Back?

Stephen Wynne, who's been fixing DeLoreans for 30 years, more recently as the owner of the company's remaining parts and repair business, is planning to introduce a run of 300 electric DeLoreans, as well as continuing to build a few gas versions from that inventory. (He still has 80 unused Peugeot/Renault/Volvo engines for the DeLorean, as well as a big stock of stainless steel panels. He's run out of flux capacitors, though.

In an odd bit of serendipity, however, DeLorean Motor Company, now based in Texas, has a plentiful supply of Flux Power batteries — and the electric car runs on them. DeLorean is partnered with Chris Anthony, the guru behind not only Flux batteries but also the now-defunct Aptera project and the new line of Epic EVs (including a super-fast three-wheeler, something like a Tesla dune buggy).

Wynne, who is British, is a great salesman for the car — his enthusiasm for all things DeLorean, even after 30 years, is infectious. I asked him if anybody would remember the car if it had not been for three mega-successful "Back to the Future" movies, and he said it would still be an icon. Wynne even met John DeLorean once, and found him keenly interested in what had happened to his ill-fated enterprise. As you may recall, labor unrest at the Northern Ireland factory included the lobbing of Molotov cocktails over the factory roof. The body dies were thrown into Galway Bay, but that wasn't terrorism — they made an artificial reef out of them.

The electric car will run rings around the gas version, with a 4.9-second zero-to-60 time. It can also hit 125 mph, but at that speed you probably won't get the claimed 100-plus mile range. According to Wynne, "The original car had a 68/32 weight bias — it was front-heavy. But on the electric one we have 55/45, and it feels much more balanced." Great. I'm tired of talking about this car; I want to drive it! The car goes on sale next year with a target price of \$95,000, and there are four dealers lined up in the U.S., and one in Europe.



Right next to DeLorean was another cool concept, the Vehicle Production Group MV-1 (right), which is the world's first factory-produced, wheelchair-accessible automobile. It's an all-new design, not a conversion, and it's available in a timely three-tank natural gas version (save \$1.50 per gallon at the pumps). A nice thing about the MV-1 is that it's being made in the U.S.A., in an Indiana factory that once housed the gas-guzzling Hummer H2.

According to CEO John Walsh, the MV-1 on natural gas has 290-mile range, which is very good considering that CNG has lower energy content. The ramps come in both powered and manual mode, and the vans can accommodate two at once. They're working on a drive-yourself version, with the wheelchair becoming the driver's seat. The MV-1 will be aimed at owner-drivers, and also transit fleets such as the Access-a-Ride vehicles that provide on-demand transportation in New York.



## CODE of ETHICS

1. To promote good will between the motorist and the industry.
2. To have a sense of personal obligation to each individual customer.
3. To perform high quality repair service at a fair and just price.
4. To employ the best skilled personnel obtainable.
5. To use only proven merchandise of high quality distributed by reputable firms.
6. To itemize all parts and adjustments in the price charged for service rendered.
7. To retain all parts replaced for customer inspection, if so requested.
8. To uphold the high standards of our profession and always seek to correct any and all abuses within the automotive industry.
9. To uphold the integrity of all members.
10. To refrain from advertisement which is false or misleading or likely to confuse or deceive the customer.

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