

January 10, 2013

Brian Young  
1805 Kern Road  
Washington, IL 61571  
(309) 264-7085

Hello,

I am respectfully submitting my proposal for a feature article on my 2003 Cobra. I have included my project modification list, some background pictures of the car and of the build process and a list of links to other threads of mine with more project details. I will also describe some of my background as some level of credentials.

### **My Background**

I am 42 years old and am a controls senior engineering specialist / supervisor at Caterpillar, Inc. (for the last nine years). The previous ten years, I was a Ford engineer in engine calibration development with the last five years of my tenure in the Mustang team. I was the lead engine calibrator for the 2001.5 Mustang Bullitt, the 2003/2004 Mach1 Mustangs and worked on the 2005 S197 program as well. In that capacity, I performed engine development (emissions, performance, OBD-II, driveability, etc.) around North America, attended media events as a technical advisor, and was also a performance driver. I have attached some pictures from that roll.

Upon coming to Illinois for Caterpillar, I turned to calibrating customer cars as a small hobby using SCT tools to maintain my love of calibration development. Thus not only did I perform the OEM calibrations, but I also tweaked them in the aftermarket. This was quite rewarding.

### **Automotive Background**

I was raised in an all Ford family. My father would never drive another car. He had a stout '54 Customline with a Y block that was the "boss" of southern Wisconsin in the '60's. He met my mother via racing as well. I learned under his guidance until high school when I bought my first car – a 1981 Skylark (!). I progressed through a 1989 Escort GT then on to a 1995 Probe GT. I modified the Probe into an autocrossing and road racing car. From 1995 to 2004, I drove Ford experimental cars primarily. I bought a 2004 Mach1 M/T Mustang when I left Ford and kept it until 2009 when I got my current project car, my 2003 Cobra. It was a one owner car with only 4,000 miles on it with some basic bolt-on modifications. It had been stored in a barn in Ohio for a few years when the previous owner lost interest in it.

### **Cobra Project Background**

Over the past four years, I have been obsessing over the project build – now a 700+ HP car. Attached are the full specifications of the modifications. Uniqueness about the car are the fact that I have done all mechanical work on it, detailing work, the calibration "tuning" to OEM standards, systems integration, and all documentation of the process. I have several build thread posts (full list of URLs attached) on [www.svtperformance.com](http://www.svtperformance.com). My main build thread has over 28,500 views and is very well appreciated and accepted.

I have never driven the car in the rain and spend a lot of OCD time detailing and caring for it – from tidy and robust wiring and routings, to the color theme selection, to the detailing of parts like polishing bolts, polishing the driveshaft and inspection cover, detailing the hood latch, waxing the undercarriage, etc. I hope you can appreciate this level of detailing effort as I have seen with your other feature articles.

With the lack of a local drag strip, I have not been able to track it yet, but hope to make the 220 mile trip this summer. In lieu of that, I have attended many car shows with first place and best of show finishes which is rewarding. I enjoy discussing my background and project and other attendee's projects during

those shows. In addition, I also give open technical presentations at car show on Ford engine controls overview – such as requirements for proper dyno “tuning” services, how the engine code works from air meters to spark, to knock controls, fuel system, ECT and VCT. I have given three presentations so far at our annual IL SVT and Performance Fords car shows.

I have attached some example pictures of my car, my build project, and car show events for your consideration in the included .pdf presentation files. I would be pleased to discuss this opportunity more if you have any questions. I can be reached at: [bwyoung@mtco.com](mailto:bwyoung@mtco.com) or via (309) 264-7085.

Thank you for your time. I will continue to enjoy your publication.

Thank you,

Brian Young