



# Shelby Life

Shelby American  
Automotive Club – Motor  
City Region

Volume 28, Issue 3

July 2003

## President's Corner *by Tom Greene*

It has been a FANTASTIC year thus far. We have had a good swap meet, a safe and educational driver's school, a fantastic SAAC national convention in Nashville, Tennessee – and the Ford Centennial was simply the best event ever it has been my pleasure to attend. Simply viewed, it's a great year to be a car nut.

Included in this edition of Shelby Life is a photo contributed by long time member Ben Schiewe. It has our past national rep and his lovely bride as the subjects along with some well-written captions. This is one of the things that helps to define this club – the contributions that each of the members make and the good-natured approach every one has.

Gary Roys is helping the club move forward with plans for a terrific Show 'n Go 28 (and yes folks, NEXT year's event is Show 'n go 30 – this is due NOT to an "accounting error" – but more specifically a "counting error" made many years ago. Imagine that; a 30<sup>th</sup> anniversary of our Clubs events, and many of us are just barely old enough to have been at the first one. Well, OK Some of us, errrrr, maybe a FEW of us are barely old enough to remember.

But back to the Centennial; We had SAAC-MCR club members who volunteered to work 14+ hour days at the event.



## Ford Centennial, simply the best event ever!! *Jay Schultz photo*

Rich Tweedle was supervising a volunteer crew that included Darlene Fredrickson – who was injured in the line of duty. While helping someone on the tram, she jumped from one side of the coupler to the other and got her foot caught resulting in her breaking her elbow in the fall – BUT – she was back on the job the next morning, cast and all. What a trooper folks, she can include in her resume that she "plays hurt". Thanks Darlene. John Logan, Tom Boughman, Craig Shefferly and Jeff Burgy – we thank you for your dedication as well. You are among those that can always be counted on for going the extra mile. A special thank you to Austin Craig – few people know the incredible gravity field this person has around him. His pull got us some prime locations for the club display and several club members' vehicles being displayed in

VERY prominent locations.

There are many other members who distinguished themselves as well with everyone there contributing to the well being of others in some way or another. Erin Lindsay loaned her battery-powered air pump to "prop up" a Lightning, several of us pushed Mike Friedlander's Boss 429 from Gate 1 to it's parking place after it became unwilling to fire after a long highway run (love those rear-mounted batteries). There were MANY other acts of kindness along the way. I am proud of the members of this club for everything they do – we all go out of our way to make the places and people's lives with which we interact better than the way we found them.

Thank you all, you have earned the right to be VERY proud.

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## 2003 SAAC-MCR Track Events The "GO Part" of Show & Go XXVIII

by Darius Rudis ([drudis@dariusrudis.com](mailto:drudis@dariusrudis.com))

The SAAC-Motor City Region held the "GO" part of their annual Show & Go XXVIII on June 02, 2003. This year we postponed the Show due to the Ford 100<sup>th</sup> Centennial, but that is another story.

The "GO Event" is the first track event this year, and is classified as a driver's school. This event is designed to teach you the proper line around a racetrack and make you a better driver in a safe and controlled condition. The students 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 driver's license and must wear seat belts and a

SA2000 (not motorcycle) 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 54 drivers registered. We had a few small nuances of getting things running smooth, and will incorporate what we learned into the next event. Many thanks to the instructors that went out of their way to accommodate the MANY new first time students, as well as thanks to the Fredricksons for preparing and serving a nice lunch.

There were a few minor incidents



**Gardening at Waterford Hill Driver's School** *Darius Rudis photo*

**"Turn #1"**  
*Darius Rudis photo*



Renew your membership now and enjoy the club fellowship and benefits

## Membership Report *by Rich Tweedle*

As of the end of the meeting, June 5<sup>th</sup>, we have 105 members for 2003.

### Additional New members for 2003

**Sean Foltz, Rick & Linda Guilfoyle, Matt Foley, Jarrod Kings Geoffrey & Patti Wilson, Chris & Bonnie Patten and John & Jaquetta Heflin.**



## The "Go Part" of Show and Go XXVIII (Continued from page 2)

at the track. One White Cobra came out of Swamp Curve a little wide, and gave the corner-worker in turn one (and a few others) some sweeping to do, to clean up the sodding of the pavement. There was also a Mystic Cobra that broke a steering component (bumpsteer bolt, and no real harm done), and was hand-pushed off the track, and later made it back to the pits under his own power. Thanks to all those who helped, and especially to all the drivers that used their heads, and proceeded to exit the track in a safe manner.

From the compliments of a great run event, it appears that everyone had a great fun day and should be back for more. Now lets all get ready for the July 28<sup>th</sup> event at GingerMan Raceway.

p.s. I posted some

pictures of this event off my homepage <http://www.DariusRudis.com>.

Competition Director

Darius Rudis



**"Tower"**

*Darius Rudis photo*

**"Foci"** *Darius Rudis photo*



**"Cobra"** *Darius Rudis photo*





## The 100<sup>th</sup> Year Anniversary of Ford Motor Company Celebration *by Mike Nyberg*



**Ford World Headquarters converted to Host the 100<sup>th</sup> Anniversary Celebration** *Jay Schultz photo*

**Phil Jacobs' 1968 SCCA Trans Am Car**  
*Rich Tweedle photo*



**George Follmer's 1970 Boss 302** *Jay Schultz photo*

The celebration of Ford Motor Company's 100<sup>th</sup> anniversary was a once in a lifetime experience. The grounds around Ford World Headquarters were converted to host the festival, which celebrated the achievements of Henry Ford and the company he created. The organizers spent months planning the event and the results were excellent. 3

The event, which spanned five days, opened on Thursday (6/12/03) afternoon, for NASCAR Driver Appreciation Night. People stood in line, in the rain for hours to get autographs of their favorite NASCAR drivers. We stood in line with three grandchildren for three hours to obtain autographs. They were very pleased to get the autographs of their favorite NASCAR drivers. This is how we get people interested in Ford Racing at a very early age.

Many Ford vintage racecars were on display, including club member, Phil Jacobs' 1968 Mustang Trans Am car. Ford supplied this car to the Shelby American team for use in the 1968 SCCA Trans Am Series. Race preparations were never completed for the '68 season and it was not used that year. Since then, Phil has restored it to 1968 Trans Am specification. I was especially interested in George Follmer's 1970 Mustang Boss 302, on display near Phil's car. The Boss 302 was one of two cars that won the 1970 Manufacturers Trans Am championship.

On Friday morning most of the owners of the approximately



## The 100<sup>th</sup> Year Anniversary of Ford Motor Company Celebration *(Continued from page 4)*

3500 classic cars came to the event looking for a place to park and display their pride and joy. Rich Tweedle had arranged to have a special parking lot for the SAAC-MCR members. It was located on the north end of the event site, between the Ford Component Sales tent and food concessions. We were in an ideal location and had excellent weather from Friday on.

Rich Tweedle was a volunteer supervisor responsible for several volunteers. SAAC-MCR member volunteers included Tom Bouman, Darlene Fredrickson, John Logan and Craig Schefferly. Darlene worked on the tram that transported the guests from one celebration event to another. She was injured while preventing a passenger from falling. She fractured her elbow and bruised her face and leg. We hope she recovers quickly.



**SAAC-MCR Banner Displayed at the Ford 100<sup>th</sup> Year Anniversary** *Rich Tweedle photo*

**Rich's Volunteers Hard at Work** *Jay Schultz photo*



**Rich Tweedle's Favorite Vehicle for Checking on Volunteers**  
*Jay Schultz photo*





## The 100<sup>th</sup> Year Anniversary of Ford Motor Company Celebration *(Continued from page 5)*

The Ford Components Sales tent had displays by vendors that manufactured and/or sold parts for classic cars, tractors and trucks. The tent, also, contained several excellent examples of Ford classic cars, including Mike Riemenschneider's 1958 Mustang GT 500 convertible and Jeff Burgy's 1965 289/271 HI-Po white Mustang convertible, 1965 ERA Cobra and 1957 white T-Bird.

**Mike Riemenschneider's 1968 Shelby GT500 Convertible**  
*Rich Tweedle Photo*



One of the special activities at the 100<sup>th</sup> Anniversary Celebration was the Model T Drive Experience. Owners of the Model T's volunteered to drive guests around a course that displayed cars representing the entire 100 years of Ford built cars. Tom Greene's 1966 Mustang GT350 was an excellent example representing the decade of the 60's.



**Jeff Burgy's 1965 ERA Cobra**  
*Rich Tweedle photo*



**Tom Greene's 1966 Shelby GT350 at the Model T Drive Experience** *Jay Schultz Photo*



**A fast Model T Drive Experience** *Jay Schultz Photo*



## The 100<sup>th</sup> Year Anniversary of Ford Motor Company Celebration *(Continued from page 6)*

The club members including myself, Bill Cook and Ed Ludtke brought their 1970 Boss 302's to the event. A Boss 302 owner from Ohio arranged to have (10) Boss 302's parked together for a photo shoot with Parnelli Jones, one of the drivers that won the 1970 Manufacturers Trans Am Championship. He graciously autographed our hats, T-shirts and car parts. It was a very special experience for the Boss 302 owners.

**Parnelli Jones standing next to one of the 10 Boss 302's lined up for a photo shoot and autographs** *Mike Nyberg photo*



The celebration included activities for all ages. The young people enjoyed the rodeo, skateboards on half pipe and the monster trucks. There were town hall meetings for Ford retirees at the other end of the spectrum. Nick Scheele, Chief Operation Officer of Ford Motor Company, gave a speech at the retirees town hall meeting. He talked about the positive future of Ford and thanked the retirees for their contributions. On the stage flanking Nick Scheele were the 2005 Mustang prototype and Craig Shefferly's 1967 Mustang



**Craig Shefferly's 1967 Shelby GT500 sharing the stage with the 2005 Mustang Concept Car** *Rich Tweedle Photo*



**Jay Schultz's 1965 Mustang R Model Replica** *Jay Schultz photo*



**Kathleen Betki's ERA 427 Cobra, Randy Betki's 1966 Shelby GT350H and 1976 Capri RS Prototype** *Rich Tweedle photo*





## SAAC-MCR Was Well Represented at the Ford 100<sup>th</sup> Anniversary *by Mike Nyberg*

### SAAC-MCR Members at the 100<sup>th</sup> Anniversary of Ford Motor Co.

#### Member

Kevin Barnum  
Mike Beattie  
Kathleen Betki  
Randy Betki  
" "  
Tom Bouman  
" "  
Jeff Burgy  
" "  
" "  
Vito Campanaro  
Bill Cook  
Mike Friedlander  
Terry Godzina  
Brian Greene  
Tom Greene  
Phil Jacobs  
Don Kent  
Erin Lindsay  
John Logan  
(Owner-built)

#### Car(s) Displayed at the Event

1986 Mustang SVO  
1969 Shelby GT500  
Cobra 427 ERA  
1976 Capri RS  
1966 Shelby GT350H  
1965 Mustang Convertible  
1966 Cobra 427  
1965 Mustang GT Conv.  
1965 Cobra FIA ERA  
1957 T-Bird  
1969 Shelby 500 Conv.  
1970 Mustang Boss 302  
1970 Mustang Boss 429  
1969 Mustang Sportroof  
1999 Ford Lighting  
1966 Shelby GT350  
1968 Trans Am Car  
1966 Shelby 350 Clone  
1963 Cobra 289  
1966 Cobra Replica

**Brian Greene's 1999 Ford Lighting** *Dan McClain Photo*



**Vito Campanaro's 1969 Shelby GT500 Convertible** *Photo by Dan McClain*



**Ed Ludtke's 1970 Mustang Boss 302 next to Craig Shefferly's 1967 Shelby GT500** *Jay Schultz photo*



**Bill Cooks 1970 Mustang Boss 302** *Jay Schultz photo*



**Rich Tweedle's 1985 1/2 Mustang SVO** *Jay Schultz photo*



**John Logan's 1966 Cobra Replica (Owner Built)** *Jay Schultz photo*







## SAAC-MCR Was Well Represented at the Ford 100<sup>th</sup> Anniversary *(Continued from page 8)*

Member	Car(s) Displayed at the Event
Ed Ludtke	1970 Mustang Boss 302
Dan McClain	1991 Mustang GT
" "	2001 Ford Lighting
Mike Nyberg	1970 Mustang Boss 302
Paul Rebmann	1966 Cobra 427
Mike Riemenschneider	1968 Shelby GT500-KR Conv.
Darius Rudis	1989 Mustang 5.0L LX
John Ruth	1966 Mustang Coupe A/S Racer
Jay Schultz	1965 Mustang R Model Replica
Jim Seisser	1987 Cougar 20 <sup>th</sup> Anniversary
Craig Shefferly	1967 Shelby GT500
Dick Soules	1969 Shelby GT500
Rich Tweedle	1985 1/2 Mustang SVO
Tim Young	1968 Mustang Fastback

**Dick Soules'**  
**1969 Shelby**  
**GT500**  
**(Original**  
**Owner)** *Dan*  
*McClain photo*



**John Ruth's**  
**1966**  
**Mustang A/**  
**S Racer**  
*Dan McClain*  
*photo*



**Dan**  
**McClain's**  
**1991 Modi-**  
**fied Mus-**  
**tang GT**  
*Dan McClain*  
*photo*



**Terry**  
**Godzina's**  
**1969 Blown**  
**Mustang**  
**Sportroof**  
*Dan McClain*  
*photo*



**Mike**  
**Friedlander's**  
**1970**  
**Mustang**  
**Boss 429**  
*Dan McClain*  
*photo*



**Tom**  
**Bouman's**  
**1965**  
**Mustang**  
**Convertible**  
*Dan McClain*  
*photo*



**Darius Rudis' 1989 Mustang 5.0 in the SVTOA**  
**Lot** *Dan McClain Photo*





## Shelby Fanatics Hold Grand Sport Corvette Hostage!!!

by Ben Scheiwe



John and Trish Guyer with Jann Scheiwe just before they were hauled off to jail *Ben Scheiwe photo*

**"They kept chanting something about 'plastic pigs' and 'Cobras Rule'."**

The Corvette Museum here in town has seen its share of car fanatics over the years, but never like the four arrested yesterday after they held the Museum's prize Corvette Grand Sport "hostage" for almost ten minutes before being taken into custody. Wearing Shelby American shirts and jackets, the four refused to turn over the pilfered car keys of the famous race-winning showpiece and "Holy Grail" of Corvettedom to museum officials, who then called police. John and Patricia Judson Guyer, of Winfield, Illinois and Jann and Ben Scheiwe of Orchard Lake, Michigan were promptly arrested.

"They were definitely some of the strangest and most fanatical out-of-towners we've ever booked", said Deputy Chief of Police, Captain Mary Harris. "They kept chanting something about "plastic pigs" and "Cobras Rule", and we thought they were religious zealots, but it turned out that they were just a bunch of Yankee SAAC-MCR club members out for kicks".

The culprits were booked, finger printed and a 1968 Shelby GT 500 KR was confiscated. Police plan on auctioning the car, along with those seized last month during a drug bust, to cover bail bond expenses. The four refused to post bond and declared "We want our day in court to declare our freedom of speech and to denounce all Bow Tie mutations", they said in a joint comment to this paper.

The Guyers caused such a stir, that they were escorted and released at the Tennessee border, where sources said they proceeded to Nashville for a SAAC Convention. The other party escaped and are still at large.

FYI...Mary Harris is married to Jann's cousin Richard Harris, and she is the Deputy Police Chief...I would not want to get caught speeding...





## A 1968 Shelby American Trans Am Car has Resurfaced *by Phil Jacobs*

This car was one of five original cars sent to Shelby American to be used in the 1968 Trans Am series. It was the first car to carry the number "2" on the side. Although it ran in ten races that year, it never actually won a race. But some very well known drivers have driven it. Drivers such as Dan Gurney, Parnelli Jones, David Pearson, Horst Kwech and Allan Moffat have all sat in the drivers' seat. Jerry Titus also drove the car for practices and testing purposes. It was, in a sense, a guest driver car.

After the season ended, all the cars were to be crushed. Teams back then did not want anyone finding out about how they may have "bent the rules" so they didn't normally sell used race cars. But Kar Kraft employee, Tom Tlusty, managed to buy this car, stripped of anything that was bolted on, for only \$1.00! However, he did sign a contract stating that if he ever wanted to sell the car, Ford could buy it back for that same \$1.00 price tag. Tom started to gather the necessary parts to put the car back together. But, somewhere along the way, work on the car stopped and it went back into storage.

I first heard about the car some 15 years ago. I had met Tom at one of our SAAC-MCR winter swap meets at Gorno Ford. He was a SAAC and SAAC-MCR member at the time. He told me about the car but wouldn't talk too much about it and I never got a chance to actually see the car. Unfortunately, Tom ran into some problems, the government seized his property, and everything was put up for auction. Over the years Tom had collected all kinds of items; several parts from Kar Kraft, flat head engine parts, thousands of toy cars, books, posters and more. A gentleman by the name of Matt Lapond, from the West side of Michigan, saw the ad in the paper. He and his friends were

interested in the toy car collection so they went to see what was for sale. When they went to put a bid on the toy cars, they found it all came with a REAL 1968 Mustang. At first Matt wondered what he would do with this old car. After doing some research, he realized what he had found.

His bid was accepted and he brought everything home, the car and enough other stuff to fill two large garages and his basement, floor to ceiling! Thankfully Matt is a car enthusiast and a body man. He has restored and/or built many great cars over his career so this car ended up in good hands. Matt is planning on restoring the car this year and he is planning on taking it to the Monterey Historic Races in Laguna Seca California in August.

Ed Ludtke and I went out to visit Matt and check out this rare find. It looked a little worn but still had the original paint and stripes! And it still has the number "2" on the doors! It was an amazing sight to see a car from the 1968 Trans-Am season just as it was when it was driven off the track the last time it raced. The car still has an R-Model type-racing seat, the same style used in 1968. Could this possibly be the same seat all those great drivers sat in back then? That's hard to say. Either way, this car has a lot of history behind it, and soon it will be making more as Matt plans on being accurate in his restoration. I can't wait to see, and hear, this piece of racing history when it is done.



**1968 Trans Am Car Undergoing Restoration** *Phil Jacobs' Photo*



**First Trans Am car to carry the number 2** *Phil Jacobs photo*



**Interior before restoration** *Phil Jacobs photo*

## SAAC 28 – Shelybys in Nashville *by Jeff Burgy*

2003 was a very special year for the Ford Motor Company, commemorating 100 years as one of the world's leading auto manufacturers. Many of us, who worked for Ford for some of those years, were fortunate enough to participate in the big celebration in Dearborn in June. There was another big celebration of Ford's 100<sup>th</sup> Anniversary on the West Coast in August, during the Monterey Historics Race weekend.



The Monterey Historics ( [www.montereyhistoric.com](http://www.montereyhistoric.com) ) is one of the premier vintage car races in the world. Held each year at Laguna Seca Raceway in Salinas, CA, it is a mecca for all of the vintage Ford iron and Shelby aluminum on the planet. I have tried to make it out for the race whenever Ford or Shelby marques have been honored. To help Ford celebrate their 100<sup>th</sup>, the organizers named Ford the honored marque this year. I was sure it would be a banner weekend for Shelybys, Cobras, and GT40's, and I was not disappointed. Everywhere you looked their were impressive displays Fords, Shelybys, Cobras, Daytonas, and GT40s. Ford had tents set up throughout the pits and paddock with anniversary displays. All kinds of Ford race cars were represented, from dirt track racers, to dragsters, to Bonneville speed cars, to the exotic GT40s and Formula 1 cars.



Famous names in racing were wandering about everywhere in the pits – Pete Brock, Phil Remington, Dan Gurney, Lee Holman, Vic Edelbrock, Phil Hill, and of course, Carroll Shelby. Another treat when Ford is honored at Laguna, is that Nor-Cal SAAC takes over the paved parking areas outside the paddock. All kinds of Mustangs, T'Birds, Shelybys, and Cobras were parked over there. There was another separate area for the Cobra replica ( [www.clubcobra.com](http://www.clubcobra.com) ) guys to park together, too. The parking lot at



**Tom Cotter's 289 Cobra** (Tom is one of the authors of the new book about Holman-Moody) *Jeff Burgy photo*



**HorsePower TV Crew interviews Hank Williams, original owner of CSX2227** *Jeff Burgy photo*



**CSX 3002 427 Competition Cobra in the Shelby tent** *Jeff Burgy photo*



**8000 Series fiberglass 289 Cobra in Shelby's tent** *Jeff Burgy photo*





## SAAC 28 – Shelybs in Nashville *by Jeff Burgy* (Continued from page 12)

aguna Seca during Monterey Historics weekend is like one of the best car shows in the world. There in the rolling hills are Panteras, Ferraris, Porsches, Lamborghinis, Jaguars, just about any kind of exotic car you have ever seen or heard of is there. This was the first place (years ago) that I saw a Countach, and the ONLY place I've seen a BMW M1 or a Lancia Stratos on the road.

The biggest problem with the Monterey Historics (besides the fact it is always the same weekend as the Woodward Avenue Dream Cruise) is that there is just TOO MUCH to see and do. You can't get it all into one weekend. In addition to the races, you have a number of cars shows and collector car auctions going on very close to one another on the Monterey Peninsula. My usual routine for Monterey Historics weekend is to attend the Concorso Italiano ([www.concorso.com](http://www.concorso.com)) show on Friday, the races at Laguna Seca on Saturday, and the Pebble Beach Concours d'Elegance ([www.pebblebeachconcours.net](http://www.pebblebeachconcours.net)) on Sunday. This makes for a car nuts fantasy weekend in automotive Valhalla that is just almost too good to be true.

On Sunday morning, we took off early for Pebble Beach. Past experience had told me it was better to get there early than late. To get to the Pebble Beach Concours, you just drive out to "Seventeen Mile Drive", which is closed to tourists dur-

ing this event, and park your car alongside the road. The scenery along Seventeen Mile Drive is fantastic, with spectacular coastal ocean views everywhere. The Concours sends tour buses out on the route to pick people up, and drop them off in front of The Lodge at Pebble Beach. This year, Ford was one of the honored marques for the Pebble Beach Concours. There were four special judged classes for Ford cars for this event, including one for Ford GT's. The other Ford classes were: Ford Prewar Custom Coachwork; Ford Wood-Bodied Cars; and Lincoln Classis Prewar. It was pretty exciting to see the Ford products on display right beside the million dollar Ferraris and Bugattis. The back-drop of the Pacific Ocean from the lush greens of the Pebble beach Golf Course makes for a truly beautiful setting.

In addition to the classic cars, Pebble Beach also always features an impressive display of automotive artwork put on by the Automotive Fine Art Society ([www.autoartgallery.com/afas](http://www.autoartgallery.com/afas)), where you will find paintings and sculptures of some of your favorite cars done by some of the world's most renowned automotive artists. Here you will find the works of George Bartell, Ken Eberts, Charles Maher, Bill Neale, William Motta, Tom Hale, and many others. If cars, sculpture and paintings aren't enough, there were also a significant number of beautiful

ladies decked out in period clothing strolling around the grounds. You would think some of them stepped right off the advertising pages of those old prewar magazines. The outfits were stunning.

This year featured another special treat in that old "hot rods" were invited to display also. There have been four years now at the Pebble Beach Concours where historically significant hot rods have been invited to display. In addition to the old rods (which by the way, are usually Fords, too) there was a display of automobiles from the studios of Giorgetto Giugiaro, one of the world's top automotive stylists. Giugiaro is credited with the design of the De Tomaso Mangusta, one of my all-time favorite styling cars. The design is still timeless today, looking fresh and lacking the fad styling of either the "jelly-bean" look or the "new-edge" design.

After each day's festivities, we would drive into Carmel and Monterey to watch streams of exotic cars cruise through the beautiful beach-side villages. Everywhere you looked, there were Bugattis, Cobras, Ferraris, Ford GT's, Lamborghinis, Mustangs, Panoz roadsters, Porsches, and Vipers parked or rumbling around. It was a weekend that only comes once a year. You owe it to yourself, if you haven't been out to California for the Monterey Historics, you ought to try it some time.



**Shelby Mustangs trackside on Friday** *Jeff Burgy Photo*



**Dennis Gage and "My Classic Car" crew interview Joe Angeleri, original owner of CSX 2367** *Jeff Burgy photo*



**NOS 289 Cobra right front fender section** *Jeff Burgy photo*



**289 Cobras gathered together for a photo shoot in the Winners Circle at Nashville Speedway** *Jeff Burgy photo*



## **SAAC-MCR Abridged Meeting Minutes** *by Kurt Fredrickson*

### **APRIL MEETING MINUTES**

Meeting was called to order at 8:06 by Tom Greene  
New Face was Jarrod Kings who has a 1967 GT350 Shelby  
Competition Dir : Darius Rudis is setting up Pay Pal on line for track event registration fees  
Financial Dir : Craig Shefferly indicated the club has \$11277.00 cash on hand  
Show Dir : Gary Roys we have six registrations for the show  
Membership Dir : Rich Tweedle We have 99 members

### **MAY MEETING MINUTES**

Meeting was called to order at 8:06 by Tom Greene. No new faces  
Darius Rudis, Competition Director: We now have PayPal on the web site to take care of the track event registration  
Craig Shefferly, Financial Director: The club has \$10,500 cash on hand  
Mike Nyberg, Editors Report: Reminded newsletter authors of deadline for the next issue  
Gary Roys, Show Director : Four more registrations received for the Show 28  
Rich Tweedle, Membership Director : We have 103 members  
Tom Greene is going to vintage race his 66 GT350 this month .

### **JUNE MEETING MINUTES**

Meeting was called to order at 8:06 by Tom Greene. New faces were Shawn and Stephanie who have a 1989 Mustang  
Competition Dir : Darius Rudis We had good weather for the "GO 28" event. 54 cars participated in the driver's school event. There were seven instructors who assisted the new drivers. There were no major mishaps. It was a learning experience for both the new competition director and the new drivers.  
Financial Dir : Craig Shefferly indicated the club has \$6,738 cash on hand  
Editors Report: Mike Nyberg ..Wants to publish and send out the newsletter early July  
Show Dir : Gary Roys Has received four more registrations for Show 28  
Membership Dir : Rich Tweedle We have 105 members  
Advertising : Kurt Fredrickson put an ad in Detroit News to advertise the date for the S.A.A.C. - M.C.R. Car Show 28 has been changed to August 3<sup>rd</sup>. A free ad in Hemmings Motor News also has been placed.  
Tom Greene Went to the Shelby National Convention in Nashville, Tenn. He participated in vintage racing and placed third overall at the Nashville Speedway. Next year the Shelby National Convention will be at MIS .



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

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

+ **Show 28** at Ford World Head Quarters in Dearborn ([www.saac-mcr.com](http://www.saac-mcr.com)).....  
Aug. 3<sup>rd</sup> (Sunday)

+ **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.



**100<sup>th</sup> Anniversary of  
Ford Motor Company,  
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