



Shelby Life

Shelby American
Automotive Club – Motor
City Region

Volume 28, Issue 4

October 2003

SAAC-MCR Annual Fall Picnic

by Mike Nyberg



Club members attending the SAAC-MCR Annual Fall Picnic: (from left) Front Row; Micki, Zachary, Rodney and Alex Beckwith. Second Row; Arlene, Alyssa, Phil and Austin Jacobs, Sandy and Rich Tweedle, Kurt Fredrickson, Craig Shefferly, Penny and Mike Nyberg Tim Young and Lynne Raines. Not pictured: Bonnie Shefferly, John and Jacquetta Heflin, Steve Hynes and John Eichholz. Mike Nyberg photo

Several SAAC-MCR Club members attended the last racing event of the Waterford Hills 2003 season. They had to bundle up to stay warm due to the cool breeze. Everyone enjoyed watching the races at Turn 6 of the Waterford Hills Race Course. We saw a few

cars go off the course during the day, however, no one was injured. A few racers will have winter projects to repair their damaged cars.

Everyone enjoyed the catered lunch of deep fried chicken, potato salad and brownie. Lynne

Raines made some delicious mint chocolate and peanut butter cookies to share with everyone. I think people drank more warm tea than the cold lemonade due to the cool weather.

Some members displayed their

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Waterford Hills Track Event, August 2003 by Darius Rudis (drudis@dariusrudis.com)

Forty four (44) drivers participated in the SAAC-MCR Track Event on August 31, 2003. The weather was sunny and perfect for racing. All drivers handled their cars safely and there were no off-track excursions. Even the ambulance drivers commented that they had an easy day (GOOD THING!).

The tower ran smooth with the help of MANY volunteers (thanks). The food was great (hot, on-time, free, what else could you ask for?). Darlene Ferdrickson prepared the food. The sloppy joes she made were so good, many people asked for the receipe.

There were a few helmets (non SA approved) that were rejected. Remember for next time, you must have an approved helmet. Also, there were a couple of sound db violators. You know who you are, and it's been more than one event, you need to make changes prior to the next event.

Jay Schultz took MANY, MANY [did I say LOTS!] of photos of the event. You can view all his pictures of the event at: http://dariusrudis.com/saacmcr/2003_Labor_Day.



Renew your membership now and enjoy the club fellowship and benefits

Membership Report by Rich Tweedle

Latest members as of Sept. 4, 2003

Shawn & Erika Olsen, Telang & Theresa Telang, Beth Calhoun, Glenn Bates, Kevin Shaw, Dick Soules, Charles & Terry Palaian, Jeff & Shannon LaPlante, Jerry & Sharon Ostalecki, Rob & Sharon Smith, Marlene & Chet Blair, Bill & Laurel Bleau, Btyan Kaltz, Greg & Nancy Cragel, Pete & Mary Toellen, Jon & Jeri Greca and John Moore from the frozen north, St. Thomas, Ontario, Canada.

We have 122 members.

Waterford Hills Track Event, August 2003 (Continued from page 2)



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Build Your Own Race Car *by Mike Nyberg*



Professionally Designed Roll Cage Installed in the Mach 1 Racer *Scott Hoag photo*



Tim Moyer and Scott Hoag modifying a bumper beam *Scott Hoag photo*



Drivetrain installed in the Mach 1 Racer. Larry Decker is preparing the car for paint. Notice the temporary front suspension. *Scott Hoag photo*

This is Part III of a series of articles about building your own race car. I would like to begin with a reminder about who developed the concept of an affordable race car.

Classic Design Concepts (CDC) and Mustang Racing Technologies (MRT) may have come up with an "affordable" race car called the Mach 1 Racer. They have made it a lot more affordable to own a dedicated grassroots race car. The joint venture was formed to provide the serious race enthusiast with a competitive, reliable and fun car to race for under \$25,000. George Huisman operates CDC, the firm that crafts some of the best looking and high quality styling add-ons, including the Mustang Mach 1 shaker and Classic Light Bar for late model Mustangs. Scott Hoag who operates Mustang Racing Technologies was the former Mustang Program Manager at Ford, responsible for the activity that developed the Bullitt and Mach 1 Mustangs. These two gentlemen and their business partners are hardcore Mustang enthusiasts who enjoy spending time at the road course and know how costly it is to build a competitive race car. They were motivated to offer a system for building an affordable race car for other race enthusiasts.

The CDC/MRT system offers an alternative to buying a used Mustang, gutting it, and cobbling some new and used parts together to create a compromise between a street and race car. CDC (www.ClassicDesignConcepts.com) will provide a 2003 Mustang "body-in-white" for \$1400. They have also developed packages of sub-system parts and fasteners needed to complete the race car. A huge benefit of the Mach 1 Racer system is the inclusion of all the assorted collection of essential miscellaneous OEM hard-

ware that, were you to try and source it through a dealership, would take forever and would be cost prohibitive.

MRT (www.mustangracing.com) provides a source for racing components. They offer solidly engineered performance parts including exhaust, drive train, braking, interior, engine and cooling. Most of the parts offered by CDC are race reliable, however MRT has the parts to make the Mach 1 Racer more competitive.

Scott Hoag and his associates spent the winter months building a couple of Mach 1 Racers to compete in the NASA's American Iron Series. They began with building a stout roll cage added three main chassis electrical harnesses and then began bolting in hardware from the firewall out, much as the Dearborn Assembly Plant does. They fabricated some aluminum sheet block-off-plates for the firewall openings normally occupied by the heating and A/C components. They mounted the wiper motor and actuator arms, the firewall support for the steering shaft, the brake booster/master cylinder and associated Hydro-Boost lines around the engine bay. Inside, the clutch, brake and gas pedals were hung, the dash assembled (modified to clear the roll cage bars) was set into place, and the interior portion of the steering column (with integral ignition and accessory switches) was secured to the dash.

With the exception of the roll cage absolutely everything installed up to this point consisted of Ford factory parts as well as the majority of the rest of the car, some coming from the Mach 1 parts bin, some from

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Build Your Own Race Car

(Continued from page 4)

the Cobra's and even a couple from the V6 model. CDC Racing bundles these brand new FoCoMo parts into affordable packages that are amazingly all-inclusive, so you can spend your time building rather than scouring for miscellaneous parts. They will divert from these well engineered and highly reliable factory components only where necessary to suit the specific needs of a track car. That's where MRT comes in, with its diverse line of race specific aftermarket hardware.

Next they went underneath to plumb the fuel and brake systems, craft up a road course suspension. The rear suspension consisted of the Mach 1 8.8 inch axle with 3.55 gears and a Steeda 5-Link, 350 lbs/in springs and stiffer rear sway bar. Cobra 11.65 inch discs were used requiring removing the axle shafts to swap out the factor caliper mounting brackets.

Installation of the Mach 1 DOHC engine and TR-3650 transmission assembled to the stock cross member was next. They used a fork truck to install the assembly from beneath the car. When this was complete they installed the front suspension which consisted of adjustable caster/camber plates, factory A-arms with Steeda high durometer bushings and Progress Group coil springs. The '03 Cobra 13 inch rotors and PBR twin piston calipers finish off the front suspension. Final steps included installing the steering shaft and the Cobra specific radiator.

Paul's High Performance (www.paulshp.com) located in Jackson, MI, was utilized to tune the Mach 1 Racer. They modified the intake manifold to maximize flow. They made various other tuning adjustments to maximize horsepower and torque. They verified the effects of these adjustments on

their chassis dynamometer. The Mach 1 Racer produced 320 horsepower at the rear wheels with 350 ft-lbs of torque.

CDC/MRT rented the Waterford Hills Race Course for a track day in late August. They wanted to provide an opportunity for race enthusiasts to ride and drive the completed Mach 1 Racers. One of the test drivers was Audrey Zavodsky, professional race car driver for Visteon. I asked her how the car handled? She said it was a "fun car to drive". "It was balanced, fast and easy to drive". "It was neutral (no over or under steer)". "The brakes were great and the car handled well". Based on her assessment, I think CDC/MRT has met their objective of developing a system allowing an enthusiast to build an affordable, reliable, competitive and fun to drive race car.

Mach 1 Racer at Waterford Hills Race Course

Mike Nyberg photo



Scott Hoag Identifying Cutout to Reduce Weight of Door

Scott Hoag photo



Scott Hoag with Audrey Zavodsky After She Test Drove the Mach 1 Racer

Mike Nyberg photo

Recipe for A Sedan Success *by Mike Nyberg*

Robin Burnett has been racing a 1994 Mustang A Sedan for several years, until he had an accident that severely damaged the car. He tried to straighten the unibody, but found it was cost prohibitive to repair. He decided it would be cheaper to get another body and use as many parts from the wrecked racecar as possible. He discovered that Classic Design Concepts (CDC) in Walled Lake has 2003 Mustang bodies available for \$1400.00. He purchased one from CDC and picked it up in January 2003.

Robin picked up the CDC Mustang "body in white", January 2003 *Rodney Beckwith IV photo*



The first step in build the new A Sedan was to construct the roll cage. He employed the services of Simplified Racing Formulas (SRF) in Chelsea, MI. They designed the roll cage and bent all the curved tubing. Robin handled the straight tubing and did all cutting and fitting. Club member, Rodney Beckwith IV, welded the roll cage together. They also fabricated framing for the fuel cell. Temporary suspension was installed to give them the ability to roll the car.



Rodney Beckwith IV welding the roll cage together *Rodney Beckwith IV photo*

Next the body went to the paint shop. Club member, Jim Demmer, Vice President of Jack Demmer Ford, arranged to have the car painted at the dealership body shop. Jim was able to get the paint supplier to donate the paint material. The racecar was painted a bright red.

The electrical system was installed after paint. The 1994 Mustang electrical harnesses were utilized. The A Sedan natural aspiration requirement necessitated an all Motorsports harness, Dura Spark Box with rev

Ready for paint at Jack Demmer Ford *Rodney Beckwith IV photo*



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Recipe for A Sedan Success *(Continued from page 6)*



Engine compartment electrical system including Motorsports harness, Dura Spark box with rev limiter and coil

Rodney Beckwith IV photo

limiter and coil. The dash was also installed at this stage.

This proved to be a challenge to cut and fit the dash around the roll cage.

The major drive train and suspension components were installed after completing the electrical system. The engine is a stock Explorer block with GT40 heads, machined for stud style rockers. It produces 305 rear wheel horsepower. The transmission is a T-5 and the rear axle is an 8.8" with 3.55 gears and Steeda 5-link. The front suspension is stock. 13" Cobra disc brakes were cut down to 12" to comply with A Sedan rules.

Dash fitted around roll cage. Note the stock steering column with 12" steering wheel.

Rodney Beckwith IV photo



Robin completed the car just in time to display it at the 100th Anniversary of Ford Motor Company in June of this year. It took (6) months to complete the recipe. In fact, Robin won his first race in the completed car, on July 4th, exactly 6 months after delivery of the "body-in-white". He out ran T1 Corvettes to finish first in class and first overall at Indianapolis Raceway Park. More recently he finished 3rd at the championship race (Valvoline Run-offs) at the Mid-Ohio Sportscar Course, on Sept. 20th. The 39 cars from across the country that competed in the race will be shown on The Speed channel at 12:00 noon, Dec. 6th.

Robin would like to invite others who are interested in building an A Sedan to follow his recipe. If you deviate from the recipe he would like to compare results to determine if the recipe can be improved. If you need more information about the recipe you can contact Robin at rburnet1@ford.com.



Robin's completed A Sedan at the Ford 100th Anniversary Celebration

Rodney Beckwith IV photo

SAAC-MCR Show 28 Award Results *by Tom Greene*

CLASS DESCRIPTION	NAME	CLASS DESCRIPTION	NAME
3 <u>49-64 Ford Vero/Linc</u>		18 <u>Oval and Road Racers</u>	
1st Red 64 Galaxie 500 XL	Jerry Ostalecki	1st Red 1924 Barber-Warner	Rick Linder
2nd Cadet Blue 54 Sunliner	Hank Dawson	Indy Roadster	
3rd Red & White 56 Fairlane	Charlie Smouthers	1st Yellow 68 Shelby	Phil Jacobs
3rd Lt Blue 56 Customline	Carole Soborek	Trans Am Mustang	
3rd Black w/ flames 51 Merc.	Ed Sarazin	3rd Red 66 GT350 BP Road	Tom Greene
4 <u>65-78 Ford Vero/Linc</u>		Racer	
1st White 70	Frederick Smith	19 <u>Drag Race</u>	
2nd Red 71 LTD Convertible	Gary Pagels	1st White 68 Mustang FB-	Danny & Mary
6 <u>Pre-1980 Intermediate</u>		Gas Ronda	Girolo
1st Burgundy 67 Comet	Rick Urbin	20 <u>Pro Street</u>	
Cyclone		1st Champagne 82 Mustang	Craig Caslo
1st White 66 Fairlane GTA	John Hill	GT	
2nd White 63 Fairlane	Jerry Worful	21 <u>Street Rod</u>	
8 <u>60-69 Intermediate</u>		1st Tangerine 41 Ford Conv.	Al Marari
1st Candy Apple Red 64	Alan Aniol	2nd Brown 49 Ford Custom	Bob Cassar
Falcon Sprint		2nd Black 30 Model A	Jerry Konczal
2nd Falcon	Gordon Leslie	22 <u>Special Interest</u>	
2nd Red 60 Falcon ranchero	Al Potts	1st Red 93 Monster Malt	Arnie Meissner
10 <u>81-Present Small car</u>		5.0 with Supercharger	
1st Black w/ Green flames	Wes Gaydos	23 <u>Replica Cobra</u>	
Focus		1st 65 Replica	Frank & Kelly
12 <u>Boss Mustang</u>		Londy	
1st Yellow 70 Boss 302	Mike Nyberg	1st Guardsman Blue Cobra	Jim Binder
1st White 71 Boss 351	Art Richardson	with Supercharger	
15 <u>67-68 Shelby, closed</u>		2nd Red ERA Cobra Replica	Jeff Burgy
1st Blue 67 GT500	Jarrod Kings	24 <u>Pantera/Mangusta</u>	
2nd White 67 GT500	Brian Kaltz	1st Yellow 74 Pantera	Ian Hannington
2nd Black 67 GT500	Joe Gebhard	2nd Black 72	Spencer
16 <u>69-70 Shelby Closed</u>		Cottingham	
1st Red 69 GT350	Brian & Kelly	25 <u>Tiger</u>	
Smigelski		1st Black 67 Mark II	John Logan Jr
2nd Burgundy 69 GT500	Dick Soules	2nd Red 5.0Lef	John Logan
17 <u>All Shelby Convertibles</u>		27 <u>58-73 TBird</u>	
1st Red 70 GT500 Conv	Rob Smith	1 Black 65 TBird Conv.	Warren Scholz
1st Blue 68 GT500 KR Conv	Mike		
Riemenschneider			
2nd Blue 68 GT350-	Randy & Patty		
unrestored	Burns		



Road Race Cars: Tom Greene's Red 66 GT350, Rodney Beckwith III's Black A-Sedan and Phil Jacobs' Yellow 68 Shelby Trans Am Mustang
Jay Schultz photo



Danny and Mary Girolo's White 68 Mustang Fastback, "Gas Ronda"
Jay Schultz photo



Replica Cobra: Frank and Kelly Londy's Green 65, Jeff Burgy's Red ERA Cobra and Jim Binder's Guardsman Blue Cobra S/C
Jay Schultz photo



SAAC-MCR Show 28 Award Results

(Continued from page 8)

CLASS DESCRIPTION	NAME	CLASS DESCRIPTION	NAME
29 <u>74 - 98 Tbird / Cougar</u>		43 <u>87 - 93 Mustang Coupe</u>	
1st Red 97 Tbird	Shaun O'Connor	1st Red 88 GT	Gregory Merritt
2nd Bright Red 88 Turbo Coupe	Tom Milligan	1st White 88 GT	Bill & Diane Cruickshank
2nd Green 94 Tbird	Kevin Gaydos	2nd Red 93 Cobra R	Steve & Jennifer Grider
2nd Red 78 Town Landau	Ken & John Aldridge	2nd Red Cobra	Michael Updike
31 <u>64 1/2 thru 66 Mustang Coupe & Fastback</u>		46 <u>94 - 98 Mustang Conv.</u>	
1st Black 65 Fastback	Mike & Sheila Lauer	1st Black Cobra Conv	Ron Wahl
2nd Blue 65 Fastback	Neil Holcomb	48 <u>99 - Current Mustang Convertible</u>	
2nd Poppy Red 65 Boxtop	Mark & Phyllis Berk	1st Silver Mustang GT Conv. with Trailer	Charles Crump
2nd Black 65 Boxtop	Jim Jackson	2nd Electric Green 01 Mustang Convertible	Flossie & Steve Morgan
3rd Car Number 151	?	2nd Silver 03 GT	Natalie Casto
3rd Blue / White 66 FBack	Bill Bleau	49 <u>4x4 Truck</u>	
3rd Red 65 Boxtop	Vern & Sandy Bakken	1st Red & White 66 Bronco	Bill Querteman
3rd Green 66 FBack	Mike Sove	2nd 85 Bronco	Walt Berti
3rd Red 66 FBack	Matt Dunlavey	50 <u>All Small Trucks</u>	
33 <u>67 - 68 Mustang Closed</u>		1st Yellow '00 Ranger	Ryan McFadden
1st Blue 67 Coupe	Joe & Pat Milkovich	Tremor	
2nd Red 67 Coupe	Mark Yeghiazarian	2nd Orange 87 Ranger	Tim & Lori Bonyai
2nd Sautern Gold 67 Coupe	Al Hineline	3rd Yellow 83 Ranger	Ben Nulk
3rd Blue 67 Coupe	Gerald Moore	51 <u>48 - Present Truck</u>	
34 <u>67 - 68 Mustang Conv</u>		1st Red 53 F100 - 6 Cyl	Ed Skrent
Diamond Blue 67 Must	Mark Lufu	2nd Turquoise 65 F100	Marc Darst
35 <u>69 - 70 Mustang Closed</u>		2nd Silver 01 Lightning	Mujo Cummulaj
1st Orange 70 Mach 1	Walt Berti	3rd Red 91 F150	Cheryl Null
2nd Vehicle no 113	?	*** <u>BEST EARLY MUSTANG</u>	
37 <u>71 - 73 Mustang</u>		Black 65 FBack	Mike & Sheila Lauer
1st Tangerine Mach 1	Don & Sue Wilim	*** <u>BEST LATE MUSTANG</u>	
2nd Pewler 71 FBack	John Blair	Silver 99 Mustang GT w/ Matching Trailer	Charles Crump
2nd Lt Blue 73 Mach 1	Dan & Berta Pepper	*** <u>BEST FORD (not a Mustang, Shelby or Corba)</u>	
41 <u>79 - 86 Mustang / Capri</u>		Red 53 Ford F100 6-Cyl	Ed Skrent
1st Silver 79 Pace Car	Jim Maynor	*** <u>BEST ENGINE</u>	
2nd Black 85 FBack	Michael Updike	Red Cobra w/ Webers	Jeff Burgy
		*** <u>BEST SHELBY</u>	
		Blue 68 GT500	Craig Shefferly



Mike and Sheila Lauer's 1965 Fastback
Jay Schultz photo



Steve and Jennifer Grider's 1993 Red Cobra R in the background. Sean Foltz's Cobra R Replica in the foreground
Jay Schultz photo



BEST ENGINE - Jeff Bury's Red ERA Cobra with Webers
Jeff Burgy photo



BEST SHELBY - Craig Shefferly's



SAAC-MCR Members are Invited to Share Their Knowledge

“This knowledge could be very helpful to other club members.”

Many club members have gained valuable knowledge modifying, repairing, racing and/or restoring their Ford products. This knowledge could be very helpful to other club members. This knowledge could be shared in a Technical Info Section in the Shelby Life newsletter.

If you have discovered a solution to a problem, an improvement that worked well or a better product, describe it the best you can (don't worry about spelling or grammar, we can fix that). Send it to John Logan; 24444 Emerson, Dear-

born, MI 48124 or e-mail him at: carmods@aol.com. John will review and edit it for submission to the newsletter. The knowledge you have gained and shared will help other club members.

SAAC-MCR Annual Fall Picnic *(Continued from page 1)*

cars so people attending the race event could look at them. A few members drove their cars around the track in a set of parade laps during the afternoon corner workers break. While waiting in line to make the parade laps, Phil Jacobs fast idled his '68 Trans Am Mustang. It attracted a lot of attention.

The Annual SAAC-MCR Fall Picnic was a great way to have fellowship with other club members and end the Waterford Hills racing season.

Club members enjoying a picnic lunch: from left; Kurt Fredrickson, Sandy & Rich Tweedle, and Penny Nyberg. In the background; Phil Alyssa & Arlene Jacobs. Mike Nyberg photo



Club members' cars on display
Mike Nyberg photo



The view at Turn 6 *Mike Nyberg photo*



A Dream Cruise to Remember *by Phil Jacobs*

The blackout of 2003...no power, no gas, no food and long lines at the pump as gas stations reopened. Not the memories you would expect from the 9th Annual Woodward Dream Cruise.

Even with all that it was still a great event. For many people it started the week before, for more yet, it's been going on all summer!

For me, it started Thursday cruising Woodward. There were a lot of cars out already. The vendors, including the Big Three, were busy setting up their displays along Woodward Ave., or in one of the Downtown areas in the cities through which Woodward travels. Later that day I attended the "Ford Fan Appreciation Day" at Ford Field. As soon as I walked through the door at 4:10, the power went out. Before long, they evacuated the building and it was back to Woodward without traffic lights! Everyone did pretty well, but I saw some pretty close calls with some very nice cars.

Friday came, still no power. But, even more cars were out. Vendors worked to finish the construction of their displays. Ford's "drive in" was set up in Berkley. Ford's downtown Birmingham display at Shane Park was very impressive. They had a street set up for each decade. There were racecars, including a Mustang Road Racer driven by a handicapped woman in the "Speed TV" Pro Series. There wasn't one pedal or even a shifter to be found in this car. All controls were located on the steering wheel. There were concept cars and radical customs from across the country. Unfortunately, Ford ended up canceling the "Revin' with Ford" event that night. When Saturday arrived, power along Woodward was restored. The cruise went on as planned. The estimated crowd was down a third to approximately 1.1 million people but that didn't take anything away from the cruisers who were there. There were many great cars to be seen. I saw many of our Shelby Club members

enjoying the day. I even took a few laps in my racecar. Ford had Mustang Alley set up again this year on Nine Mile in Ferndale, which included a car show. Our Editor, Mike Nyberg, took 1st place in his class with his Boss 302.

But, before you knew it, it was over. Hard to believe the event has come and gone already. I can't wait for next year. I sure won't forget this year's cruise, but not for the usual reasons.



Classic 1932 Ford Roadster
Phil Jacobs' Photo



Extreme Graphics *Phil Jacobs photo*



Isn't it Amazing What You Can do with Fiberglass
Phil Jacobs photo



This VW is "Wired"
Phil Jacobs photo

Mike Nyberg's Boss 302 was given the Spirit of Mustang Award for the Classic Boss and Mach 1 Class at Mustang Alley in Ferndale
Mike Nyberg photo



Weekend in Valhalla *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 100th Anniversary on the West Coast in August, during the Monterey Historics Race weekend.

The Monterey Historics (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 100th, the organizers named Ford the honored marque this year. I was sure it would be a banner weekend for Shelbys, Cobras, and GT40's, and I was not disappointed. Everywhere you looked there were impressive displays Fords, Shelbys, 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

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Daytona Coupe

Jeff Burgy photo



The Battle Bird (factory – prepared racing 1957 Thunderbird) and One of George Stauffer's Ford GT Mark IV's

Jay Schultz photo

Ford GT Spyder, SN#GT108, one of four

Jeff Burgy photo



LeMans winning Ford GT 40 Mark IV

Jay Schultz photo

Weekend in Valhalla *by Jeff Burgy* (Continued from page 12)

Nor-Cal SAAC takes over the paved parking areas outside the paddock. All kinds of Mustangs, T'Birds, Shelby's, and Cobras were parked over there. There was another separate area for the Cobra replica (www.clubcobra.com) guys to park together, too. The parking lot at Laguna 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) show on Friday, the races at Laguna Seca on Saturday, and the Pebble Beach Concours d'Elegance (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 during 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), where you will find paintings and sculptures of some of your favorite cars done by some of the world's most re-

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Old and new Ford GT's on display at Lugana

Jeff Burgy Photo



Lynn Park's pit at Lugana – CSX2259, CSX 2469 (Coupe driven for Carroll Shelby by Derek Bell) and F100 pickup
Jeff Burgy photo

Original Ford GT's on display at Pebble Beach

Jeff Burgy photo



New Ford GT, Ford 427 and 2005 Mustang Concept cars on display in front of The Lodge at Pebble Beach

Jeff Burgy photo

Weekend in Valhalla *by Jeff Burgy (Continue from page 13)*

owned 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 DeTomaso 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.

DeTomaso Mangusta one of the most beautiful car designs ever
Jeff Burgy photo



Beautiful Bugatti parked curbside in Carmel
Jeff Burgy photo

Replica of the Batmobile cruising Ocean Avenue in Carmel
Jeff Burgy photo



Strange toy like monster car that was cruising Ocean Avenue (the "main drag" through downtown Carmel) *Jeff Burgy photo*



Corkscrew Turn at Laguna Seca

by Mike Nyberg

Jay Schultz also attended the Monterey Historic Races. He spent much time at Laguna Seca's most famous turn, the Corkscrew. Here displayed are a few of the many excellent pictures he took during the Monterey Historic weekend. You can view the rest of the photos at www.imagesofmotorsport.com

Daytona Coupe
Jay Schultz photo



GT 40 *Jay Schultz photo*



Shelby GT350 *Jay Schultz photo*



Mustang A Sedan *Jay Schultz photo*



Parnelli Jones' #15 and George Folmer's #16 Boss 302's
Jay Schultz photo



The 'Terminator Focus' by Mike Nyberg

TI Motorsports, a subsidiary of Accurate Technologies Inc. (ATI) created the Terminator Focus. ATI is best known by the automotive OEM's as a supplier of vehicle calibration and data acquisition systems that are used in prototype vehicles to develop the programs and calibrations that run in vehicle components. This allows OEM's to reduce the time needed to develop new powertrains and vehicle network systems. Although ATI is in the development stages of many new motorsports electronics products, they were looking for a project that would demonstrate their engineering capabilities in vehicle electronics and vehicle system integration.

ATI had seven people involved in local SCCA region events, participating in autocross events and road course track day events, at the beginning of the project. They felt it was important to be involved with events where they expect their future products will be used, so they can provide products that can actually help not only the vehicle perform



It is hard to believe the Mustang 4.6 Modular Engine fits into the Focus engine compartment. The installation is so well done it looks factory *Richard George photo*

better, but, also give the driver information on how to improve their performance.

ATI Motorsports' research indicated people were converting Focus vehicles to rear wheel drive with a 5.0 liter V8. The research also identified a big problem of the V8 conversion. Inserting a V8 left the instrument cluster dead, with no information about engine RPM, vehicle speed temperature, etc., due to the advanced electronics utilized in the Focus. Another issue with the swap was emission compliance. ATI determined these problems could be solved and thought it would be a good project to showcase their capabilities. The SVT Focus was chosen as it is the sportiest model available, and has the better seating and interior than the base model, along with special fascias. The 2003 Mustang Cobra, Ford's pinnacle powertrain, was chosen for the drivetrain.



View of the Independent Rear Suspension

Richard George photo

(Continued on page 17)



The 'Terminator Focus' (Continued) *by Mike Nyberg*



Front view of 'Terminator Focus' undercarriage *Richard George photo*

The engine sits on a tubular K-member designed for the Mustang, along with tubular lower control arms. The strut towers were modified to duplicate the Mustang steering and suspension geometry, and allow for use of stronger Mustang suspension components. The Focus body has a nice tunnel running down the middle, more than enough room for a driveshaft, but they had to widen the front 18" of the tunnel to make room for the T-56 transmission. The 32-valve engine is about the same physical size as an old 460, which is to say the brake booster had to go! The independent rear suspension assembly takes up more than the solid axle, but their desire was for a car that was fast in a straight line and around corners, so they felt the extra effort to install IRS was worthwhile. A custom driveshaft connects transmission and the 8.8 differential.

ATI Motorsports, knew from the beginning that electronics was going to be the most technically challenging aspect of this project. Their goal was 100% factory vehicle functionality. They needed to (1) design a completely new powertrain harness, (2) figure out how to make the Focus electronic dashboard work, and (3) figure out what to do about the factory anti-theft system. There were

many other details to sort out with electrical system, but in the end ATI Motorsports is proud to say they were able to retain fully factory functionality as originally intended.

Some final touches were needed to finish the project. Since the car was designed for, autocross and road race track events, they found a great tire new to the US market, Michelin Pilot Sport Cup. They used 265/35 18's in the front and 295/30 18's in the rear. The manual brake system provides excellent control, but the stock brake pads required more effort than they liked. Performance Friction provided a set of pads like those used on the Bondurant School Mustangs, which have a great pedal feel and stop the car confidently without noticeable fade. With so many changes from the stock Cobra chassis, ATI Motorsports felt that double adjustable shocks and struts were the best bet for tuning in a balanced ride.

The most difficult task in driving the car on the street, is to resist the childish urges to do burnouts at every stop light and try to race each car that you pull up alongside. To sit at a light with that Mustang V8 sound leaves other drivers' looking around for what is making that delightful rumble, Childish indeed.



This emblem is the only visible indication this is a 'Terminator Focus' *Mike Nyberg photo*



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

JULY MEETING MINUTES

The meeting was called to order at 8:02 pm by Tom Greene. New face was Yolanda Leci.

Competition Dir: Darius Rudis – The “Go28” event had good weather and 54 participants, including seven instructors. No major mishaps. It was a good learning experience for the student drivers and new Competition Director.

Financial Dir: Craig Shefferly – The club has a \$7,096.33 positive balance at the end of June.

Editor’s Report: Mike Nyberg – Shelby Life was distributed to all members present. Thanks to Rich Tweedle for pictures and identifying cars and owners. Thanks to Jay Schultz and Dan McClain who also provided pictures.

Show Dir: Gary Roys – Has a list of names that signed up to work at “Show 28” and task assignments.

Membership Dir: Rich Tweedle – We have 105 members at the end of June.

Advertising Report: Kurt Fredrickson – Put an ad in the Detroit News to indicate the date of August 3rd is the car show date for the SAAC-MCR Car Show and also have a free ad in Hemmings.

Tom Greene delivered the Shelby Club wedding gift to Dean & Judi Ricci (Dean is the Shelby Club Webmaster)

AUGUST MEETING MINUTES

The meeting was called to order at 8:00 pm by Tom Greene. New faces were Shawn and Stephanie Foltz.

Competition Dir: Darius Rudis – Looks like we broke even at the Gingerman track event.

Financial Dir: Craig Shefferly – The club has a \$5188.52 positive balance at the end of July.

Editor’s Report: Mike Nyberg – Wants to publish and send out the next newsletter in early September.

Show Dir: Gary Roys – “Show 28” went well because he had a lot of help from many club members. We had 130 cars in the show, even though it rained in the afternoon.

Membership Dir: Rich Tweedle – We have 105 members at the end of July.

Advertising Report: Kurt Fredrickson – Ads for “Show 28” appeared in the Detroit News and Hemmings.

Tom Greene thanked everyone who helped with the “Show 28”, because it takes a team effort to run a large car show.

Discussion: There was a discussion about having Paul Haney, who has written the book titled Inside Racing Technology, to give a seminar on what he has learned about race tire theory. Need to determine the fee and if enough people are interested.

SEPTEMBER MEETING MINUTES

The meeting was called to order at 8:02 pm by Randy Betki.

Tom Greene couldn’t attend the meeting due to a death in the family.

24 people attended the meeting. New face was Rob Smith who has a 1970 GT500 Convertible He bought a year ago and a 1971 Boss 302.

Competition Dir: Darius Rudis – We had 44 paid drivers who participated in our August 31st track event. We had nice weather (mid 70’s) and a safe day on the track.

Financial Dir: Craig Shefferly – We have a \$8600 positive balance at the end of August thanks to a sold out track event.

Editor’s Report: Mike Nyberg – Discussed the proposed content of the next issue of the Shelby Life newsletter, which will be distributed to members in early September.

Membership Dir: Rich Tweedle – We have 118 members at the end of August.

Advertising Report: Kurt Fredrickson – All done for this year.

Discussion: The people present voted to have a club picnic at the Waterford Hills Race Course on September 28th, 2003. The club will provide lunch for all club members who attend.

**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.

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We're on the Web!
www.saac-mcr.com

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

2003 Events Calendar

**+ Waterford Open
Track – Harvest Happen-
ing in Waterford**
..... Oct. 5th

**+ S 2000 Club of Amer-
ica – Driving School Day
at Gingerman in South
Haven, Mi.** Obtain regis-
tration form at;
TrackDay@innova-tech.net.
Be sure to mention "Scott
Reyaert" on the registration
form to get the Club Mem-
ber rate..... Oct 12th

**+ 2003 Fall Color Tour
and Chili Party at the
home of John Guyer &
Trish Judson in Lake, MI.**
RSVP John and Trish at
(989) 588 0424 or
jguyer@ameritech.net This
a an overnight trip with ac-
commodations available at
the Holiday Inn Express

(989) 386 1111 or Days
Inn (989) 802 0144, both
located in Clare, MI. E-
mail rtweedle@comcast.
net for driving directions.
.....Oct 18th

**+ Racing and High Per-
formance Tire Seminar –
Half day seminar pre-
sented by Paul Haney.**
Cost is \$30, please contact
Rich Tweedle if you plan
to attend at
rtweedle@comcast.net.
Time (AM) and place to be
announced.....Nov 1st



**Club member enjoying a SAAC-
MCR Open Track Event**

Jay Schultz photo