

Big 3 Rev Their Engines For Junior High Exhibit

by Jennifer Knightstep
Special Writer

So, do you want to make 200 junior high and high school engineering and design students stand up and pay attention?

Rev the engine of a Fiat Abarth, and they'll come running, literally.

Ask Chrysler designer Nick Malachowski, who brought an Abarth to the annual car show at Malow Junior High School in Shelby Township, and he can confirm this remarkable phenomenon.

"I started it and revved the engine," Malachowski said, "and they all came running. I think they expected the Abarth to sound scrawny, so they were surprised at how it really sounds. It's a race car."

"The kids kept asking if they could start it up, so I did . . . and then the Camaro and Mustang guys had to do it, too."

Malachowski added that Chrysler was thrilled to participate in this year's event. In the past, the show was limited to Ford and GM displays, so the addition of Chrysler

rounded out the Detroit Big Three's presence.

"This is Big Three country," explains retired drafting teacher Harry Istok, who started the show in 2006. "A lot of the kids are familiar with the Detroit automakers, because many of their families have ties to the industry."

At face value, it's hard to imagine that the entire Big Three would support a junior high car show, but the credit goes to longtime teacher, now retired, the aforementioned Harry Istok, sort of a one-man force of nature when it comes to making science and engineering interesting subjects — via vehicles — for his many students at Malow over the years.

Indeed, it turns out that many of the students have parents in the automotive industry, but others will be first-generation designers and engineers, like Jessica Smolarek.

Smolarek headed straight for the 2013 Mustang Boss 302 and took turns scooting in behind the wheel with her friend, fellow student Kylie Tengler. Both girls scrutinized the Mustang's features, pay-



PHOTO: JENNIFER KNIGHTSTEP

Malow Junior High School students Jessica Smolarek, right, and Kylie Tengler get a close-up view of the 2013 Mustang Boss 302 at the school's spring car show in Shelby Twp. last week.

ing special attention to the instrument panel, comfort of the driver's seat and steering wheel, and even making note of the leg room and cabin space.

"It's really cool," said Smolarek, "I want one."

Istok skillfully deflected any credit for putting the show together, mentioning again and again how important it was to give junior high-age students hands-on access to the vehicles they would be designing in the future, as well as face time with the designers who had a hand in creating those



PHOTO: JENNIFER KNIGHTSTEP

A group of students from Malow Junior High School check out the surprisingly throaty engine roar from the Fiat Abarth provided by Chrysler to the school's spring car show.

vehicles.

"By the time kids reach high school," he said, "most of them have already decided what they want to do for a living. That's why events like this are so important."

"This show gives these kids the chance to meet the engineers and designers and ask them all the questions they want about what they'll need

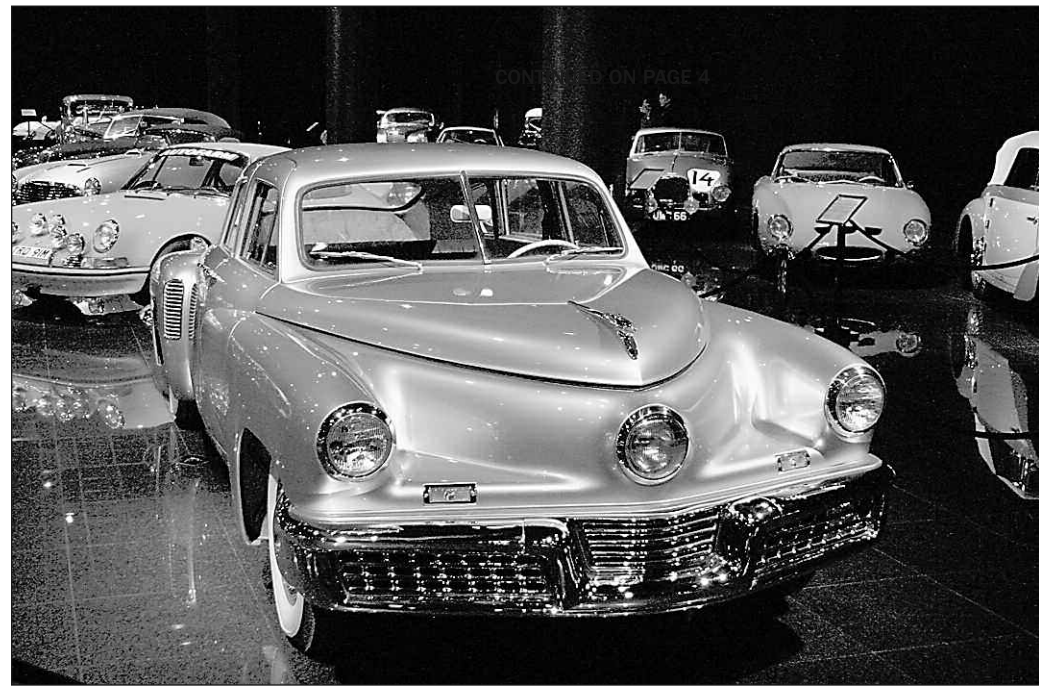
in terms of education, and what day-to-day work as a designer or engineer is like."

Istok's son, Mike, knows first-hand how important this sort of face-time is, since it had an impact on his own career path — the younger Istok is now an interior system engineer at Ford.

"This is great for the kids, and it's a lot of fun for us. It

feels really good to influence the next generation of engineers, to give back a little," said Mike Istok, demonstrating the self-parking feature on a Lincoln.

As the kids applauded, and asked questions about the feature, the senior Istok looked on, satisfied, and said for all to hear, "It's all about the kids."



A 1948 Tucker Torpedo sedan on display at the BlackHawk car museum in Danville, Calif. The short-lived Tucker is celebrating its 65th anniversary as a marque this year.

Tucker Torpedo Still Fascinates 65 Years After the Debacle

by Gerald Scott
News Dept.

Perhaps after all these years, auto entrepreneur Preston Tucker is the industrial equivalent of Dutch painter Vincent Van Gogh.

Van Gogh, of course, famously never sold a painting in his lifetime and now all his works sell for wildly exorbitant prices.

Then there was Tucker, whose 1948 Tucker Torpedo sedan stickered for \$2,450 — and yet one sold at auction recently for \$3 million.

Somewhere Tucker is likely doing the proverbial spin in his grave over this turn of events.

The Tucker car still fascinates some 65 years after it debuted as a concept in 1947 followed by actual production of just 51 of the cars in 1948.

Sixty-five years ago this month, Tucker ran national newspaper ads for his car, part of a post-war euphoria for American auto design and engineering — and he was hoping to gather major financial backing, which he never did.

One local auto expert, John McElroy of AutoLine Detroit TV show, believes that while some aspects of the Tucker sedan were indeed revolutionary for the post-war era, Tucker himself was perhaps more huckster than expert.

"The design of the Tucker

was a real head-turner, it looked much more advanced than most of the other cars of its day," McElroy said. "It also pioneered some interesting technology — for the day."

"(But) Tucker was something of a huckster — he never had the real wherewithal to pull this off. It's very possible to build a couple-handful of mere prototypes, but to tool something up for mass production takes a lot of money and Tucker never had it."

"He was kind of a magician who kept people distracted — pretty designs — but never had the backshop operations to pull it off."

CONTINUED ON PAGE 4

Welburn Recognized by Bulgari at LeMay Opening

TACOMA, Wash. — General Motors Vice President of Global Design Ed Welburn has received the inaugural Nicola Bulgari Award.

The award is given for outstanding contributions to preserving America's automotive heritage through education, restoration or collecting classic cars in conjunction with the grand opening of LeMay-America's Car Museum.

The award is named for jewelry magnate Nicola Bulgari, vice chairman of the Bulgari Group and an avid collector of American cars.

Meanwhile, according to the Associated Press, the \$60 million LeMay-America's Car Museum opened last week featuring an exhibit of about 150 vehicles.

Some of the vehicles are rare and many are from the private collection of the late Harold LeMay.

GM's Welburn was honored as part of the opening-weekend ceremonies at the big new museum.

LeMay, a self-made Pierce County millionaire who made his fortune in refuse collection and real estate had a vision for the museum before he died in 2000 at age 81.

LeMay at one time had an eclectic collection of some 3,000 cars, trucks and motorcycles.

The collection was recognized by Guinness World Records as the world's largest private automotive collection.

About 43 of his vehicles are on display during the museum's grand opening, but most

of the other vehicles are loaners from other collectors, museums and corporations.

Some of the cars come from as far away as Michigan, Southern California and Florida.

The four-story, 165,000-square-foot museum is located on a nine-acre campus in downtown Tacoma, Wash.

Museum Officials expect approximately 500,000 visitors a year.

Originally incorporated as the Harold E. LeMay Museum (and jump-started with \$15 million from the LeMay family), the museum now is called the LeMay-America's Car Museum, or simply ACM, much to the

dismay of some longtime LeMay loyalists, the Tacoma News-Tribune reported.

Museum backers, however, decided that the facility needed a national profile, as well as a local one.

"If all this thing was about Harold LeMay, nobody would care after a while," David Madeira, the museum's president and CEO told the newspaper.

"I told everybody as soon as I got here, if that's what this is about, you're throwing your money away."

"What this needs to be about is America's love affair with the automobile."

As a result, the museum will display a reinvention of the what has been the automotive museum concept.

LeMay and his eclectic collection will play a supporting role, with a main floor display that includes a 1917 Simplex Crane Model 5 and a rare Tucker 48, bought by Nancy LeMay after her husband's death and on loan for the grand opening.

Other high-dollar automotive classics should wow the most discriminating enthusiasts — a 1935 Hupmobile Model 527 from the collection of jeweler Nicola Bulgari collection and a 1949 Ferrari Touring Barcatta.

SEMA Mustang 'High Gear' Concept Car to be Modified by Women

DIAMOND BAR, Calif. — Thousands of fans voted for a satin black luxury Mustang concept in the first-ever SEMA Mustang Build Powered by Women.

The project, a collaboration between Ford Motor Co. and the Specialty Equipment Market Association (SEMA), invited the public to view three concepts online and vote for the one they would like to see built by a group of female volunteers.

The winning concept known as "High Gear" was designed by Jennifer Seely of Ford Motor Co. Inspired by international products in categories such as jewelry, couture clothing and architecture, the concept car is meant to stimulate the senses by fusing luxury and power.

The car's highlights include



Ford fans voted online for their favorite Mustang/SEMA car concept to build from a group of entries created by female designers. The winning Mustang concept, known as "High Gear," was designed by Jennifer Seely of Ford Motor Co. The concept is meant to stimulate the senses by fusing luxury and power.

Rosegold chrome accents throughout the exterior and interior, satin black body, plush quilted suede seats and a leather-wrapped interior.

Modifications will be made to the engine, undercarriage, drivetrain and sound system.

"We appreciate our readers and fans helping us determine which concept will be used for this very exciting project," said Doug Evans, executive vice president of Source Interlink Media (SIM).

SIM, a partner in the project,

hosted the voting on several of its websites and will also host the physical build at its El Segundo, Calif., headquarters.

"The concept selected by everyone who voted is amazing," continued Evans. "It will be very exciting to see the vehicle transformed in just eight short weeks by the dedicated group of women participating in the project."

"The drive and talent this collaboration of women from the SBN (SEMA Businesswomen's Network), Ford and Source Interlink Media brings to this project is nothing short of phenomenal."

As title sponsor of the project, Ford donated a 2013 Ford Mustang GT for the project. Female members of the SBN will perform the hands-on modifications from July to August.

The finished vehicle will debut at the 2012 SEMA Show in Las Vegas, then will be auctioned off on eBay to raise money for the SEMA Memorial Scholarship Fund.

The fund is dedicated to fostering the next generation of automotive aftermarket leaders and innovators.

The SBN Vehicle Build Task Force comprises Task Force Chair Rose Kawasaki (Exports International), Project Vehicle Coordinator Sherry Kollien (Ford Motor Company), Assembly Coordinator Kellie Colf (eTool Developers), PR/Media coordinator Camee Edelbrock (Schiefer Media Inc.) and Product coordinator Susan Carpenter (JR Products). Advisors include Mike Spagnola (Street Scene), Joel Ayres (Bedslide) and Marla Moore (Hypertech).