



# Shelby Life

Shelby America  
Automobile Club - Motor  
City Region

Volume 28, Issue 1

January 2003

## President's Corner *by Tom Greene*

### THE YEAR IN REVIEW

It's December, and a time for reflecting on the past year – to see what went well, to see what offered opportunities for improvement, what was lots of fun, and hence, what we should continue to do, or even do more of.

No one can reflect on the year without commenting on the (4) outstanding track events held at two different venues, each run by our outstanding track events director. The lessons learned were valuable, and many people learned that the quickest way around the track was the smoothest. Others learned that not learning could cause problems. We are proud of our very safe and effective track events.

Then there was LAST year's Holiday party at which we ate, raced and were merry – what more could any red-blooded Shelby Club member want for a holiday party. It was great.

Our winter swap meet was a success from all people's perspective – the people who brought things to sell found buyers, the buyers were happy with the selection and prices – the club made a little money and more friends. This was match making of the mechanical kind.

The Chili challenge held at Shefferley's was a simply outstanding event with terrific chili and even better conversations and camaraderie. Bonnie and Craig, we thank you for the hospitality.

Our annual Show 'n Go was yet another in a long string of outstanding events. There was an EXCELLENT selection of cars – perhaps the best diversity of vehicles we have had, and all of them

outstanding examples. We made a lot of new friends at this year's event, and save the best efforts of one misguided participant inadvertently attempting to bring the wheels off

by diss-ing the vehicles of another group of participants, we had very satisfied people. The trophies were outstanding, our club members all performed to the highest level of customer satisfaction, the participants were very satisfied, and AGAIN the reports came back that we had put on a great event. Let it be known that the group of people who were "dissed" will be the club's guests at Show 'n Go 28. We will also point out to all the participants that our events are there for people to enjoy the cars, and NOT to provide value judgments as to which kind of vehicle belongs at a car show and what doesn't. Our club put on a good event, and found one of those opportunities for improvement – not in our planning, or our personnel support, but in our ability to make expectations clear to the participants.

We held the '03 elections of officers at which we elected a great new cadre of workers to deliver another year of even better results: Our competition director Bill Rowe has retired and his replacement, Darius Rudis is taking over the reigns as our new track events director; we have a new Editor, and you can see the fruits of his labors in this publication. We are still looking for a show events director – and we will find the willing



The Shelby Club is about the people vol-

unteer fairly soon.

Our fall color tour to Chicago went well, despite my personal inability to participate in the sojourn, due to my Niece getting married on the same weekend. The Guyer's hospitality in Chicago was again outstanding.

These things bring me to my entire point about the Shelby Club. The Shelby Club is definitely about the cars – specifically the preservation and USE of the cars as they were intended to be used – it is more about the people. It is about "we the people" who are afflicted with the common love of automobiles. That commonality spans generations, and it spans race, creed, color, financial status and most every other barrier you can imagine. We are a family, a great big family of lots of different kinds of people who all enjoy the cars and each other's company.

Thank you for another great year.  
Tom Greene, President SAAC-MCR

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## 2002 Competition Report *by Bill Rowe*



Bill Rowe showing an unidentified club member the proper line around the race track.

*“Our events are gaining in popularity because they are well organized, safe, reasonably priced and designed to maximize the driver’s enjoyment and track time”*

The Motor City Region holds four track events a year. Three are at Waterford Hills Race Coarse and one at Gingerman Raceway (in South Haven). The first event this year was held on June 3<sup>rd</sup> at Waterford and is classified as a driver's school. This event is designed to teach you the proper line around a race track and make you a better driver in a safe and controlled condition. The student will learn proper braking techniques, how & when to down shift, the correct apex through a corner and proper hand on wheel position. All entrants must be 18 years or older with a valid drivers license and must wear seat belts and a helmet. Their car will go through an inspection prior to entering the track. All first time drivers will attend classroom training and be accompanied by an instructor on the track. This year the event

was sold out with a total of 58 drivers registered.

The second event this year was held on July 29<sup>th</sup> at Gingerman. This is a two mile, 36 foot wide track with varying elevation changes. This is classified as an open-event, where drivers of all levels have an opportunity to improve their skill negotiating a race track at speed. Most drivers prefer this course because there are four sections to pass as opposed to only one at Waterford. Also, the track opens earlier than Waterford and with only three run groups you get a lot more track time. A special thanks to all our SAAC members in Western Michigan, Illinois and Indiana for supporting our event.

Our last two track events were at Waterford on Sep-

tember 1<sup>st</sup> and on October 6. At Waterford the club provides lunch. Many thanks to Mr. & Mrs. Kurt Fredrickson for preparing and serving a great lunch.

Our events are gaining in popularity because they are well organized, safe, reasonably priced, and designed to maximize the driver's enjoyment and track time. Unfortunately, due to increased cost for track rental, insurance, EMS service and the incorporation of paid professional corner workers, the entry fee will be raised in 2003.

2002 is my last year as Competition Director. I want to thank everyone that helped make these track events a success, Bill Rowe.



Renew your membership now and enjoy the club fellowship and benefits

## Annual Membership Renewal Notice

*by Rich Tweedle*

**Membership runs from January 1 thru December 31 and still only costs \$15.**

**So if you haven't already renewed just send the enclosed membership form with payment to:**

**SAAC-MCR Membership  
35334 Griswald  
Clinton Twp, MI 48035-2619**



## SAAC 27 A Mystical Trip Back to the Past *by Jeff Burgy*

This year's annual National SAAC Convention was held at the California Motor Speedway, in Fontana, CA. SAAC had not held a National Convention in California for a number of years. Attendance at past National Conventions in California had been lighter than attendance for meets in the East or Midwest. Since Californians seem to have "driving weather" year-round, and multiple car shows nearly every weekend, the National Conventions of the past had not drawn them in.

This year, SAAC put together the "drawing cards" that would pull them in, from all corners of California, the country, and the world. The first drawing card was having a driving event at the new California Motor Speedway. Up until now, no "car club" groups had been able to secure the track for an event. The California Motor Speedway is definitely a first-class operation. The track facilities were expansive enough to accommodate all of the racers and waxers for SAAC 27, as well as the Swap-Meet contingent. There is a 2-mile "D" shaped oval, and another 0.8 mile of Road Course – all new and sparkling. There was ample garage space in the pits for most of the racers, and even plenty of parking for race-haulers to park just outside their assigned garages. In addition to three days of Open Track, SAAC had arranged a couple Vintage Races for the icing on the cake for Sunday afternoon.

The second big drawing card for SAAC 27 was the "Magical History Tour" of former Shelby American facilities in the Los Angeles area. This

was a very well coordinated effort that received the additional benefit of some amazing miracles that only the Shelby legend could generate. Imagine not only being able to DRIVE BY these locations, but, being invited by current tenants to "Come on IN!" and check them out up close! I've been to Southern California before, I had driven by "6501 West Imperial Highway", where I envisioned my GT350 had been assembled, but there just wasn't much to see. This time, we got to go INSIDE the complex, and were treated to guided tours by some of the people from Shelby American who had worked there in the sixties – it was incredible.

The "Magical History Tour" took place via air-conditioned tour buses. We actually filled SIX full size buses with Shelby enthusiasts. It was a tour none of the participants will ever forget. What better way to celebrate the 4<sup>th</sup> of July? The folks at Moon Equipment Co. were gracious enough to open their doors on a Holiday, and have staff on hand to let us buy official "Moon" souvenirs. This is where it all began, the "Mecca" of Southern California's hot-rodding industry – Dean Moon's shop. It is here where the first AC chassis and Ford 260 small-block were joined together, and the world of sports car racing would never be the same again. We actually got to stand in the bay of the shop where the first Cobra prototype was built. The chain-fall above us may have even lifted that first 260 into the engine compartment of CSX2000.

We visited another famous

landmark – 1042 Princeton Drive. Many of the early publicity shots of the Shelby Cobra and GT350 were taken outside this location. Thanks to the connections of original Cobra owner and SAAC member Hank Williams, we were able to get an "inside look" at this location, too. A design studio now occupies the building, but they were gracious enough to loan Hank a key, so we could have a look inside.

We arrived at 6501 West Imperial Highway, on the edge of the Los Angeles Airport, which is now a cargo storage facility. Another SAAC member, Rod Ishimoto, works at Nippon Cargo, the current tenant at this location. Rod arranged for us to get inside the hangar, and former Shelby employees led by Bernie Kretzschmar, pointed out to us what had changed since the sixties. At one time, Shelby had put a pit in the floor of this building, as this was the "production line" facility where the 1965 and 1966 Shelby GT350 Mustangs were assembled.

The tour group had lunch at Carroll Shelby's Goodyear tire distribution center on South Figueroa St. in Gardena. This site is currently home to Shelby's Dynamometer and engine assembly shop. There were a number of interesting cars parked in there, including Shelby's personal Cobra (CSX3178), his continuation GT350 convertible, a twin-Turbo Pantera, and a few other snakes. Shelby joined us for lunch here, but it was obvious he was in a great deal of discomfort. He had a knee operation shortly before the Convention, and it was both-



**Moon Equipment Co. in Santa Fe Springs – the headquarters for all those "Mooneyes" logos. This is where Carroll Shelby used to sell his Goodyear tires. This is the place where Shelby and Moon put together the first prototype Cobra, behind the garage door on the far right.**

***"This year SAAC put together the "drawing cards" that would pull them in, from all corners of California, the country and the world."***



**6501 West Imperial Highway – a hanger on the edge of LAX, that Shelby America used as their production facility to build 1965 & 66 GT350's.**



## SAAC 27 A Mystical Trip Back to the Past by Jeff Burgy (Continued)



Shelby's Daytona Coupe and CSX2000 (the first Cobra) on display at the track. Carroll Shelby also still owns CSX2589, the LAST 289 roadster built and CSX3178, his personal big-block car. CXS3178 is now red and was up on jack-stands over at Shelby's tire warehouse in Gardena.

*"Many legends were born and nurtured at Riverside, many of them involving the Cobra."*



The "first 427 Cobra" the "Flip-Top", or "The Turd" has a lot of history and a lot of names. It started life as a 289 Cobra, then was re-bodied by Shelby with the famous flip-top bodywork (a one-off). The power was a souped-up 390 "lightweight".

bothering him. This lunch was the only event Shelby made for SAAC 27 – the doctor ordered him "back to bed!" and he was unable to attend the rest of the convention. Shelby was able to address the Evening Program attendees Friday and Saturday night via cell-phone. The Magical History Tour ended up in a shopping mall that was built where Riverside Raceway used to be. It was really pretty sad for a bus-full of car nuts to see this kind of "progress". Many legends were born and nurtured at Riverside, many of them involving the Cobra. We stood amongst the daily drivers in the parking lot at the edge of the mall, and tried to envision our favorite drivers sliding through the corners, leading a pack of Corvettes and XKE's to humility. At the conclusion of the tour, participants were given cloisonné emblems representing each Shelby facility they had visited, and a piece of the wall from Turn 9 at Riverside. Treasures to commemorate a trip that really was a wonderful, unforgettable Magical History Tour.

The balance of the Convention was pretty much like any other – lots of beautiful cars, loud pipes, exotic parts, and interesting people. Being in Southern California, there was no shortage of genuine Shelby Cobras. It seems there are a lot of them still residing in Southern California. There also were a lot of current CSX4000 and 7000 series cars present. The Cobra Vintage race would be dominated by new Shelby

Challenge cars (though several originals did put up a good battle). There were quite a few Shelby Series I cars on hand, too. Shelby's Daytona Coupe, as well as CSX2000, the very first Cobra, were there, too.

The car show was huge, and included all kinds of Mustangs, Shelys, Cobras, Tigers, Panteras, Falcons, Comets, Cougars, nearly any kind of high-performance Ford product you could think of. There was a Le Mans Tiger, the famous "Flip-Top" Cobra 390 Lightweight car, and several other Daytona Coupes. The weather, being Southern California, was cooperative the entire weekend – sunny and warm, ideal for checking out all of the exotic cars in the pits and car show area.

The Vintage Races were another highlight of the weekend. There were more than twenty entries in the Cobra/GT40 race, and over forty entries in the combined Shelby Mustang/Trans Am car race. To keep people out of trouble, portions of the high-speed bank were blocked off, and the course went out into the twisties of the road course. The bleachers above the hot pits were a great spot, where you could see the cars on just about every section of the track. There was some really good racing going on, providing many anxious moments for Cobra fanatics as we watched original Shelys and Cobras dice it up with current Shelby Challenge Cars and vintage racing Mustangs, Comets, and Falcons. The Cobra race was one by

one of the Shelby 4000 series Challenge cars, and the Shelby/Trans AM race was one by a very fast Mustang fastback.

I have been to EVERY single National SAAC Convention ever held (plus three SOA Conventions before that), and SAAC 27 will always be one of my favorites. If you missed it this year, you should try to make it NEXT year!



## Carburetor Sizing Thoughts *by Mike Riemenschneider* (e-mail; mriemens@aol.com)

### Double pumper versus vacuum secondary

First let's be sure what a double pumper is. It is a carburetor with an accelerator pump for both the primary (front) and secondary (rear) venturies of the carburetor. The secondaries are always mechanically actuated. With a mechanical secondary all four barrels are opened whenever you stomp on the throttle. With a vacuum secondary carburetor the secondary only opens when there is a proper amount of air flow through the carburetor.

### Proper air flow size for your engine

Carburetors work much better when they are flowing a significant amount of their rated air flow. For this reason mechanical secondary, or double pumper, carburetors often do not work well on street cars. A double pumper carburetor will be up to twice as big as a vacuum secondary carburetor at low engine speed and can easily over carburetor the engine causing it to be flat and unresponsive at lower engine RPM. Double pumpers work best on real race engines where you stay at the upper end of your RPM band most of

the time. They work the worst with automatic transmissions with stock rear axle ratios and stock torque converters.

Determining the best carburetor for your engine involves MANY factors. First what is the pumping capacity of your engine. The formula CID times maximum RPM divided by 3456 will tell you the pumping capacity of your engine if you had 100 percent efficiency, you don't normally on an aspirated engine. The attached chart makes this part easy. You can generally go 10 to 20 percent higher than the rating and trade off low end throttle response for a small amount of top end power. Normally a carburetor slightly smaller than recommended will be more fun to live with than one larger than recommended. This is especially true of automatic transmission cars. Next, what are you going to use the car for. If it is a fun street car you want to stay with a smaller carburetor. If you are going racing a double pumper may be a good idea. Higher numerical rear axles and high stall torque converters will lean you to a larger carburetor. That said, remember larger is often not better.

### Manual versus automatic choke

First, the choke is only necessary when the combustion chamber is cold and the fuel is not being vaporized properly. It only works for the first 60 to 90 seconds of engine operation. After that it is just going along for the ride until the next cold cycle. In late spring, summer and early fall it is not hard to live with no choke and many people do. You will need to warm up the engine for about 60 seconds by holding the throttle above idle. If you are going to use a choke, do you have headers on the car? If you do there is no way to get enough hot air to work a hot air choke (the kits sold by some header manufacturers DO NOT WORK). You must run a full electric choke to use an automatic choke. If you do you must be sure that your power source does not come from the ignition. If it does you WILL have performance problems. The other option is to run a manual choke using a cable with you operating the choke for the first 60 seconds or so. With manual chokes you have to remember to keep pushing the choke cable in.



428 Cobra Jet Holley Carburetor rated at 735 CFM with vacuum secondary and automatic choke

***"Carburetors work much better when they are flowing a significant amount of their rated air flow."***

## Build Your Own Race Car *by Mike Nyberg*

Ever thought about building your own race car? CDC Racing (a new division of Classic Design Concepts [(248) 624-7997] [www.classic-design-concepts.com](http://www.classic-design-concepts.com)) may have just what you are looking for. They are now the exclusive distributor of Mustang bodies in white. The selling price is an amazingly low \$1400, when you consider nearly all are painted. Many of the bodies

are rejected by Ford, because the paint is too thick. This is a much cheaper foundation for that new drag or road race car, than tearing up a good street car or starting with a rusted out hulk. CDC Racing will, also, be offering (4) kit packages to complete the car, with options in many of them. 1- Exterior Package including front & rear fascia and side moldings; 2-Suspension

Packages; 3-Drive Train Packages with engine options and 4-Interior Trim Packages. Scott Hoag, of CDC Racing, said their goal is to provide the serious enthusiast with all the components to build a good, high quality, reliable and fun to drive race car. They are targeting to provide all this for under \$25,000.



CDC Racing's Mustang body in "white", most of which are already painted.

**Shelby America Automobile  
Club - Motor City Region**



Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby America and/or Ford Motor Co.

Monthly Meeting, First Thursday of ea. Month  
7:00 pm at Mama Mia's Restaurant  
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West of Inkster Rd.

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**We're on the Web!**  
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## 2003 Events Calendar

+ **Holiday Party** Dinner  
party on Train..... Jan 25<sup>th</sup>

+ **Winter Swap Meet** at  
Gorno Ford in Lincoln  
Park..... Mar. 2<sup>nd</sup>

+ **Show 'n Go XXVII** (the  
Show part) at Ford World  
Head Quarters in Dear-  
born..... June 1<sup>st</sup>

+ **Driver's School** (the Go  
part) at Waterford Hill in  
Waterford..... June 2<sup>nd</sup>  
(Monday)

+ **Hot Laps at Ginger  
Man** in New Haven.....  
July 28<sup>th</sup> (Monday)

+ **Waterford Open  
Track – Labor Day Clas-  
sic** in Waterford..... Aug.  
31<sup>th</sup>

+ **Waterford Open  
Track – Harvest Happen-  
ing** in Waterford..... Oct.  
5<sup>th</sup>

+ **Fall Color Tour to Chi-  
cago**..... T.B.D.



Audrey Zavodsky, Visteon Race Car Driver, testing a CDC Racing's prototype "R Type" kit car at a Shelby Club open track event. (See article on page 5)