



# Shelby Life

Shelby American  
Automotive Club – Motor  
City Region

Shelby Life  
January 2004

## President's Corner *by Tom Greene*



Henry Ford got it right nearly 100 years ago. SAAC-MCR members pull together and we always think we can, therefore, we do. Thanks you! *Tom Greene photo*

## 2003 – THE YEAR IN REVIEW

These are a few of my favorite things. Great club meetings, a chili party that brought the most interesting conversations I can recall ever being part of, a fantastic National convention, a terrific vintage race in the rain (and the accompanying humility lesson provided by Cobra Automotive), the most incredible Ford centennial celebration that included the

debut of the Ford GT, our Show 'n Go at WHQ, the driver's school at Waterford, Woodward cruising, the more global events; Monterrey, Pebble Beach and Goodwood. There are the personal thoughts that each of you have as well. There are the car-friends to enjoy the car events with, because most of all, It's the PEOPLE who made the year great.

This year's successes are due to all the members who volunteered their time and talents – you all know who you are, and you are all very appreciated.

This was the most memorable year in (my) history for being a car person. The car-related events were nothing short of fantastic. I am supremely glad to have been a part of it and to have had all of you share it.

I have included a photo that captures the spirit the members of this club consistently exhibit.

Thank you for another great year.

Tom Greene, President SAAC-MCR

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## SAAC – MCR Harvest Happening October 5, 2003

by Darius Rudis (drudis@dariusrudis.com)

There were 41 drivers that participated in the SAAC-Motor City Region Harvest Happening at Waterford Hills Road Race Course. The weather was overcast, with a slight threat of rain, and a cool mid -40's temperature. Luckily it didn't rain, and when the sun came out, it was a welcome sight.

This event Darius invited his son's Boy Scout Troop to come as spectators. The eight boys arrived early enough to see tech inspections, and listen to the driver's meeting. They watched the drivers on the track, and saw how smooth the start/finish guys got everyone off and on schedule.

Lunch was prepared by Darlene Fredrickson, and served to the boys a little early. That allowed them to eat their sloppy joes before we had the break for lunch. During that time, many drivers volunteered to take the boys out

for some lunch touring laps. We made use of the hot pit lane, and choreographed 3 (yes, THREE) separate car changes for the boys to get rides in different vehicles. My nephew Michael attended with his broken ankle, and was so excited, that he left his crutches against the fence, and "hopped" (literally) from vehicle to vehicle to maximize the number of ride time available. Not sure who had more fun, the boys or the drivers giving these excited boys their rides. Thanks to everyone, they talked about it for weeks!

The rest of the afternoon was quiet, and everyone behaved themselves. We had two ambulances there. An oops? No, they just stopped by to watch, and spent much of the day just spectating.



**Darius Rudis conducting the Driver's School before the participants "hit" the track.**

*Mike Nyberg photo*

Go to Darius Rudis' web site for more pictures of the SAAC-MCR Harvest Happening at; [http://www.dariusrudis.com/saacmcr/2003\\_10\\_Harvest\\_Happening](http://www.dariusrudis.com/saacmcr/2003_10_Harvest_Happening)



**Renew your membership now and enjoy the club fellowship and benefits.**

## Time to Renew Your Membership

by Rich Tweedle

**SAAC-MCR Membership Application form is included in the newsletter. Please fill it out and return to:**

SAAC-MCR

35334 Griswald

Clinton Twp., MI 48035 Att'n Rich Tweedle

### Newest members as of Dec. 3, 2003

John & Sandra Yarema and Charles Repp

**We have 125 members.**





## SAAC-MCR Harvest Happening *(Continued from Page 2)*



**Boy Scouts enjoying the SAAC-MCR Harvest Happening Open Track Event** *Darius Rudis photo*



**Boy Scouts lining up to get parade lap rides in open track cars** *Darius Rudis photo*

**Boy Scouts learning about tire wear.** *Darius Rudis photo*





## SAAC-MCR Fall Color Tour and Chili Bash *by Ben Scheiwe*



**Beautiful fall setting with good food and friends.**

(L to R) **Craig & Bonnie Shefferly, Trish Guyer, Ben Scheiwe and John Guyer** *Ben Scheiwe photo*

**Crock-pots ready for chili bash.**

(L to R) **Bonnie Shefferly, Trish & John Guyer and Craig Shefferly**

*Ben Scheiwe photo*



**They missed the rest of us.**

(L to R) **Craig & Bonnie Shefferly, Trish & John Guyer, and Jann Scheiwe, with Scheiwe's wonder dogs Bentley and Lola.**

*Ben Scheiwe photo*



The setting was perfect – a beautiful warm autumn day – blue skies, and the fall foliage sparkling reds and golden hues. Our hosts, Trish and John Guyer had recently moved back to Michigan, Trish having retired as an electrical communications engineer, and John (on his second or third retirement....but who's counting?) working from his home office supporting the telephone multiplex of the greater Midwest. Eager to get back into the "Shelby Swing of Things", they promptly organized this fall Chili Bash at Castle Guyer in Lake, Michigan (near Harrison), situated on a beautiful tranquil lake.

Everyone including the neighbors knew something interesting was brewing...parked in front of the house was the Guyer's '67 GT-350...sort of stands out in a world of serious pick-up trucks. Word got around during the weekend and neighbors from all over came to welcome the Guyers and see "the cool car"...what a way to crash the neighborhood!

The Guyer's house-on-the-lake welcomed all with a roaring fire and decorated with Christmas...er, Chili Pepper lights (?) throughout. What a spread! There was enough "good eats" to feed an army of dedicated chili-heads, and the Beach Boys blasting in the background.

Following the greetings and the mandatory house and garage tour, the guests took a bevy of hors d'oeuvres and libations and nestled under the bright orange canopy of an ancient oak tree overlooking the beautiful still waters of the lake. Enjoying the sunshine, the surroundings and good company... a terrific time was had by all.

Finally, it was time...the chili crock-pots were calling and the resident chili heads were hungry – they were all so good that a tie-for-best was declared unanimously.

The day ended too quickly and following dessert in front of the fireplace, after dinner drinks ensued.

We had another fantastic chili-bash and a great day. Thanks again for the hospitality and good times. Guests included Bonnie and Craig Shefferley and Jann and Ben Scheiwe. The six of us had a wonderful time- sorry the rest of you missed out on all the fun!



## Jerry Helfman's Tiger wins at the "Battle of the Brits"

by Mike Nyberg

Jerry Helfman purchased a Sunbeam Tiger in October 2002. He did a great deal of research, assisted by SAAC-MCR member John Logan and found an ad in the Tiger East Alpine East (TEAE) club newsletter. A TEAE club member in South Carolina had one for sale. Jerry inspected the car and found it met his criteria and made an offer, which the seller accepted. Shortly after he had purchased the car, he attended SAAC-MCR 2003 Gorno Ford Winter Swap Meet. Rich Tweedle, the Membership Director, convinced him that he and his Sunbeam Tiger were welcome in the club and he joined on the spot.

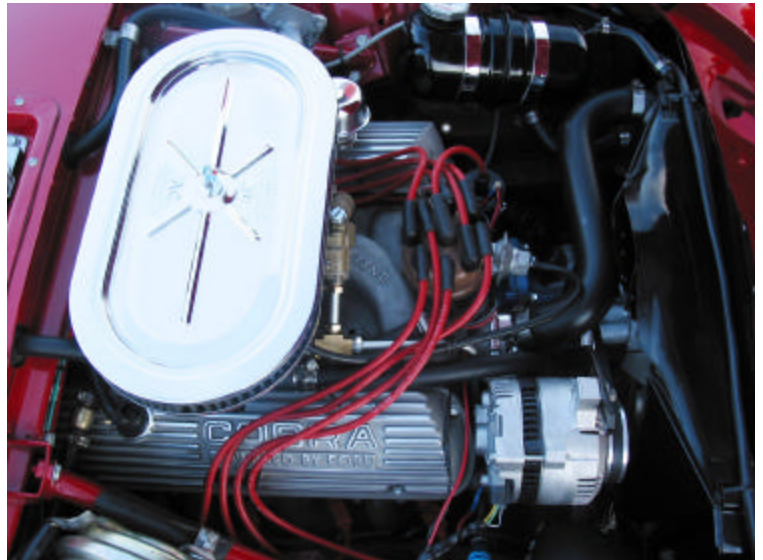
After Jerry got his new acquisition home he had Ford Racing make some minor improvements. They changed the generator to an alternator, updated some electrical equipment and changed the carburetor. They also made some changes to dress up the engine compartment.

Jerry took his pride and joy to the "Go Part" of the SAAC-MCR Show 'n Go on June 2, 2003. The car preformed well except for a carburetor float problem. He is grateful for, fellow club member, John Logan's help. John took the carburetor apart and fixed the problem.

Jerry spent a lot of time cleaning and detailing his Tiger before attending the Battle of the Brits car show at Freedom Hill, on September 13, 2003. He was competing in the Sunbeam Tiger class against (5) other Tigers. He won the Best Tiger award. He is especially proud of winning against so many fine examples of "his own kind".



**Jerry's spotless engine compartment helped him win first place in the Tiger Class.**



**The personalized license plate indicates this 5.0L V-8 powered Tiger is fast.**



## 2003 Baja 1,000 Mile Off-Road Race Results *by Tom Greene*

By now, many of you have heard, the results are in, and the Ford 4 wheel drive Enduro, finished 4th in class at the 2003 Baja 1000 off-road race. I waited until I could get some details before publishing this report. This is the race in which the Torqshift trans was mated back to the 5.4L-4V engine after having run the 4R100 for the past several races.

This race has been consensed to be the roughest and most technical of all the Baja 1000's ever run - and the finishing average speeds support this claim. By way of comparison, the average speed of the Baja 2000 in 2000 was 61+ mph for Enduro, the top finishing 4 wheel vehicle, and just 0.2 mph off the fastest motorcycles average speed. The average speed for the top finishing 4-wheel vehicle this year was 49 mph, over 2.5 mph slower than the motorcycle of Steve Hengevald - and over 20% slower than the previous 1000's. This was a TOUGH race.

### THE RACE

Team Enduro was 7th off the start line of the 25 Trophy Trucks and were running with the front pack, or as Dan and Dave call it "Just driving slow enough to win". At about 20 miles into the race the entire game plan, as well as the power steering ram, came apart. The truck took an abrupt and high-speed turn into a ravine.

The chase truck and support team went to work. They pulled the injured Trophy Truck out of the ravine, changed the steering ram, the steering gear and checked out the front end for other damage. They made a "good to go" assessment and sent the truck on the way in just 58 minutes - however - with a race vehicle leaving the starting line every 30 seconds, 116 vehicles went past the disabled Enduro team while they were effecting the repair - and the SCORE sanctioning body sends out the fastest groups at the beginning of the race, therefore these are the hardest to pass vehicles. Just imagine - needing to pass 120+ vehicles instead of



(c) Trackside Photo 2003

**Torqshift running the Baja 1000 Mile Race. This gives you an idea of the terrain, but, really it is much rougher than this photo indicates**  
*VP Motorsports photo*

7..... and in the roughest of all-time Baja courses. This is the task that now faced the Enduro race team.

Some race specifics: There were 273 starters for this race, and only 153 finishers. The drop out rate overall and for the Trophy Truck class was nearly 50% with 13 Trophy Trucks finishing. The trans and engine in Enduro's vehicle performed flawlessly, the trans hit 297 deg. F during one uphill sand wash, but recovered immediately on cresting the hill, the trans spent most of the day operating between 180 and 220. The engine was flawless - the suspension covered the jagged and rough terrain just incredibly well.

The race summary for the Enduro race vehicle can be distilled down to:

1. Enduro was faster in the "rough stuff" than any other competitor - but passing people in the rough stuff is VERY difficult - in some places the trail is a foot narrower than the truck - much less affording space for one vehicle to pass another
2. Enduro was hp challenged on the sec-

tions of the course where SCORE connected the roughest parts of the course with some paved segments. While Enduro could catch and pass some of the slower vehicles (of the 116+ vehicles that had passed them) on the pavement sections, the other Trophy Trucks, and some of the class 1 vehicles had a considerable top speed advantage on the Enduro truck: Remember the entry point for the Trophy Truck class is NOW about 750 hp, with some teams in the 800+hp stratosphere.

3. All in all, not a formula for success, catching people in places they can't be passed, and not being able to catch them on the pavement. That formula notwithstanding, once they got rolling again, the Enduro Team did incredibly well. In the next 16+ hours, they passed all but 6 4-wheeled vehicles, to finish 15th overall (including the motorcycles). The Powertrain, the suspension and the drivers all worked very consistently and reliably to accomplish this extremely daunting task.

My congratulations to Team Enduro on an outstanding 4th place class finish and 15th overall finish.



## SAAC-MCR Racing and High Performance Tire Seminar *By Mike Nyberg*



Paul Haney's book is the result of 15 years of work. "Paul has figured out some things about tires and racecar handling and explained them so people can understand." Said Mario Andretti. *Mike Nyberg photo*

Twenty four race and car enthusiasts attended a tire seminar conducted by tire expert, Paul Haney on November 1, 2003. Steve White, a long time SAAC-MCR club member, made arrangements for the seminar at the Bosch North American Technical Center in Farmington Hills.

Paul Haney has spent many years associated with racing and has determined the tires are by far the most important component on a racecar, or any road vehicle for that matter. Paul has trouble understanding tire books that are heavy on math and light on explanation, like many of us. He used schematic drawings, graphs, interviews and stories to improve the quality and clarity of explanations. He emphasized the need for two way communication during the seminar, so we could learn from one another. Club member, Gary Roys, who races frequently, had many practical examples that added to understand concepts about tire performance.

Paul recently has published a book titled "The Racing & High-Performance Tire, Using the Tires to Tune for Grip and Balance". He used illustrations and



**Paul Haney, tire expert**  
*Paul Haney photo*

graphs from the book to support explanations. He explained the complexities of rubber and tires as well as basic vehicle dynamics. He, also, explained how an anti-roll bar works and why. We found out what a wedge is and what it does. We began to understand roll centers and how they affect weight transfer. The book was available at the seminar for a reduced price and many participants purchased one.

I think Mario Andretti's quote sums up the seminar well, "Tires have always been a big mystery and black art. Paul has figured out some things about tires and racecar handling and explained them so people can understand."



**Sign indicating direction to the Racing and High Performance Tire Seminar. The car in the background is a '96 Black Cobra belonging to Steve White. It takes its place next to his '66 GT350H, '69 428CJ Mach 1 and a hybrid open track project '85/86 Capri/Mustang.**  
*Steve White photo*



## What Happened to Craig Shefferly's Car *by Mike Nyberg*

Ford Design Center, in September, asked club member, Craig Shefferly, if they could use his 1967 Shelby GT500 for four weeks. He asked them why they wanted to use his car and they said, "they couldn't say, but they would take good care of it". Why is the Ford Design Center so secretive about the use of Craig's car? Could there be a Shelby GT in the future?

Carroll Shelby and the Ford Motor Company have formed a partnership again after officially parting ways thirty-three years ago. Shelby will offer his expertise in partnership with the Ford Performance Group in the development of specialty niche products.

The reunion unofficially began with the Ford GT. Shelby, 80 years old, was a senior technical advisor on that car. Shelby will work on cars and trucks that offer performance minded customers more power, better handling and unique design. It is speculated it will manifest itself in the form of a new Shelby Mustang and a 21<sup>st</sup> century Cobra. Shelby has, also, expressed an interest in the sport-compact crowd, which in Ford's case is the SVT Focus.

Could there be a connection between Craig's car and a potential 2006 Shelby Mustang? Many people think the new 2005 Mustang will generate so much inter-



**This photo was taken at the SAAC-MCR Fall Picnic in October. One of the last times he saw the car before the Ford Design Center got it.** *Mike Nyberg photo*

est when introduced, Ford will not need to offer a specialty niche Mustang until the 2006 model year.

The Ford Design Center kept Craig's car for eight weeks, twice as long as the original request. A "friend" of his said he saw a car just like his burning rubber on Michigan Ave-

nue with a personalized plate "THIS IS NOT CRAIG'S CAR". No wonder he worried about his car. But, if the Design Center is getting design clues from his car for a possible Shelby Mustang in the future, it will be worth all the worry.

## SAAC-MCR Members' Car Make Mustang Monthly Magazine *by Ken Milburn*

The picture to the right was in the November issue of Mustang Monthly on page 7. During the Ford 100<sup>th</sup> Anniversary Celebration in Dearborn last summer I (Ken Milburn) extended an invitation to '69-'70 Trans Am Boss driver Parnelli Jones to join the attending Boss 302 Owners for photos. He graciously accepted. Within an hour after I asked, he called my cell phone and said he

would meet us in five minutes. We lined up all the Bosses we could get together. Then Parnelli showed up and was very nice to everyone. In addition to group pictures, he agreed to stand by just about everyone's car and let them take pictures. He was signing everything from sun visors to hats. What a great guy!



**Parnelli Jones with SAAC-MCR members' cars. From left: Mike Nyberg's Yellow Boss, Ken Milburn's (not a member yet) Orange Boss, Bill Cook's Medium Blue Metallic Boss and Ed Ludtke's Grabber Blue Boss** *Ken Milburn photo*



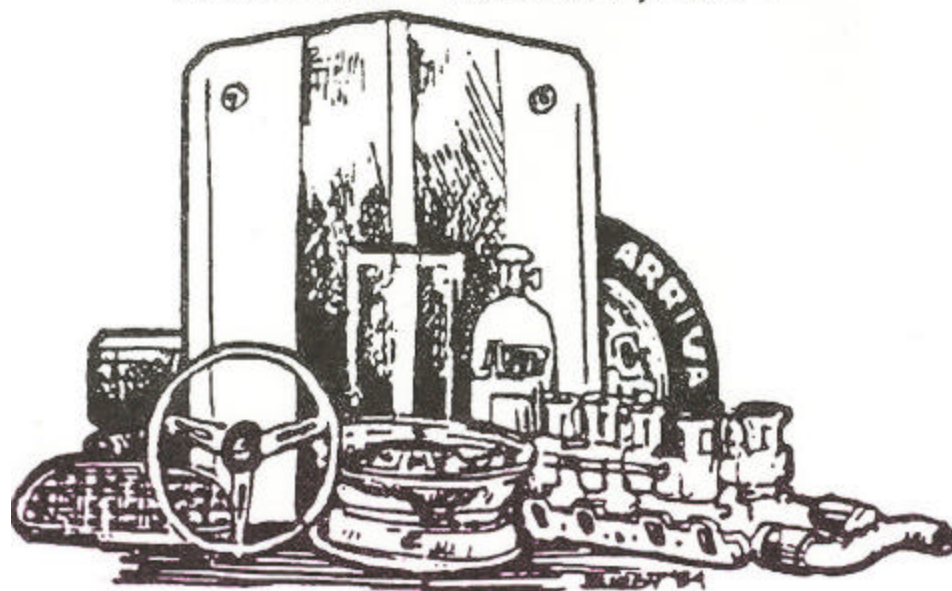
# 23rd Annual SAAC-MCR

## Indoor Winter Swap Meet

FORD PERFORMANCE PARTS AND LITERATURE

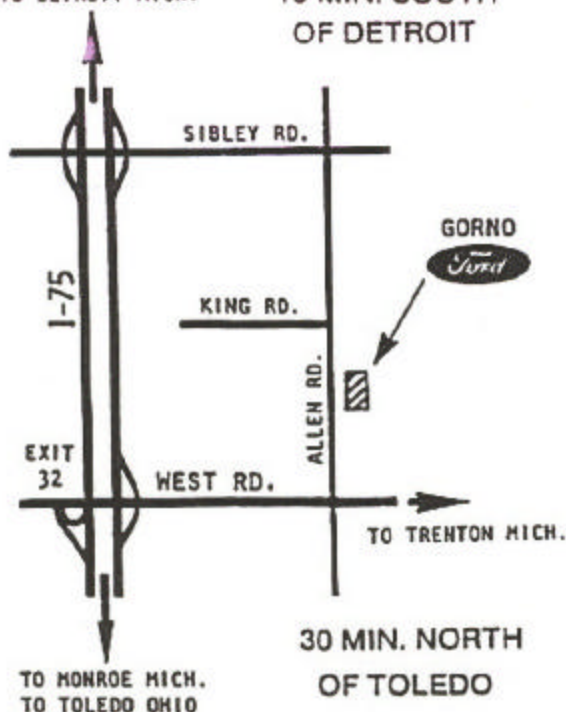
**SUNDAY - March 7, 2004**

**9am to 3pm**  
OPEN TO THE PUBLIC



**GENERAL  
ADMISSION \$2**

**SWAP MEET WILL BE HELD SNOW or SHINE**  
TO DETROIT HIGH. 10 MIN. SOUTH  
OF DETROIT



### ADMISSION

Browsers ..... \$ 2  
Vendors ..... \$15  
(10x10 swap spaces)

Spaces reserved  
First Come - First Served

To register contact:  
Kurt Fredrickson  
**(734) 427-2449**

For additional  
information and  
announcements call  
the SAAC-MCR Hot Line  
**(313) 980 - 3936**

Visit our website:  
[www.saac-mcr.com](http://www.saac-mcr.com)



## 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](mailto: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.

## Phil Jacobs and Crew Does Well at Mid Ohio *by Mike Nyberg*

Phil Jacobs, son Austin and brother-in-law Ed Jaskowski helped load Phil's 1968 Shelby American Mustang into a trailer for a trip to the Mid Ohio Vintage Sports Car Drivers Association (VSCDA) race weekend. The event was held October 17-19, 2003. There were approximately 125 participants. There were several different classes that participated in the event. There were big and little open wheel cars, small European type sports cars and Trans Am cars.

The cars had to be period correct to participate and Phil's was certainly qualified. His car is one of five 1968 Shelby American Trans Am Cars built by Shelby American. Actually, Phil's was a backup car that was never finished by Shelby American. Phil found the car through a lead from a former SAAC-MCR member, Mike Sedlak. Phil finished building the car after he bought it in pieces.

The three-day event consisted of Friday practice, Saturday 10 lap qualifying race and Sunday 15 lap feature race. Preparation between sessions consisted mainly of lug nut checks by "torque-man" Austin and tire pressure checks by "air-man" Ed.

Phil said, "The Mid Ohio Sports Car Course seems twice as long and wide as Waterford, even though it is only  $\frac{3}{4}$  of a mile longer." The races he participated in had mixed classes, there were four Corvettes, a Cobra,

a Pantera and other Trans Am cars, including two Boss 302's and two Camaros. As a matter of fact, one of the Boss 302's is owned by club member Mike Friedlander. It is a 1970

Boss 302 Trans Am car built by Kar Kraft for pictures that were used in the "Boss 302 Chassis Modification" booklet.

Phil didn't have any mechanical problems and finished second in class both days. He finished third overall on Saturday and fifth overall on Sunday. The reason he finished lower overall on Sunday is because he spun out of the "Key Hole" at turn 3. He recov-



### Phil Jacobs' 1968 Shelby American Mustang at the Mid Ohio VSCDA October Race

*Phil Jacobs photo*

ered and was far enough ahead of the other cars in his class to still finish second in class.

Phil and his crew enjoyed the weekend of racing and fellowship with likeminded enthusiasts. They had a good feeling about the results of their efforts as they loaded the car into the trailer for the trip back to Michigan.





## Mike Riemenschneider Does Vegas – SEMA Show *by Mike Nyberg*

Fellow SAAC-MCR club member, Michael Riemenschneider, attended the Specialty Equipment Marketing Association (SEMA) Trade show in Las Vegas, Nevada. The show was held November 3-7, 2003. The SEMA Show is the premier of all the automotive specialty products trade events in the world. It draws the industry's brightest minds and hottest products to one place, the Las Vegas Convention Center. The exhibits covered over two million square feet of floor space. Over 40,000 domestic and international potential buyers walked through the show exhibits. The rumor was, if you walked through every exhibit you would travel 46 miles.

The 2003 Vehicle Manufacturer for the SEMA Show was Ford Motor Company. Many of the displays that need cars were supplied with Ford products. Michael said "Ford had the biggest display at the show. Included in the Ford Display were tuner versions of the Focus, the two 2005 Mustang concept cars, 1965 NASCAR championship car, a real Dayton Coupe and Edsel Ford's personal hot rod."

"The Ford Racing display had a Mercury Marauder that was prepared by Paul Svinicki of Paul's High Performance. It had a 4.6L, 4-valve supercharged 2003 Cobra motor tweaked to produce 450+ HP at the rear wheels. It was named the Night Stalker and can do the quarter mile in the high 12's. The new Ford GT was also on display."

Michael was especially impressed with the size and variety of exhibits at the show. The tire and wheel exhibits consumed one of the four exhibit halls. Edelbrock and Holley had very large exhibits. Of course Michael was especially interested in

the Holley exhibit, because he repairs and rebuilds Holley carburetors.

One thing Michael noticed in Las Vegas, is a new mass transit monorail system. They were doing final testing of a monorail system that will take visitors from the airport to all the casinos and back. Eventually they will have a line that will go to the NASCAR racetrack.

Michael enjoyed the 2003 SEMA Show and learned a lot about the over 1,100 newly introduced parts, tools and components on display.



**The Ford Racing display generated a lot of interest at the 2003 SEMA Show.**



**The 2005 Mustang Concept Car generated a lot of excitement and interest.**

**Ford products were well represented at the SEMA Show. Many Ford Trucks displayed after-market modifications.**





## Ford's New Supercar

by Mike Nyberg

Ford and Roush Industries are doing everything they can to make the Ford GT a top performer. They took three prototypes to the famous Laguna Seca track in Monterey California for development testing, earlier this year. Former Grand Prix ace GT40 driver and Le Mans winner, Dan Gurney and Lloyd Ruby who also drove a GT40 at Le Mans drove the Ford GT's and gave valuable performance feedback to the engineers. Carroll Shelby, the creator of the AC Cobra and head of the original GT40 race team, was also on hand as a senior advisor.

Ford's target vehicle for performance comparisons is the Ferrari 360 Modena. The general layout of the GT and 360 are very similar. Both cars have an aluminum space frame with aluminum body panels attached to it. The GT frame structure is much stiffer than the 360.

Like the 360, the GT is a mid-engine all aluminum twin cam V-8 mated to a six-speed Ricardo sourced manual transmission. Unlike the 360 normally aspirated 3.6 liter unit, which boasts 395 hp and screaming 8500 rpm redline, the GT's V-8 rumbles with a 5.4 liters of displacement, breathes forced fed air from a screw type supercharger with an air-to-water intercooler. The GT's engine is based on the Lincoln Navigator 5.4 liter block tweaked by long-time associate, Roush Industries. 85% of the reciprocating parts are unique to the GT resulting in 500 hp at 6000 rpm and 500 ft-lbs of torque at 4500 rpm. More power and more torque than the 360 and at lower rpm's, that's American muscle.

Speaking of muscle, the acceleration is awesome with the goal weight of 3300 lbs and mid-engine layout for traction; it should sprint from 0 to 60 in less than 3.8 seconds and the quarter-mile in 12.2 seconds, that's quicker than the Modena and Viper.

In keeping with its heritage, the GT is also designed for the high speed "straights". The underbody has smooth body panels to reduce drag. It has underbody splitters or "tunnels" to eliminate aerodynamic lift and the rear spoiler lip adds down force. The car has exceeded 200 mph at an undisclosed air force base before having to decelerate for the end of the runway.

The wide stance, beefy Goodyear F1 Eagles (18 inches up front and 19 inches in back) and all aluminum double wishbone suspension combine to deliver an astonishing hold on the track. An earlier prototype, with a 4.6 engine (approximately 360 hp) when tested at the Goodyear test facility, broke all the previous records set there. The GT was also tested at GingerMan raceway, and ran lap times dramatically faster than the race winning times recorded by the fastest A and B production vintage race cars.

The production ready design has lost none of the 2002 Detroit Auto Show Ford GT's pizzazz. The GT looks like the original GT40 Mark II that inspired it, despite the fact the GT is 4 inches taller (Shelby would have named it the GT44) and some 18 inches longer than the racecar.

This Ford icon should make the Ferrari 360 and Viper owners worry about its superior performance. The new 2005 Ford GT, the reincarnation of a Le Mans legend for the street, will certainly add to Ford's high performance image.



The first three 2005 Ford GT's, a reincarnation of a Le Mans legend for the street.



The mid-mounted V-8 breathes supercharged air to deliver 500 horsepower.



Ford GT interior has a classic nostalgic look.

See an excellent article comparing the Ford GT to the Porsche 911 GT3 and the Ferrari Challenge Stradale at: [http://www.caranddriver.com/article.asp?section\\_id=15&article\\_id=7565](http://www.caranddriver.com/article.asp?section_id=15&article_id=7565)





## 2005 Ford GT Technical Specifications

### Engine

|                          |   |
|--------------------------|---|
| <b>Configuration</b>     | V-8 aluminum block, aluminum four valve cylinder heads. H-beam connecting rods, forged aluminum pistons |
| <b>Bore &amp; Stroke</b> | 90.2 mm x 105.8 mm  |
| <b>Displacement</b>      | 5.4 liters (5409cc/330cid)  |
| <b>Comp. Ratio</b>       | 8.4:1   |
| <b>Horsepower</b>        | 500 @ 6,000 rpm   |
| <b>Torque</b>            | 500 @ 4,500 rpm   |
| <b>Specific output</b>   | 92.9 hp/L   |
| <b>Redline</b>           | 6,500 rpm   |
| <b>Valvetrain</b>        | Double overhead camshafts, four valves per cylinder   |
| <b>Intake valves</b>     | Two per cylinder, 37 mm   |
| <b>Exhaust valves</b>    | Two per cylinder, 32 mm   |
| <b>Ignition System</b>   | Electronic distributorless, coil-on-plug  |
| <b>Fuel system</b>       | Sequential multi-port electronic fuel injection (SEFI) w/dual injectors/cyl.                            |
| <b>Supercharger</b>      | Lysholm screw-type  |
| <b>Throttle body</b>     | Twin 70 mm  |
| <b>Exhaust</b>           | Cast iron manifolds   |
| <b>Exhaust system</b>    | Low restriction dual w/ active muffler  |

### Drivetrain

|                     |                      |
|---------------------|----------------------|
| <b>Transaxle</b>    | Ricardo six-speed    |
| <b>Differential</b> | Helical limited-slip |
| <b>Clutch</b>       | Twin disc, 240 mm    |

### Suspension

|              |  |
|--------------|--|
| <b>Front</b> | Unequal length upper "A" arm and lower "L" arm aluminum control arms, coil spring, monotube aluminum dampers, tubular anti-roll bar  |
| <b>Rear</b>  | Unequal length upper "A" arm and lower "L" arm aluminum control arms, coil springs, monotube aluminum dampers, tubular anti-roll bar |

### Steering

|                            |                 |
|----------------------------|-----------------|
| <b>Type</b>                | Rack and Pinion |
| <b>Ratio</b>               | 17:1            |
| <b>Turns, lock to lock</b> | 2.7             |
| <b>Turning dia.</b>        | 40 ft           |

### Brakes

|              |  |
|--------------|--|
| <b>Front</b> | 14.0 x 1.3 in. (355 x 32 mm)<br>Brembo cross-drilled and vented discs, four-piston monoblk. calipers |
| <b>Rear</b>  | 13.2 x 1.3 in. (335 x 32 mm)<br>Brembo cross-drilled and vented discs, four-piston monoblk. calipers |
| <b>ABS</b>   | Four-channel, four sensor systems  |

### Wheels & Tires

|               |   |
|---------------|---|
| <b>Wheels</b> | <b>Front:</b> 18 x 9 in.<br><b>Rear:</b> 19 x 11.5 in.                            |
| <b>Tires</b>  | Goodyear Eagle F1 Supercar<br><b>Front:</b> 235/45ZR18<br><b>Rear:</b> 315/40ZR19 |

### Dimensions, Capacities

|                                |                                     |
|--------------------------------|-------------------------------------|
| <b>Wheelbase</b>               | 106.7 in. (2710 mm)                 |
| <b>Length</b>                  | 182.8 in. (4643 mm)                 |
| <b>Height</b>                  | 44.3 in. (1125 mm)                  |
| <b>Width</b>                   | 76.9 in. (1953 mm)                  |
| <b>Track f/r</b>               | 63 in. (1599 mm)/63.7 in. (1618 mm) |
| <b>Seating capacity</b>        | 2                                   |
| <b>Head room</b>               | 35.4 in. (899 mm)                   |
| <b>Leg room</b>                | 44.6 in. (1132 mm)                  |
| <b>Passenger volume</b>        | 52.8 cu. in.                        |
| <b>Fuel Capacity</b>           | 17.5 gallons                        |
| <b>Oil capacity</b>            | 10 qts.                             |
| <b>Recommended fuel</b>        | 91 octane (premium)                 |
| <b>Weight distribution f/r</b> | 43%/57%                             |

FOR MORE INFORMATION VISIT: [www.fordvehicles.com/fordgt](http://www.fordvehicles.com/fordgt)

# SAAC-MCR Abridged Financial Report *by Craig Shefferly*

| Item Description                                  | September | October   | November |
|---|-----------|-----------|----------|
| <b>Beginning Balance</b>                          |           |           |          |
| Checkbook   | 8,619.09  | 11,162.88 | 7,216.58 |
| Cash on Hand                                      | 107.00    | 107.00    | 107.00   |
| <b>Total Beginning Balance</b>                    | 8,726.09  | 11,269.88 | 7,323.58 |
| <b>Income</b>                                     |           |           |          |
| Annual Memberships                                | 30.00     | 165.00    |          |
| Monthly Meeting/Food                              |           |           |          |
| Show & Go 28 Registration Fees                    |           |           |          |
| Paypal (deposit)                                  |           | 500.00    | 500.00   |
| Unknown Source                                    |           |           |          |
| GingerMan   |           |           |          |
| Driver's School (8-31)                            | 2,710.00  |           |          |
| Bank Credit                                       | 18.50     |           |          |
| Driver's School (10-05)                           |           | 1,981.00  |          |
| Tire Seminar                                      |           | 610.00    |          |
| <b>Total Income</b>                               | 2,758.50  | 3,256.00  | 500.00   |
| <b>Expenses</b>                                   |           |           |          |
| Hot Line Phone                                    | 31.38     | 35.44     | 23.67    |
| Monthly Meeting                                   |           |           |          |
| Withdrawal for Show 28 petty cash                 |           |           |          |
| Office Supplies                                   |           |           |          |
| Program Expenses                                  | 176.33    | 94.75     | 102.83   |
| Newsletter  |           |           |          |
| 2003 SAAC-MCR Calendar (postage)                  |           |           |          |
| Swap Meet Advertising                             |           |           |          |
| Show 28 Advertising                               |           |           |          |
| Insurance   |           | 266.00    |          |
| Member Reimbursements                             | 7.00      | 97.86     | 76.94    |
| Assemble Plaques for Show 28                      |           |           |          |
| Track Events (8-31 & 10-05)                       |           | 3,500.00  |          |
| Track Events (8-31 & 10-05) EMS Ambulance Service |           | 1,400.00  |          |
| Waterford Annual Fall Picnic                      |           | 446.25    |          |
| Tire Seminar                                      |           | 1,362.00  |          |
| <b>Total Expenses</b>                             | 214.71    | 7,202.30  | 203.44   |
| <b>Income Over/(Under) Expenses</b>               | 2,543.79  | -3,946.30 | 296.56   |
| <b>Ending Balance</b>                             | 11,269.88 | 7,323.58  | 7,620.14 |





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

## October Meeting Minutes

**Competition Dir: Darius Rudis** -We have 34 drivers signed up for the October 5<sup>th</sup> track day.

**Financial Dir: Craig Shefferly** - The club has \$11,269 cash on hand.

**Editors Report: Mike Nyberg** – *Shelby Life*, Volume 28, Issue 4 was distributed to all members present. Mike thanked all those who contributed articles and pictures.

**Membership Dir: Rich Tweedle** - We have 122 members.

**This 'n That:** Rich Tweedle has nine CD'S of the FORD 100 YEAR car show available to club members.

Austin Craig indicated September 1, 2004 is Job 1 for the 2005 Mustang.

Jim Seisser bought a '67 Cougar road racecar that's been vintage raced for five years

## November Meeting Minutes

New Faces were Jon Greca and his daughter Courtney. John owns a red 1969 Shelby GT500 Convertible.

**Competition Dir: Darius Rudis** – We had 44 drivers participate in the October 5<sup>th</sup> track day. Darius brought his son's Boy Scout troop to the event. The Boy Scouts helped with the tech inspection. They also enjoyed some fast rides on the track during the lunch break parade lap sessions

**Financial Dir: Craig Shefferly** - The club has \$9,000 cash on hand.

**Editors Report: Mike Nyberg** - Target dead line is December 4<sup>th</sup> for the next issue articles.

**Membership Dir: Rich Tweedle** - We have 122 members at the end of October 2003.

**This 'n That:** Tom Greene bought a 2003 red Mustang Convertible. SAAC 29 National Convention is at MIS, July 2,3&4, 2004, near Jackson MI. We all sang Happy Birthday to Alisa Jacobs. She turned " 13 ".

## December Meeting Minutes

New Face was Charles Repp a long time Ford employee who has a cobra kit car that he enjoys driving.

**Competition Dir: Darius Rudis** - No track events until next year.

**Financial Dir: Craig Shefferly** - The club has \$9,500 cash on hand.

**Show Dir: Gary Roys** - No club events until next year, when Kurt Fredrickson will be handling the Gorno Ford Swap Meet, March 7, 2004.

**Membership Dir : Rich Tweedle** - We have 125 members, but, that changes the first of the year when everyone's membership expires.

**This & That:** Dean Ricci, the club web master, has just updated the Shelby Club's Mid-Winter Swap-Meet Flyer on the SAAC-MCR web site.

**Election of club officers took place.**

President: Tom Greene

Secretary: Kurt Fredrickson

Treasurer: Craig Shefferly

Event Director: Gary Roys

Advertising Director: Joan Karas

Competition Director: Darius Rudis

Membership Director: Rich Tweedle

Newsletter Editor: Mike Nyberg

National Representative: Jeff Burgy

The Holiday Party will be at Meadow Brook Hall on Saturday evening, January 17, 2004.

The club will subsidize part of the cost.

**THE NEXT CLUB MEETING IS ON JANUARY 8, 2004,  
THE SECOND THURSDAY OF THE MONTH.**

**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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Email: tangobythelake@yahoo.com

**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

**Reminder: The January SAAC-MCR  
Meeting is 01/08/04, the SECOND  
Thursday of the Month.**

## 2004 Events Calendar

+ Winter Holiday Party at  
Meadow Brook Hall in Rochester,  
MI (rtweedle@comcast.net).....  
Jan. 17

+ SAAC Does Vegas in Las Ve-  
gas, NV.....Feb 6-8

+ Gorno Ford Winter Swap  
Meet (see pg. 9).....Mar. 7

+ MCA National Show, Pensa-  
cola, FL....Mar. 19-21

+ Spring Columbus Ford Swap  
Meet, Columbus, OH....Apr. 3-4

+ MCA Mustang 40<sup>th</sup> Anniver-  
sary, at Nashville Speedway in  
Nashville TN ([www.mustang.org](http://www.mustang.org))  
..... Apr. 15-18

+ FME Open House, at Ford  
World Headquarters in Dearborn,  
MI.....April 16

+ Show 'n Go (the Show Part) at  
Ford World Headquarters in Dear-  
born, MI.....TBD

+ Driver's School (the Go Part) at  
Waterford Hill in Waterford, MI.....  
TBD

+ Carlisle All-Ford Swap Meet,  
Carlisle, PA..... June 4-6

+ SAAC 29 National Convention,  
Jackson, MI.....July 2-4

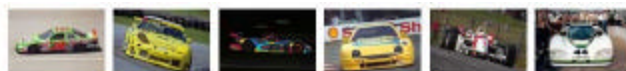
+ Hot Laps at GingerMan, in New  
Haven, MI.....July 26

+ Woodward Dream Cruise - 10<sup>th</sup>  
Annual.....Aug. 21

+ Waterford Open Track – Labor  
Day Classic in Waterford, MI.....  
TBD

+ Waterford Open Track – Har-  
vest Happening in Waterford,  
MI.....TBD

+ Fall Color Tour.....TBD



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