



# Shelby Life

Shelby American  
Automotive Club – Motor  
City Region

Volume 28, Issue 2

April 2003

## President's Corner *by Tom Greene*

I've included a photo of one of our past events – it is of the winning team for the pit stop challenge held at the holiday party at the Ford Conference and Event Center. I've included it because this photo says more about our club members and their ability to have fun while supporting each other than words possibly can. 2003 will be another year for the club to demonstrate that characteristic. We have significant evidence already with just over half of the first quarter gone.

The first example of things going well for the club this year was our Swap Meet that we annually hold at Gorno Ford – we have had a long and very good relationship with George Gorno and all the fine folks working at his dealership. George has long been a supporter of our club. He owns a Shelby of his own, among several other very desirable cars as well. Clearly, it is good to have a dealer that is a fellow enthusiast when it's time to buy that daily driver; I hope you remember that when it's time to buy a Ford product. As I am sure you have heard me say before, our club is more



### SAAC-MCR: The winning team

about the people than the cars – of course, the cars ARE the common bond that get us together in the first place.

The swap meet was a great success for both the vendors and the spectators. The people with things for sale met people with a need for those things, and much of their wares found new owners. So much so for the people in the write up area spaces, that most of them had so little left for sale by 1:00 pm or so, that they packed up their few remaining articles and left early. Both the vendors and the people who had made some great purchases left happy. It's a rare event when a collection of nearly 1,000 people (our members, plus vendors and browsers totaled at least this many people) has no conflict or

uneasy encounters, and while neither the club members nor the vendors were the cause of any discord, we did have a report of one of the browsers causing a very uncomfortable situation in the service area. He was reported to be using particularly inappropriate language and in a particularly loud voice. All any of us can do if we witness an event such as this, is offer the offender his entry fee back and invite him to leave. It is our obligation as members to take action in the face of such events – either by directly acting or promptly getting one of the officers. So I don't dwell on the one negative of the day, it's appropriate to remind everyone of the overall success the swap meet provided. We were fully supplied with our equipment,

*(Continued on page 10)*

## Inside this issue:

2003 Competition Report	2
Membership Report	2
Carburetor and Parts ID	3
Grand-Am at Daytona	3
What Do You Call This Car?	4&5
Build Your Own Race Car	6
22nd Annual All Ford Swap Meet	7
WHRR Social Event	7
Motor City SAAC at Autorama 2003	8&9
Events Calendar	Last

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## 2003 SAAC-MCR Track Events *by Darius Rudis* [druids@DariusRudis.com](mailto:druids@DariusRudis.com)

This is my first year as Competition Director, and was left with a VERY solid foundation from the previous director Bill Rowe. Thank you! There are a few changes that will occur this year and I will address these in this article.

### REGISTRATION:

The "optional" online registration/payment was given the go-ahead at the last SAAC-MCR club meeting night and will begin development very shortly. I say "optional" because you will have the choice of online registration, yet continue to have the old mail-in registration sent to my home address:

Darius Rudis  
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The online registration will allow you to input the information (name/address/vehicle/rungroup...) and hit <SUBMIT> and register the paperwork that way. This makes it easier for me, as I don't have to re-key the information, avoids typing mistakes, and I will have the information in a spreadsheet that I

can simply cut/past as I plan the run groups.

The next step is to submit payment. The optional online payment option will be thru [www.paypal.com](http://www.paypal.com) (also, yet to be developed). Those familiar with this process will welcome the ease of submitting your registration and payment from your keyboard. Those of you that still prefer to write a check, can still submit the check thru the mail (with/without) registering online.

NOTICE: You are NOT registered until we receive payment. You get an email confirmation (if available) that we received payment, either by check or Paypal.

### COSTS:

The rates for Waterford rental went up substantially (ok, 60% increase)! With that, we looked at our operating costs and planned a 2003 budget. The effect is that the registration prices will go up. How much? Well, with containing the other expenses (ambulance, insur-

ance, plaques...), we can hold the increase to \$15. Thus the new rates for Waterford are \$85/\$100 for member/non-member, respectively. GingerMan will be \$115/\$130.

### SCHEDULE:

The Motor City Region holds four track events a year. Three are at Waterford Hills Race Course and one at GingerMan Raceway (in South Haven, MI). The first event this year will be "Show and Go XXVIII" (the "GO" part) held on June 2nd 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.

As with all our events, 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 is the schedule of events:

**MONDAY - JUNE 2nd DRIVERS SCHOOL** Waterford Hills Road Race Course - Clarkson, MI

**MONDAY - JULY 28th HOT LAPS AT GINGERMAN** GingerMan Raceway - South Haven, MI

**SUNDAY - AUGUST 31st LABOR DAY CLASSIC** Waterford Hills Road Race Course - Clarkson, MI

**SUNDAY - OCTOBER 5th HARVEST HAPPENING** Waterford Hills Road Race Course - Clarkson, MI

Competition Director,

Darius Rudis

For additional information you can contact me at [druids@dariusrudis.com](mailto:druids@dariusrudis.com) checked hourly, and is much easier (and preferable) over telephone (313)248-7402.



Renew your membership now and enjoy the club fellowship and benefits

## Membership Report *by Rich Tweedle*

As of the end of the meeting, March 6<sup>th</sup>, we have 94 members for 2003.

### New members for 2003

**James & Suzi Brock, Jr., Brian Greene, Jerry Helfman, Michael McDonough, Bruce Rubadeux, Kurt & Sharon Schwamberger and Robert Whipple.**

**Gary & Cindy Roys are past members returning after a few years absence.**



## Holley Carburetor and Parts Identification *by Mike Riemenschneider* (e-mail; mriemens@aol.com)

Looking for a Holley carburetor, for your Ford, at the swap meet? If you are looking for an original carburetor, how do you know what to look for and does the one you are looking at have the correct components on it? The attached charts (located at the end of the newsletter) will tell you what each carburetor was originally used for. It will also help you with identifying the metering blocks, which are an item that can be incorrect.

The metering block is between the bowl and the main body and will have a four, digit number stamped on the top face. All Holley carburetors on the attached charts will have a primary metering block, but, some identified by a two digit number in the (S) column under meter-

ing block have a metering plate, which is inside the bowl and not identifiable until disassembly. This is in place of the metering block. Newer Holley carburetors sometimes have both the metering block ID number stamped on the top face and the Holley main body list number.

If you are looking at a carburetor that has center pivot bowls you should check to see if the primary bowl is tapped on both sides for a fuel inlet. This is unique to the Ford hi-performance applications and these bowls are getting hard to find.

You should check the base plate for cracks or weld repairs. Are the throttle shafts free? Are all components there? Some com-

ponents are getting hard to get. These are just some of the things that need to be checked.

Another area, if you are into concours restorations, is date codes. Original Holley carburetors (ones that came on a car) have three digit date codes. The first number is the year of the decade, the second number is the month (one to zero, one being Jan, A is Nov and B is Dec) and the third is the week of the month. Your carburetor can't be newer than your car. Some factory service carburetors also have three digit codes, but they will be shown on the chart as service in the application column.



**Does this Holley Carburetor have all the correct parts?**

***"If you are looking for an original Carburetor, how do you know what to look for and does the one you are looking at have the correct components on it?"***

## Grand-American Cup Series Race at Daytona Speedway *by Jay Schultz*



The photo to the left was taken at the opener for the Grand-American Cup Series race held at Daytona Speedway (during the Rolex 24 hour weekend) on 1/31/2003. The #30 Mustang Cobra R started 12<sup>th</sup> overall in a field of 56 cars, of mixed classes. Competing in Grand Sport II class, the Frederick Motorsports Cobra R sponsored by Steeda and Royal Purple was piloted by Andrew Kopperl of Westwood, Mass. and David Brown of Pahrump, Nev. The team finished 16<sup>th</sup> overall and 5<sup>th</sup> in class after a 2.5 hour Enduro with an average speed of 95.401.

You can see many more pictures from this race and other motorsports events at Jay Schultz's website: [www.imagesofmotorsport.com](http://www.imagesofmotorsport.com).

**Frederick Motorsports Cobra R sponsored by Steeda and Royal Purple Photo by Jay Schultz**

# What Do You Call This Car?

by John Logan



John Logan's Unique Cobra

Call it a **Copy**, call it a **Replica**, or call it **Recycled**, but **don't** call it a **Kit Car**.

For years, I wanted to build a car. Not a kit car, but a car with my own engineering and retro styling. It must have the latest technology in powertrain and suspension components and hopefully, they would be available from junkyards. Ford Motor Co. occupied most of my time for 38 years but I did however, stock up on generic parts and accumulated the tools that would eventually allow me to pursue the goal. During my first Ford retirement, a "Cobra" consisting of a pile of fiberglass parts and the beginnings of a frame appeared in the classified ads. I hadn't planned on a Cobra but the purchasing those parts set the direction of the project.

There was no aftermarket source for the parts that were required to tie late model com-

ponents together, so I designed and built my own. My favorite design tool is my CAD system. In my shop, that stands for "Cardboard Aided Design".

Here is a description of the major features of the car.

## Frame

The partial frame I bought had two good features. A Mustang II front suspension crossmember and an "X" member was welded between the main rails. The Mustang II (That sounds better than Pinto.) has a very good geometry and there are rebuild and upgrade parts are available. The "X" member between the main rails corrects the major deficiency of most Cobra frames by nearly doubling its torsional rigidity.

To provide attachment points for a four-link independent rear suspension, a sub frame from a Lincoln MK VIII was cut, narrowed 2 1/2 inches and welded to the main rails. Aluminum was used for front and rear structures from the centerline of the wheels to the bumper attachments to reduce the vehicle's polar moment of inertia.

## Body

Now, for the pile of fiberglass called the body. There were seven molded panels, that when glued together, formed the body. With the

completed frame serving as a fixture, the parts were mounted to it, then located with brackets and glued. The doors, hood and trunk outer panels were glued to the inner panels with the hinge and latch reinforcements. Trunk floor and wheel-house panels were formed from aluminum using a sneaker press.

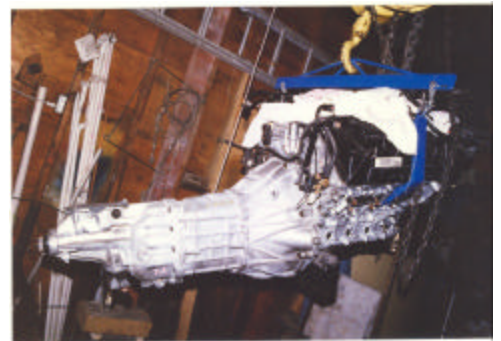
With the ability to buy a whole fixtured body from many kit-car suppliers, this process is definitely not recommended!

## Powertrain

I wanted a Ford, state-of-the-art, V8 powertrain for the car so I chose the 4.6 Liter, 32 valve, 4 cam aluminum engine. At the time, it was only available in the Lincoln MK VIII. The transmission is a T-45 five-speed from a 4.6 L Mustang GT.

## Electronics

The Electronic Engine Control (EEC V) was the most challenging part of the project. It took about three months to learn what all the sensors do and how to hook them up. I



Lincoln MK VIII Engine and T-45 Five Speed Transmission

***"My favorite design tool is my CAD system. In my shop, that stands for "Cardboard Aided Design"."***



## What Do You Call This Car? (Continued from page 4)

never did figure out where to oil the processor. Ex-club members Bill Davidson and Brian Fedderoff provided a lot of help along the way and Phil Jacobs gave advice and found me an air meter that was compatible with the EEC V system.

For a while I thought I might have to stick a wire high into the air and have God run the engine but when the wiring was finished and checked and checked and checked, I turned the switch and it fired right up. After it was running, Walt Berti tested the engine with a Star analyzer so we would know what was working and what wasn't. Ford's EEC IV is much more tolerant of missing sensors than the EEC V.

### Front Suspension

The Mustang II front suspension was rebuilt and modified with tubular upper arms and redesigned trailing links to the lower arms to provide clearance for the wide wheels and tires. A power steering rack is controlled by the variable effort capability of the EEC V system.

### Rear Suspension

Adjustable coil-over-shocks run from the frame to the lower aluminum arms of the MK VIII four-link suspension. There is a provision for both suspension rate and height adjustment. The original toe, camber and caster adjustments are maintained.

### Driveline

A short driveshaft was built up,

thanks to Tom Greene who identified a compatible slip yoke for the T-45 transmission. The MK VIII 8 1/2 inch differential pig with a 3.08 ratio drives large diameter "T" Bird Super Coupe half shafts. Kurt Fredrickson re-machined these shortened shafts early in the project.

### Brakes

10-inch front brake disks are from a '70's Monarch and rear brakes are from the MK VIII. The dual master cylinder is an early Explorer and the proportioning valve is 1985 Mustang. A brake and clutch pedal box is also from a 1985 Mustang.

### Wheels and Tires

New forged 17 X 8 aluminum Mustang GT wheels and 245 X 45 X ZR17 Goodyear tires were purchased. The MK VIII rear hubs with a metric bolt circle were re-drilled to fit the 4 1/2 inch wheel bolt circle.

### Instrumentation

Original Cobra style Smiths/Jaeger gauges are wired together with a '60's English car harness and Lucas switches usually turn things on and off. These components guarantee an introduction of the real charm of "Lucas, the Prince of Darkness", to the car. A MK VIII relay and fuse box is wired in to protect the system.

### Interior

Rather than use the barrel type Cobra seats, a pair of leather Taurus SHO seats were ruth-



**Modified Mustang II Front Suspension**

lessly narrowed, shortened and lowered to fit in the car. They still have the electric side bolster and lumbar adjustment.

### Paint

My son, John resurfaced the total car and painted it with "Base Coat/Clear Coat" PPG paint. The color is called Patriot Pearl Metallic Red.

I want to thank a lot of others not mentioned here, for their interest, suggestions and help. I especially want to thank the Julio Brothers who provided an attitude re-adjustment when things weren't going well.

***"Ex-club members Bill Davidson and Brian Fedderoff provided a lot of help along the way and Phil Jacobs gave advice and found me an air meter that was compatible with the EEC V system."***



**Mark VIII Four-Link Rear Suspension**

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



**From a Dream to Reality.** This is what your completed race car could look like. This is a CDC Racing/MRT kit car photographed at a SAAC-MCR, Waterford Hill track event.

CDC Racing (a new division of Classic Design Concepts) [(248) 624-7997 or [www.ClassicDesignConcepts.com](http://www.ClassicDesignConcepts.com)] and MRT [Mustang Racing Technologies ([www.mustangracing.com](http://www.mustangracing.com))] have partnered to supply component packages to help you build your own race car. They are currently selling new Mustang "bodies in white" for \$1400. They obtain the bodies from Ford Motor Company. Many are painted and in some cases rejected by Ford, because the paint was too thick.

You can build a race car by purchasing a body in white and OE

component packages from CDC Racing. MRT, in addition, will offer performance components to finish your project. Scott Hoag, of MRT said "their goal is to provide the serious enthusiast with all the components necessary to build a good, high quality, reliable and fun to drive race car." They are targeting to provide all this for under \$25,000. Also, if you have a Mustang you are currently racing or thinking about racing, it can be upgraded with the component packages they offer.

CDC Racing has developed

(6) OEM component packages and they are developing additional packages. The OEM packages currently available are Body Exterior, Brakes, Steering, Cooling, Cockpit and Fuel. View the CDC Racing and MRT websites for availability and pricing of OE and high performance packages such as power shifters, competition seats and racing suspension.



### Cooling Package

"The best cooling system comes straight from the Ford factory."



### Cockpit Package

Ford OE essentials that are robust for racing applications



### Steering Package

Includes power steering lines, rack and power brake hydra-boost



### Fuel System Package

This serious fuel delivery system will handle over 450 hp.



### Brake Package

OE Parts that balance affordability with reliability.



### Exterior Package

An incomplete package shown, it will include (48) parts necessary to complete the exterior.



## The Shelby Club's 22<sup>nd</sup> Annual All Ford Swap Meet at Gorno Ford *by Kurt Fredrickson*

The Shelby Club's 22<sup>nd</sup> Winter Swap Meet was held at GORNO Ford on March 2, 2003. First, I have to thank the people who made this event possible, George Gorno along with his daughter Cindy, who opened up the dealership on time. The dealership was nice and clean, as every year, they take pride in having the shop floors shine. This year I received less calls than the previous year, and with the economy still waiting to see how the middle-east turns out, there are a lot of doubts out there. By 9:00 am we were around 70% sold out for vendor spots, so it wasn't going to be that bad of a day and also the weather gods were being nice to us, because the weekend before we had a foot of snow dumped on us but for this day, no snow and the streets were clear. The public came, but

that too was a little lighter than in past years, but still worth it. For the past 15 years I have been involved in working the swap meets. First, I collect money from the vendors and then cleaned the floors, after the crowds leave. In the past 8 years I have been elevated to handling the calls from the ads placed in the papers and taking reservations from the vendors. I make a swap-space map that fits the dealership and the vendors so everything runs smoothly Sunday morning, when all the vendors want to move in at the same time. It makes for a very interesting morning. The reason it runs so smoothly is all the volunteers that come early and stay late like my wife Darlene who shares my enthusiasm in the Shelby club, Mike Nyberg, Bud Koss, Randy & Kathy Betki along with workers Nick, Rich Tweedle, Tom Greene, Dale

Rabe, and Mike Beattie

I thank you so much for helping make the Swap Meet go as well as it did. I hope I didn't leave anybody out.....Kurt Fredrickson



**People with things to sell meet people who need those things.  
Photo by Rodney Beckwith III**



**Bud Koss gets a deal on rare part from Ray Stitt of Thunderbolt Ford Parts. Photo by Rich Tweedle**

## Waterford Hills Road Racing Social Event *by Rich Tweedle*

On Sunday, September 29<sup>th</sup>, we held a social event out at Waterford Hills Race Course. This was the last scheduled day of racing for the year. About 20 fellow club members, family and guests convened outside the fence near turn 6 where we had two pop-up awnings set up, supplied by WHRRI and Phil & Arlene Jacobs. Parking was also roped off for us and a good collection of cars showed, Mike Nyberg's '70 Boss 302, Randy Knox's '67 Shelby GT500, Tim Young's '67 Mustang Fastback, Matt Dunlavy's '66 Mustang

2+2, John Logan's '99 Mustang Cobra, Craig Shefferty's '67 Shelby GT500, Kurt Fredrickson's '69 Shelby GT500 convertible, Bill McCune's '01 Focus ZX3 (very non-stock), Scott Reynaert's '68 Mustang, My '85 1/2 Mustang SVO and, of course, Phil Jacobs' '68 Shelby Mustang Trans/Am race car.

Lunch was catered by the track concession and actually quite good, along with a container of lemonade and a cooler of ice.

During the afternoon worker break, members were allowed

to take their cars out for an extended "track tour". Though paced, we still did some pretty good laps and got our jolt of needed speed, at least until next week's Harvest Happening event.

As good as the weekend was for us, member Steve Hynes finished the day with a win in ITC class and is the track class champion in ITC, driving his black '95 Mustang Cobra R.



**Phil and Arlene's '68 Shelby Mustang Trans Am race car at the Waterford Hills track event**

## Motor City SAAC at Autorama 2003 *by Jeff Burgy*

Motor City SAAC was very well represented this year by members Mike Friedlander, George Huisman, and Paul Rebmann. Paul brought his beautiful dark green 427 Cobra, which was displayed in the "Cowtown Cruiser's" club display. The sparkling Cobra provided quite a contrast to the early thirties-style rods that made up most of the rest of the Cowtown Cruiser's display. George Huisman, of Classic Design Concepts in Walled Lake, brought his newly completed ERA GT40. The car is absolutely stunning in a dark pearlescent Porsche Lapis Blue with White Pearl stripes. Special stripes and graphics mimic those seen on the pre-production prototypes of Ford's new GT (the one they call just Ford GT instead of Ford GT40, because they sold the rights to the "GT40" name many years ago, and the current owners of that trademark were unwilling to give it up).

Mike Friedlander brought THREE Shelby cars to AutoRama - a really sweet "arrest me red" 289 Cobra, and two 1966 GT350's decked out in Wimbledon White with Guardsman blue stripes. The 289 Cobra is refreshingly stock, with chrome wire wheels, no scoops, and no roll bar. The car had a real powerhouse under the hood, though, where a quartet of Weber 481DA's with short stacks feed the healthy little 289 HiPo power-plant. Many people who came

by at the show had never seen a 289 Cobra, and some had never even heard of it. The big-block Cobra seems to get most of the press, even though the small-block cars were the ones that won the World Manufacturer's Championship for Shelby American.

Mike's GT350's were both race cars at one time. He has since put one back into street trim, and swapped some of the "R-car" parts off that one onto the other one. His "street" model still has a roll bar and a racing apron front end. This car has plenty of "get-up-and-go" with a Paxton supercharger sitting under the hood. The second car is set-up for SCCA racing, with a cage, racing apron, fuel cell, modified suspension, American Racing mags, and an "R-Model" plexiglass rear window. Legend has it that his race car has never been licensed for street use, the original owner in Iowa raced the car many years ago, and it has always been set-up as a track car. The car was in very nice shape for race car, in fact, good enough to win First Place in the class for Vintage Race Cars - congratulations, Mike!

Paul Rebmann won a Third Place in Domestic Sports with his 427 Cobra, and George Huisman won First Place in the Handbuilt Sports Class - congratulations, guys!. A very good week-end, with all of our SAAC members taking home some of the gold.



Paul Rebmann's dark green 427 Cobra



George Huisman's blue ERA GT40.



Mike Friedlander's three Shelby cars



## Motor City SAAC at Autorama 2003 *by Jeff Burgy (Continued from page 8)*

As usual for the Detroit AutoRama, there were a LOT of really nice and interesting cars on display. Chip Foose, the famed rod builder who built last year's Ridler-winning entry, had a stunning silver Thunderbird roadster with minor restyling touches. The car looked even better than the stock version, which is a fairly handsome car to start with. Across the aisle from Mike's Friedlander's Shelby cars was Ford's SVT display. In their display was the twelve cylinder mid-engine GT90 prototype, and a REAL, honest-to-goodness Ford GT40. The GT40 in the SVT display was serial number P-1008, the European Press car. Although the car has never been raced, the sign said it probably has seen more time on the race track than almost any other GT40. The car has been repainted several times, in some cases to replicate the colors of the LeMans winning "Gulf" GT40's. It has appeared at Goodwood several times, and is currently in the States helping the new Ford GT team to understand the heritage of the car. The car has been repainted in it's original colors, Linden Green with white sill stripes.

On display near the Ford Motorsports tractor-trailer rig were a few very rare vintage race cars. Two of my favorites in the show (after the two Cobras, these would have been my choices for "cars to take home" with me), were the red B/FX 1965 Comet Cyclone, and the

black B/FX Ed Terry "Quarter Horse" Mustang Drag Cars. Ford powered B/FX drag cars in 1965 featured 289 HiPo engines, with Weber carbs - one my all-time favorite combinations. Both cars were restored to perfection, and looked so much more business-like than the cartoon caricatures of a car that many racers campaign these days. They had all the trick parts, fiberglass fenders and doors, plexiglass windows, lightweight aluminum bumpers, but they still looked like CARS, not cartoons.

Some of my other favorites included a couple black Model "B" roadsters with souped-up flatheads in them (I guess I've been hanging around with Rebmann too long - flat-heads never used to excite me), and Keith Crain's (Automotive News Publisher) two brightly flamed hot rods. Keith's cars, a black '32 roadster, and a black '34 3 window coupe, were a real eye-catching pair. I've seen him out in the roadster before, and it has one of the sweetest sounding flat-heads you've ever heard. All of these cars were more "traditional" rods, the first two looking nearly dead stock, full fenders and all, with just a powerhouse flat-head under the hood. Keith's car's were respaldant in black with brilliant yellow and orange flames highlighting each. They were chopped and channeled (and fenderless in the case of the '32) like traditional hot rods would have been done (only to MUCH higher quality standards) in the days of old.

Many thanks to SAAC-MCR members Paul, George and Mike for taking the time and effort to bring their beautiful cars down to Cobo Hall for the 51st AutoRama.



**Chip Foose's silver Thunderbird Roadster**



**Ford GT40 serial number P-1008**



**Ed Terry's "Quarter Horse" drag car**



**Keith Crain's '32 Roadster and '34 Coupe**



## President's Corner *by Tom Greene (Continued from Page 1)*

brought to the event by Kurt and Darlene, we enjoyed coffee, Danish rolls and muffins supplied by Darlene who did her usual great job of budget shopping so we could offer "breakfast" at a very reasonable price and not lose any money. Kurt did a great job of pre-swap layouts, we watched Videotapes supplied by the library of Rich "Captain Video" Tweedle on the club TV, and in general talked with a lot of very nice people. Randy commanded everyone's attention to address a mis-parked F-Series with the loudest whistle I believe I have ever heard – no need for a PA system when Randy's available. Bud and Mike took care of the door tending duties and general helping for everyone. In short, a typical SAAC-MCR event, lots of happy people (although some were tired), and some great bargains found.

On March 8, it was my pleasure to be a part of the annual Chili cook-off at the home of our most gracious hosts, Bonnie and Craig Shefferly.

Of all our events, I most thoroughly enjoy the events we hold that are just "for us". We got together for some great food, and some even better conversation, some terrific photographic history of the SAAC-MCR provided by Captain Video. Jeff Burgy amazed and impressed all of us by remembering the names of huge numbers of the people who owned the various cars shown in the photos – how anyone can remember that many people without cue cards is just way beyond me. It cannot be Jeff's recent retirement that keeps his memory so sharp – he's always had this most remarkable capability. On those rare occasions when Jeff didn't immediately "name that person", John Guyer was right there with the answer. And – a special thanks to Ben Shiewe for digging through his vintage photo collection

We saw photos of the very roots of our club in the 70's (yep, complete with period garb and hairdo's) – there was a pictorial history of track events at MIS,

some parking lot gymkhanas, club picnics, and lots of fantastic cars – This was a very clear reminder that the cars we love that are now seen more in shows than driving around on the street are the same cars that the members used to drive for the scavenger hunts, rallies and trips to the local drag strips, road tracks and restaurants. We were also treated to the very rare opportunity of seeing a photographic history of Warren Tope's racing career. Ben was a part of the all-volunteer crew for Warren's effort, and Jann took lots of photos as well as keeping the crew fed and organized.

We had a great time wandering down memory lane and enjoying each other's company. These are among the best of times, and a very clear reminder that the club is at least as much about the people as it is the cars.

Tom Greene, President SAAC-MCR

***"... a very clear reminder that the club is at least as much about the people as it is the cars."***

## Great News About the BEST Racing Movie Ever Made! *by Rich Tweedle*

From: Amazon.com

Subject: "Le Mans" (DVD) is available for pre-order at Amazon.com

We're happy to inform you that the movie "Le Mans" (DVD) is now available to pre-order!

If you would like to pre-order this item now, just follow the link below:

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## Abridged SAAC – MCR Meeting Minutes

### January 2, 2003

- Small number of people attended the meeting due to the snowstorm.
- The first 2003 issue of the "Shelby Life" newsletter was distributed to the members present. All other members will receive it via US mail.
- The club is searching for someone to become the Show & Events Director.
- Membership - Rich Tweedle reported 34 people have joined or renewed their club membership thus far in January.
- The Shelby club agreed to offer free 2003 entry fee to the late model truck owner who was treated disrespectfully at the 2002 Show & Go.

### February 6, 2003

- New faces at the meeting were: Gary, Cindy and Kelsey Roys, Robert Wipple and Bruce Rabadeux.
- Competition – Darius Rudis reported he is trying to obtain firm Waterford track event dates. This is proving difficult due to noise concerns by the local community.
- Newsletter – Mike Nyberg is looking for members willing to write articles for the newsletter.
- Show & Events – Kurt Fredrickson will be the director for the Gorno Ford Winter Swap Meet, March 2<sup>nd</sup>. The club is still searching for a 2003 Show & Events Director.
- Membership – Rich Tweedle reported 84 people have joined or renewed their membership.
- Website – Dean Ricci has added new information to the club website. View this new information at [www.scca-mcr.com](http://www.scca-mcr.com)
- Advertising – Dale reported the Winter Swap Meet ads will begin to appear in the Detroit news this weekend and will continue each weekend until March 2<sup>nd</sup>.

### March 6, 2003

- We had 34 people at the meeting, with some new faces; Jerry Helfman and Bob Hartman with some N.O.S. John Kachigian Sr.
- Competition – Darius Rudis reported track costs went up 60% this year because Waterford Hills Race Course needs to build some new walls around the track to reduce noise.
- Financial – Craig Shefferly reported we have \$11,000 in the bank and we made \$800 at the Winter Swap Meet.
- Editor - The next issue of the Shelby Life newsletter is targeted for an April 6<sup>th</sup> distribution.
- Show & Go Event – Since no one has accepted the Event Director's position, a committee has been formed for this event. Craig Shefferly will handle registration, Kurt Fredrickson will handle trophies and Tom Greene will handle presentation of the trophies. We need volunteers to help with this event.
- Membership – Rich Tweedle reported we now have 93 members.
- Advertising – The next event to be advertised is the Show & Go Event, June 1<sup>st</sup> and 2<sup>nd</sup>.
- Discussion Topic – The Shelby Club will be able to park their cars together and have a club banner at Ford's 100<sup>th</sup> Anniversary Celebration at Henry Ford II World Center in Dearborn, MI.

**Shelby American Automotive  
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  
27770 Plymouth Rd., Livonia, MI  
West of Inkster Rd.

Newsletter editor; Mike Nyberg  
Phone: 248-969-1157  
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**We're on the Web!**  
[www.saac-mcr.com](http://www.saac-mcr.com)

Mailing Address Line 1  
Mailing Address Line 2  
Mailing Address Line 3

## 2003 Events Calendar

+ **SAAC 28**, the Shelby American Automobile Club National Convention in Nashville, TN (saac.com) ..... May 23-25

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

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

+ **Ford Motor Company 100<sup>th</sup> Anniversary Celebration** at Henry Ford II World Center in Dearborn (fordcentennial.com)..... June 12-16

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

+ **Mustang Club of America 2003 National Show** at the Hyatt Regency in Dearborn (stampedetodearborn.com)..... Aug 8-10

+ **Waterford Open Track – Labor Day Classic** in Waterford..... Aug. 31<sup>st</sup>

+ **Tennessee Region Shelby Automobile Club Annual Ford High-Performance Fall Meet** in Falls Creek, TN State Park. Contact Carl Phillips (615) 826-0869 or [www.shelbyracer.comcast.net](http://www.shelbyracer.comcast.net) Sept. 12-14

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

+ **Fall Color Tour to Chicago**..... T.B.D.



A Sign We May See in the Near Future. Photo supplied by Tom Green. I didn't know he owned a Shell Station.