



Shelby Life

Shelby American
Automotive Club – Motor
City Region

Volume 29, Issue 2

April 2004

President's Corner *by Tom Greene*



"My definition of the epitome of a successful swap meet", Tom Greene.

For this edition, I get to tell you about the swap meet that was held this past weekend. After all, who better to tell you about it than the one person who wasn't there (I was on vacation). We had a SOLID turnout of club members, a stellar turnout of browsers, and the vendors sold their wares. We all owe Joan a vote of thanks for the effective advertising – thanks Joan!!! We got to know Ryan a bit better – Ryan was our contact at Gorno Ford who was an OUTSTANDING host once again this year. Thanks George, your efforts and support are very much appreciated.

Take a look at this picture and you will see MY definition of the epitome of a successful swap meet. There are LOTS of people looking at LOTS of parts and they are all looking satisfied they are about to get a good deal.

The vendors sold LOTS of their stuff, including some who had to leave early because they had simply sold EVERYTHING they brought. There were people there with sleepy-eyed children in strollers, and people who came from other swap meets to enjoy ours.

It's most satisfying when our club has an effective event. We did well for the people who were

our vendors, we did well for our customers, we did good for the club coffer (I assume we made a couple bucks) and we did a fantastic job of building the club reputation. In the final analysis, we all measure our lives by how others view us. And if the turnout and positive commentary from the "exit interviews" from Sunday is any indication, we did a fine job of improving other people's view of Shelby American Automobile Club – Motor City Region.

I am very proud of the club, the members, and our results.
Thank you.

(See related story on page 14)

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2004 Club Officers

- **President:** Tom Greene
(248) 449-7374
t_greene@comcast.net
- **Secretary:** Kurt Fredrickson
(734) 427-2449
shelbytiger2002@yahoo.com
- **Treasurer:** Craig Shefferly
(248) 698-8825
thebullitt@comcast.net
- **Events:** Gary Roys
(248) 879 0835
grr456@aol.com
- **Advertising:** Joan Karas
(734) 675-2375
karasjp@netscape.net
- **Competition:** Darius Rudis
(313) 248-7402
drudis@dariusrudis.com
- **Membership:** Rich Tweedle
(586) 791-0279
rtweedle@comcast.net
- **National News:** Jeff Burgy
(248) 366-3090
cobrajef@comcast.net
- **Web Master:** Dean Ricci
dean@deanricci.com
- **Editor:** Mike Nyberg
(248) 969-1157
tangobythelake@yahoo.com



SAAC – MCR 2004 Open

Track Events *by Darius Rudis*

(drudis@dariusrudis.com)

We are all looking forward to another year of fun, exciting and safe open track events. I have included the following information to help you plan your open track participation and make the registration process go smoothly.

REGISTRATION:

The "optional" online registration/payment worked well last year and is continued this year. I say "optional" because you will have the choice of online registration, yet continue to have the old mail-in registration sent to my home address: Darius Rudis

31038 Mayville St
Livonia, MI 48152-3371

The online registration allows you to input the information (name/address/vehicle/run group...) and hit <SUBMIT> and register the paperwork that way. This makes it easier for me, as I don't have to re-key the information, avoids typing mistakes, and I will have the information in a spreadsheet that I can simply cut/past as I plan the run groups.

The next step is to submit payment. The optional online payment option is thru www.paypal.com. Those familiar with this process will wel-

come the ease of submitting your registration and payment from your keyboard. Those of you that still prefer to write a check, can still submit the check thru the mail (with/without) registering online. NOTICE: You are NOT registered till we receive payment. You get an email confirmation (if available) that we received payment, either by check or Paypal.

COSTS:

The rates for Waterford are \$85/\$100 for member/non-member. GingerMan will be \$115/\$130.

SCHEDULE:

The SAAC-Motor City Region holds four track events a year. Three are at Waterford Hills Race Course and one at GingerMan Raceway (in South Haven, MI). The first event this year will be "Show and Go XXVIII" (the "GO" part) held on June 7th at Waterford 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 student will learn proper braking techniques, how and when to down shift, the correct apex through a corner and proper hand on wheel position.



Get your cars ready for the 2004 SAAC-MCR open track even season

All entrants must be 18 years or older with a valid drivers license and must wear seat belts and a helmet. Their car will go through an inspection prior to entering the track. All first time drivers will attend classroom training and be accompanied by an instructor on the track. This is the schedule of events:

MONDAY - JUNE 7th
DRIVERS SCHOOL Waterford Hills Road Race Course - Clarkson, MI

MONDAY - JULY 26th
HOT LAPS AT GINGERMAN GingerMan Raceway - South Haven, MI

SUNDAY – SEPTEMBER 5th LABOR DAY CLASSIC Waterford Hills Road Race Course - Clarkson, MI

SUNDAY – Tentative SEPTEMBER 26th HARVEST HAPPENING Waterford Hills Road Race Course - Clarkson, MI

Competition Director,
Darius Rudis
For additional information you can contact me at drudis@dariusrudis.com checked hourly, and is much easier (and preferable) over telephone (313)248-7402.



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

Membership Report *by Rich Tweedle*

SAAC-MCR Membership Status

Newest members as of March 31, 2004

Mike Radonovich, Ed Hanson, Cary & Anne Silver, Mark & Catherine McCloskey-Turner, Ron & Marti Lammy II, Randy & Patty Burns, Tom Lang, Jeff Fry, Joe Galante, Bruce & Dianne Schlemmer and Rick Vander Heide

We currently have 104 members.



What a Gas! *by Steve White*

Next to brakes, the coolant system is one of the areas that gets hit the hardest on cars that see track duty, whether out-and-out racers, or serious open track cars. From my personal experience of trying various cooling upgrades, individually or in combinations, one of the biggest single improvements is the addition of a de-gas bottle to the cooling system. A de-gas bottle is what some call an expansion tank. It allows the coolant to be de-aerated (de-gassed). Without going into all the molecular chemistry & physics, wetted surface area, etc. discussions, the trapped air (i.e. "gas"), lowers the boiling point of the coolant. So getting it out lets the engine run cooler. Makes a big difference on cars that are run hard - like on the track.

A de-gas bottle is not to be confused with an overflow tank. An overflow tank is still needed. The de-gas bottle is placed high in the cooling system circuit (air is lighter than coolant & thus rises) to separate the air from

the liquid. The de-gassed liquid in the bottle is then returned to the coolant system, via a port that is located low in the bottle so that it only picks up liquid coolant. The overflow tank is connected to a similarly high port, so that if there is so much expansion of coolant that the de-gas system can't keep up with it, the excess will flow to the overflow tank. A perfectly designed & filled system will never need the use of the overflow tank, but it is a good safety net & the event sanctioning organizations all require them.

For my late model track car project, I wanted to use the de-gas bottle in the cooling system like the '95 Cobra R's. A similar racing product for early Shelby's was one of the biggest improvements in the numerous cooling system upgrades I did on my GT350H, albeit much more expensive than this one turned out to be. Since I now have a '96 Cobra too, I purchased the SVT Cobra Recognition Guide, which in addition to the street cars info, lists the unique parts for all year R's. Thus I was able to find the production p/

Steve indicated he **"Just found out something that other members might be interested in, that could save money"**.

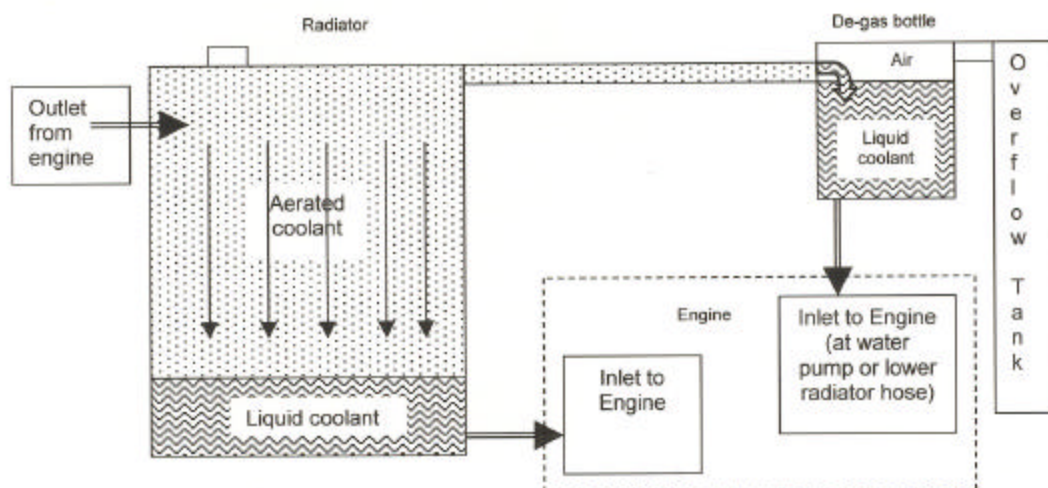
n (F32Z-8Z080-A), and that it's original application was on a '93 Probe GT. I, therefore, expected it would be less expensive than the Cobra R part listed in the Ford Racing catalog, as it wouldn't have the Racing packaging mark-up.

I priced the Ford Racing part M-8080-R58 at \$45 list. With a discount, I got it just under \$40, at my local dealer. To my surprise, the production part was almost double the price at \$80! Plus, I would need to buy the '96 T-bird cap to go along with the Probe bottle, which the M part included for the lower price!! It may not be a big find, but I'm always happy to find a more value added solution. Leaves me more money to spend on other parts!

Hope this is helpful to someone else, and saves the researching effort.

"Hope this is helpful to someone else, and saves the researching effort".

De-gas bottle conceptual flow schematic



The 2003 Shelby American Collection Holiday Party

by Jeff Burgy

Early last December, I was invited to join some friends going out to Boulder, CO, for the annual fund-raising Holiday Party at The Shelby American Collection. This was something I have been meaning to do for years, but, it seemed like I usually found out about it too late to make arrangements.

I flew out with a few other hard-core Cobra nuts, Dave Wagner, Dave Riley, and Steve Rohilier. These guys are well-connected, and in the right places. After landing in Denver, we drove to Boulder and had lunch. Then we headed over to Bill Murray's Cobra shop in Boulder. Bill has been racing, race-prepping, and restoring Cobras since the seventies. There isn't any job too big for him, if the part needed isn't available, Bill just makes it himself. As we walked in, I spotted a familiar face under a baseball cap, dressed in black, relaxing on a counter stool in the middle of the shop. None other than the head snake, Carroll

Shelby. I asked him how he was doing, and he said he wasn't feeling well, and that he was fighting off a cold. He was a little more quiet than usual, and seemed content to sit and relax while everyone else crawled over and under all of the Cobras in various stages of restoration in Bill's shop.

There were nearly a dozen original Cobras there, from bare frames to complete, race-ready cars. The ONLY business in this place is Cobras, they don't do Mustangs, and they don't work on fiberglass replicas – original AC Cobras only (they WILL work on original Ford GT40s). It was interesting to see in person what a Cobra looks like without its skin. There is quite a bit of metal tubing making up the superstructure that is normally hidden underneath all of that bulging aluminum. Also there at Murray's were Bob Bondurant (you know who he is), Phil Remington (Shelby's former Chief Engineer), Bill Neale (Shelby's



Red 289 Street Cobra, CSX2574



Blue 289 USRRC Competition Cobra, car #98, Ken Miles racecar



Green 289 street Cobra, Black 427 street model



Blue Daytona Coupe, CSZ2299, car #13

Shelby American Collection

(Continued from page 4)

Texas artist buddy), Bruce Meyer (California hotrod icon, and creator of the Meyer's Manx, the original dune buggy), George Stauffer (Stauffer Classic Cars), Jim Cowles (Shelby Parts Restoration), and Steve Volk (The Shelby American Collection). Among the cars awaiting restoration was Jim Cruden's (SAAC-MCR member) little red roadster, CSX 2027. It was difficult to pry Riley and Wagner out from under the Cobras, but we finally managed, so we could head off to the hotel and get cleaned up before the party.

The Shelby American Collection is housed in a large commercial building just a few miles away from Murray's shop. Our timing was perfect, as we arrived just as they opened the doors to let people in. I had convinced the guys that we should be there "early" instead of "fashionably late", so that we could get around better to take photographs. It was a good plan, as the crowd was light at the beginning, and totally jammed later in the eve-

ning. Over 400 enthusiasts paid \$110 each to come and visit the cars for this year's Holiday Party. This is the main fund-raising event of the year for the Shelby American Collection. In addition to the cars, Carroll Shelby, Bob Bondurant, Bill Neale, Phil Remington, and Jerry Grant were there to reminisce about the "good ole days". Tasty hot hors d'oeuvres and an open bar kept the people moving and mingling.

Carroll Shelby was doing his best impression of Michael Jackson – wearing a surgical mask over his face. Probably not a bad idea, since Shelby's resistance was down with his cold, and we were in Denver Colorado, which seemed to be a hot-bed of flu activity this season. Shelby didn't want to get any sicker than he already was. Shelby went ahead with the autograph session (part of the admission fee), but they warned that there was to be no "hand-shaking" tonight. They set up an extra table by Shelby's, to keep the crowd away from him.



**Ford GT40's, Black car is McLaren/
Amon LeMans '66 winner, Light Blue
car was second place Miles/Hunter car**



Primer GT350R, SFM 5R002, Bill Clawson's former racecar



**Garage Diarama with lots of Cobra and
GT40 goodies**



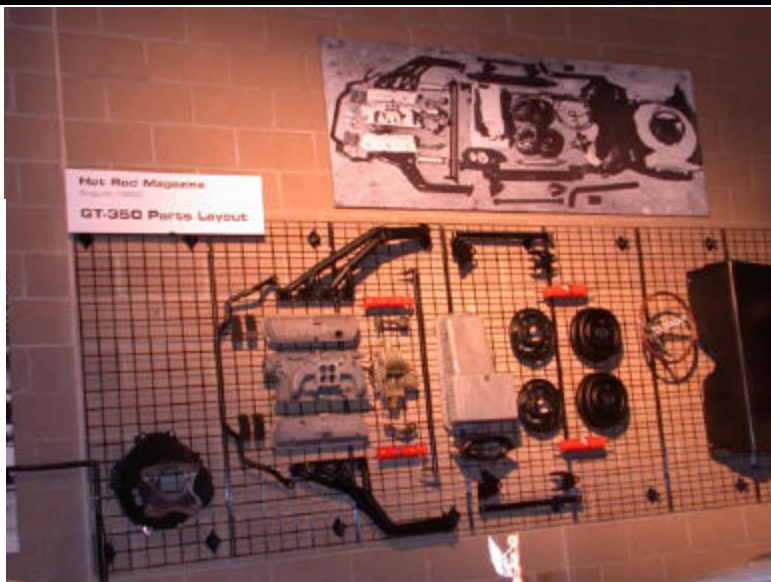
**AC Bristols, the predecessor to the
AC Cobra**

Shelby American Collection *(Cont'd from page 5)*

The cars are the stars at The Shelby American Collection, and if you like Shelby Cobras or GT40's, this is THE place. The Collection is heavily geared toward racing cars, and has some of the most famous racing Cobras and GT40's ever, on display most of the time. A good portion of the cars belong to Steve Volk, many of the rest are on loan from private collectors. In here are an amazing number of original Cobra 289 FIA and USRRC competition cars, a Daytona Coupe, two "R" Model GT350's, and GT40's of all types – Mark I, II, III, and IV (and V, if you count the 2005 Ford GT prototype Ford sent out for them to display).

The walls of the museum are lined with cabinets full of interesting literature, artifacts, models, trinkets, and everything else Shelby or Cobra. Hanging from the walls are spare parts that would make any Shelby nut drool, and small garage-style dioramas sprinkled around stocked with transaxles, race tires, calipers, pistons, engines, carburetors, injectors,all the good stuff. Bill Clawson's (SAAC-MCR member who passed away just a few years ago) old "R" model is there – SFM 5R002 – in "unrestored" condition. Sitting next to it is Walt Hane's SFM 5R103, which finished first at the SCCA ARRC at Riverside in 1966. Above the two "R" Models was a display replicating the Hot Rod magazine article from 1965 which showed all of the parts that were required to convert a fast-back Ford Mustang into a Shelby GT350. Next to the "R" Models is Pete Brock's original '63 Falcon Sedan Delivery, sporting the signature Guardsman Blue "Le Mans" stripes over Wimbledon White.

GT350 parts display from Hot Rod Magazine



There was a silent auction of artwork, parts, models, and collectibles going on to benefit the museum. Much of the artwork was the work of Bill Neale, a very prolific and talented guy, who has been close to Shelby forever. There were a number of items I wanted to bid on, but I restrained myself. I don't have enough wall space to hang the Neale prints that I already have, much less a few more. Riley was unable to resist, and managed to win an auction for a very nice autographed and framed poster print. He nearly didn't get to bring it home though, and had to go through Security checkpoints at the



White '63 Falcon Sedan Delivery, Pete Brook's "shop truck"



Bill Neale's artwork from the Silent Auction

Shelby American Collection *(Cont'd from page 6)*

airport several times before they finally agreed to let him bring it on board.

I ran into a number of old-time SAAC buddies, like John South, from Atlanta, GA, and Dirk Gasterland, from LaCrosse, WI. The evening was very enjoyable, and I saw a lot of extremely rare artifacts, like a J. Paul Nesse bronze Cobra sculpture (that originally sold for \$6,000, and is reported to be worth twice that now), Cobra models I have never seen before (and believe me, I've seen a LOT of them), and even CA registration slips for Carroll Shelby's 289 Cobra (CSX 2589, the last 289 Cobra built). Outside the museum, local collectors drove their Shelybs to the event (it was over 60 in Denver that day). Right outside the front door was a new Shelby GT350SR, the latest from Sanderson Marketing in succession to the "Eleanor" GT500E. Like the early Shelybs of the past, this car was more business-like than its big-brother (sister?) Eleanor. The GT350SR had mild fender flares, a 410 horse small-block, 4 wheel discs, Total Control Products suspension upgrades, and an "R" model style Plexiglas rear window. No fake scoops, side sill air-dams, blue spot lights or any of that kind of stuff.

It was a great weekend for a band of hard-core Cobra enthusiasts, just the break we needed from the frigid temps and salted roads back home in Detroit. If you are going out anywhere near Denver, you ought to stop by there. Here is the web address for The Shelby American Collection: <http://www.shelbyamericancollection.org/collection.html>

Bronze Cobra sculpture, "Miles Ahead", by Paul Nesse



CA Registration slip from Carroll Shelby's personal 289 Cobra



Blue GT350/SR, the 1965/66 counterpart to the 1967 Eleanor GT500E

Inexpensive Fun *by Mike Nyberg*

Club member, John Yarema, believes "you don't have to spend a fortune to have fun with your classic Ford car". He has practiced this philosophy on his 1965 Mustang Coupe and a couple of his friend's cars.

He bought the Mustang Coupe for \$300 and has modified it for open track. He has made improvements in three major areas; suspension, brakes and chassis stiffening. He did all the modification himself to keep the costs low.

The chassis stiffening started with adding front torque boxes. Front torque boxes were not used on early Mustangs. John purchased a set of torque boxes from NPD and welded them in place. Next he opened a hole in the rear fender well to expose the rocker panel channel. He inserted a 58" long, 1" X 3" box steel tube (1/8" wall) inside the rocker panel and welded it to the rocker channel and front and rear torque boxes. Next he installed frame connectors utilizing 2" X 2" square steel tubing (1/8" wall). The back of the front frame rail was opened to insert the steel tube. The tube was inserted as far as possible and welded to the front frame rail. The steel tube ran inside the cockpit, from under the front seat to the rear seat. The rear end of the tube was welded to the rear frame rail. Running the connector inside the cockpit helped create more clearance for the side exhaust. The frame connectors and the rocker panel tube were tied together with 2" X 2" square tube welded while the top of the torque boxes were removed.

The suspension modifications include adding a 7/8" front sway bar and a 3/4" on the rear. He has also added traction bars. The front sus-

pension was modified by dropping the upper A-arm 1" as detailed in an article written by club member Jeff Burgy in the early 80's and appears in the Tony D. Branda Performance Catalog. John followed the instructions and did the modification without the need to spend money on a kit, that many suppliers sell.

John changed the drum brakes to disc, for improved braking under open track demands. John fabricated a bearing hub to fit the stock Mustang spindle that would accommodate a 13" Cobra rotor. He also fabricated a bracket to mount the PBR calipers. He plans to manufacture these brackets and have them available for sale at the National Shelby at MIS this July. John was able to use large rotors because he is running 17" wheels.

The rear disc brakes utilize a 12" Firebird vented rotor with the bolt pattern re-drilled to accommodate the Mustang axle shaft flange bolt pattern. John fabricated the caliper mounting bracket to fit the Mustang rear brake backer plate mounting holes. PBR calipers were also used on the rear. Finally the master cylinder was changed to support the new disc brake setup.

John helped his friend, Daniel Delich, take on the difficult task of converting a 1965 Mustang Coupe into a fastback Shelby replica. Daniel had a 1965 Mustang Coupe with a solid body and a 1965 Mustang fastback that was scrap except for the roof. They cut the coupe roof off and graphed



John fabricated a bearing hub to mount the 13" Cobra rotor and a bracket to mount the PBR caliper to convert to front disc brakes.



This is one of the caliper mounting brackets John fabricates and will have available for sale at the MIS Shelby National event in July.



John re-drilled the lug bolt pattern in the 12" Firebird rotor and mounted the PBR calipers via a bracket he fabricated.



Inexpensive Fun

(Continued from page 8)

on the fastback roof. Daniel improved the handling of the car by adding front torque boxes, frame connectors and traction bars. Daniel fabricated the traction bars and frame connectors out of square and round steel tubing, using his 110-volt mig welder to save money.

John also helped his friend, Ed Adkins, modify his 1969 Mustang six cylinder fastback into a slick looking street machine. Ed bought the car cheap due to the fact it was a six cylinder. They dropped in a 302 V8 and changed the rear end from a 7" with 4 bolt lug pattern to an 8" with 5 bolt lug pattern, John had laying around. The front brakes were upgraded to disc using rotors off a Granada and 2002 Mustang standard equipment calipers. Ed was able to utilize a set 14" steel style wheels since all four corners had now been changed to a 5-bolt lug pattern. The wheels were missing the center caps. They avoided spending \$100 for new caps by using electrical box knockout plugs with the center painted black and applying Ford Logo stickers

John and his friends have kept the cost of modifying their cars low, by utilizing innovative ideas and fabricating many of the parts themselves. They have improved the performance of their cars while keeping the cost manageable, now that's what I call inexpensive fun.

If you need further information about this inexpensive conversions and modifications contact John Yarema at:
E-mail: dietrends@aol.com
Phone: (586) 771 8999
Cell: (586) 596 2105



1965 Mustang Coupe converted to a fastback by removing the roof from a rusty 1965 Mustang fastback and welding it to the solid body coupe.

1969 Mustang front disc brake conversion achieved by using Granada rotor and 2002 Mustang caliper.



Center caps made from electrical box plugs and Ford logo stickers.



SAAC-MCR Members do Well at the 52nd Detroit Autorama *by Mike Nyberg*

It wasn't difficult to find Shelby representation at the 52nd annual Detroit Autorama. There were many fine examples of customs, hot rods and racecars this year. I was pleased to see so many Shelby and Shelby inspired cars at the show.

Club member, Jarrod Kings, had his 1967 Shelby GT350 on display. He won First Place in the restored 58-67 category. Not bad for his first time at Autorama. His car was, also, on display at Ford World Headquarters when the 2005 Mustang was unveiled to the launch team. He was in the right place at the right time, during last years Downriver Cruise, to get a picture of him and his car taken with the two 2005 Mustang concept cars. The picture was featured in the 2003 November issue of Mustang and Fords. Jarrod will have a connection to future Mustangs since he works at the AAI plant in Flat Rock where the 2005 Mustang will be manufactured.

There were other examples of beautifully restored Shelybs. Greg Lyon had his 1966 Shelby GT350H. It was dark green with gold racing stripes. Terry Thomas had his White 1969 Shelby GT500 on display.

The Shelby Mustangs are so desirable that many people have produced replicas. One fine example of a 1966 Shelby GT350 was owned by an eighteen year old girl. It was given to her on her sixteenth birthday by her father, who restores cars. It was Wimbledon White with twin Guardsman Blue La Mans racing stripes. The interior was also

white (ladies like white interiors). Jon Kungman had the same color scheme on his 1966 Shelby replica with a stroker engine. The GT347 lower body stripe announced the highly modified engine.

Club member, Mike Friedlander, also, did well at Autorama. His Kar Kraft built 1970 Boss 302 took First Place in the Road Race category. The

(Continued on page 17)



Jarrod Kings' 1967 Shelby GT350 was awarded First Place in the 58-67 category.



Elyse Dagenais' 1966 Shelby GT350 replica given to her on her 16th birthday.



Jon Kungman's 1966 Shelby GT347. The stroker engine was announced on the lower body stripe.



The SAAC-MCR Holiday Party *by Mike Nyberg*

The SAAC-MCR Holiday Party Was held at Meadow Brook Hall (MBH) on the campus of Oakland University. MBH is the forth-largest mansion in the United States and is one of the best preserved. MBH was build by the late Mr. and Mrs. Alfred Wilson. Mr. Wilson was Matilda Wilson's second husband. Her first husband was John Dodge, one of the Dodge brothers that initially supplied Model T power trains and chassis to Henry Ford and then founded the Dodge Motor Car Company. Mrs. Wilson was one of the richest women in the US when she married Mr. Wilson and built MBH.

Approximately 40 SAAC-MCR members and their guests met in the Great Hall, where we had Hors D'oeuvres and refreshments in the Great Hall. Club members had a chance to renew acquaintances, reminisce and meet new people.

The group was divided into three smaller groups to begin a tour of MBH, each lead by an informed docent. We toured many of the 110 rooms in the house. We were impressed with the amount of historical knowledge our docent possessed. He was able to tell us interesting stories about much of the artwork that is located throughout the house and its estimated value. One of the significant rooms in the house was the two-story ballroom. It was where Tommy Dorsey and Frank Sinatra entertained guests at Mrs. Wilson's daughters, 21st birthday party. Mrs. Wilson's bedroom was also interesting. It is a very large and opulent room decorated with many valuable art objects.

We ended the Tour in the Christopher Wren Dining Room.

We sat down in the dining room and were served a delicious dinner, consisting of Meadow Brook salad, Chicken Chasseur main dish and New York Cheesecake dessert. It was an opportunity for the guys to talk about cars and the good old days while the women enjoyed an elegant dinner and wondered what it would have been like to live in the house with a staff of 23 people to help run it.

The evening was concluded with a group picture taken on the Grand Staircase.



Entering the circular driveway in front of Meadow Brook Hall.



SAAC-MCR members at the Holiday Party standing on the Grand Staircase in the Great Hall at Meadow Brook Hall.

McLaren Helps FRPP Display the New 5.0L "Cammer" Crate Engine *by Mike Nyberg*

Tom Berkery, Project Manager, at McLaren Vehicle Development, is very proud of the work his team did to help Ford Racing Performance Parts (FRPP) display their new 5.0-Liter "Cammer" crate motor. It is fairly common to swap high horsepower V-8 engines into vehicles, unless you are talking about a modern FRPP 5.0-liter "Cammer" crate engine. Their task was to show car enthusiasts how the new engine could be swapped into a hotrod, classic car and front wheel drive vehicle.

What is this new hot FRPP "Cammer" crate engine that McLaren displayed so well, in three different vehicles? The foundation of the engine is rooted in the Ford SVT Mustang Cobra 4.6-liter four-valve engine family. However, the crate motor's flanged cylinder liners help provide 94mm (instead of 90.2mm) cylinder bores, creating a full 5.0-liters of piston displacement. And while the motor employs the 2003-4 SVT Mustang Cobra "Terminator" forged crankshaft with six-bolt mains and Manley "H-Beam" connecting rods for superior strength, the block itself is specially reinforced in the crankcase web areas for high torque loads.

Other key differences include forged pistons, an 11.0:1 compression ratio, ported heads, higher-lift cams and beehive-shaped valve springs. The crate engine also features higher-flow fuel injectors and a magnesium variable-geometry intake manifold, similar to the FR500 intake manifold currently offered in the 2004 FRPP catalog. Ford Racing's new 5.0-liter "Cammer" crate engine comes with stock SVT Mustang Cobra oil pan and exhaust manifolds.

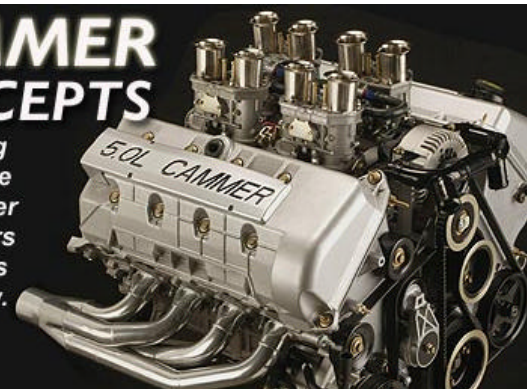
One of the best parts about a Ford Racing 5.0-liter "Cammer" crate engine installation is FRPP takes a lot of guesswork out of the project by offering a choice of several length 5.0-liter 4-valve modular wiring harness kits created for the most popular engine swap configurations. Also, harness kits, which include the powertrain control module (PCM), provide all the necessary electrical connectors, including end terminals, a fuse box, a power distribution box, switch connectors and fuel pump relays. The 5.0L EFI "Cammer" crate engine, including wiring harness kits, will sell for a MSRP of \$14,994 and will be available from the 2004 FRPP catalog.

Tom's, McLaren Vehicle Development Team made modifications to three vehicles, chosen by FRPP, to display the swapped 5.0L "Cammer" crate engine. The hotrod is a 1953 Ford F-100 Panel Truck, the classic car is a 1965 Mustang Fastback and the front wheel drive vehicle is a European Focus RS.

The hot-rodded '53 Panel Truck had a similar mission to last year's custom FR100's before it. Many of the lessons learned from the FR100's could be applied to help transform the Panel truck into a fully streetable, high-performance custom. Because the F-100's front frame rail spacing was similar to the

CAMMER CONCEPTS

Ford Racing debuts three 5.0L Cammer concept cars at this year's SEMA show.



1953 F100 Panel Truck modified into a slick looking hotrod.



Roughly 400 pounds of steel go into the frame, which looks more than capable of passing the safety inspection at any NASCAR Craftsman truck event.

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McLaren Helps FRPP Display the New 5.0L "Cammer" Crate Engine

by Mike Nyberg

(Continued from page 12)

current Mustang, the independent, unequal-length-control-arm front suspension system from the FR500 Mustang project was grafted in after McLaren fabricated a new tube chassis. Then, the modified SVT Cobra Independent Rear Suspension (IRS) replaced the original F-100 rear axle.

To demonstrate the versatility of the new 5.0L "Cammer" crate engine, the naturally aspirated intake system was replaced with a prototype supercharger setup, complete with SVT's Eaton Gen IV Roots-type blower and a top-mounted intercooler. While the project team had not been able to dyno-test this combination before the SEMA debut, power output is expected to reach 600 horsepower and 500 ft.-lbs. of torque. FRPP is planning to offer a supercharged version of the 5.0L "Cammer" crate engine sometime in 2005.

Outside, extensive bodywork was undertaken fitting of a show vehicle and the well-finished sheet metal was eventually sprayed with PPG supplied "UPS Brown" basecoat, clearcoat. Dennis Carpenter of Ford Reproductions supplied the running boards, door handles, door hinges, window mechanicals, parking lamps and all the bright trim. UPS provided authentic decals, just as you would find on their trucks, to help complete the look. In fact, the Ford Racing FR100 Panel Truck has been officially certified as part of the UPS fleet, with vehicle number 019530. This was done in recognition of UPS's NASCAR



The F100 Panel Truck is painted with PPG supplied "UPS Brown". The truck has been officially certified as part of the UPS fleet, vehicle number 019530.

sponsorship of Dale Jarrett's car.

Special touches were incorporated inside the truck as well, including prototype dash panel with retro-style Ford Racing Masterpiece gauges, Ford Racing tach driver, a Mustang tilt column, Kugel Komponenten' 90 degree Swing Pedal Brake Assembly and a F-100 Gen II SureFit air conditioning system from Vintage Air.

Completing the special "Cammer" crate engine powertrain are custom headers, a true dual exhaust system, Tremec T56 6-speed manual transmission with prototype Ford Racing shifter, Centerforce clutch and a custom driveshaft. A Brembo Cobra disc brake package was fitted at each corner to stop the 18" BBS wheels and Goodyear Eagle F1 Supercar tires.

The 5.0 "Cammer" crate engine swap into a classic car and a front wheel drive vehicle will be covered in the next issue of Shelby Life.



Neat installation of the new 5.0Liter "Cammer" Crate Engine into the FR100 Panel Truck engine compartment.



Ford Racing Masterpiece gauges give the interior a classic hotrod look.



SAAC_MCR Annual Winter Swap at Gorno Ford *by Rich Bebbler*

The day started out wet and cold on March 7th, 2004, when the first vendors arrived at Gorno Ford for the annual SAAC-MCR Winter Swap Meet. However, the sun did come out and started to dry everything out. We had over 600 people come through the doors to browse the various wares for sale. Not only was this an American event, but an international one, as we had over a dozen of our friends from Canada attend. There were even some southern visitors from Ohio as well. We virtually sold out of rental spaces and there was a steady stream of browsers from around 7 a.m. until 3 p.m. We had some vendors leave early because they sold out of all their goods. One vendor was extremely happy to sell some rear end assemblies at Gorno, that he could not sell at other events he had attended. All the vendors I spoke with want to return next year, and some are going to bring even more stuff to sell. We may need more space to accommodate everyone.

We could not have had a positive event like this without all the people that supported the swap meet and Kurt Fredrickson who organized it. We would not have had as many people attend if it were not for Joan Karas our new Advertising Director, who advertised the event in the Free Press, Detroit News, Hemmings, Oakland Press, Bellville View, Downriver News Herald, Woodhaven News and The Toledo Blade.

Some suggestions for the next swap meet that came out talking to visitors were adding the sale of beverages in addition to the coffee and muffins currently offered. Some additional advertising in the Toledo area and Windsor was also

suggested.

All in all this was a spectacular event, we had a ton of club members show up and help out, a lot of vendors selling items and most importantly, customers from two states and two countries. I can only hope next years will be as good as this year's. If you didn't attend this year, you missed out on a lot of bargains and memorabilia, so make sure you attend next year.



Many browsers looking for bargains.



SAAC-MCR members at the club display table, (left to right) Mike Nyberg (back to camera), Gary Roys, Craig Shefferly, Lee Swonder, Randy Bekt and Kurt Fredrickson.



Huron Township Rotary Club Annual Motorcycle Raffle display



Winter Swap Meet

(continued from page 14)



Vendor with deals on wheels

Vendor
relaxing
between
sales



Nick "Zak" Zakarian determining a fair price for a rare part.



Gary Roys and Graig Shefferly answering questions at the SAAC-MCR display



Ray Stitt of Thundercolt Ford Parts sells both new reproduction and used Ford parts.



You paid how much for those parts?



2004 North American International Auto Show *by Mike Nyberg*

I went to the 2004 North American International Auto Show on Sunday, the second to last day of the show, with my son-in-law and his two brothers. Each of us had different interests at the show. My son-in-law wanted to look at cars that had heated and cooled seats. His oldest brother is an electronics engineer for Nissan and he wanted to show us all the features of the new full size Titan pickup truck. The specifications of the Titan compare very favorably with the Ford F150, fortunately it is ugly. His younger brother was interested in the female models and he was disappointed. I wanted to see the new Ford products.

We spent the first part of the day looking at what the others were interested in seeing. After lunch we were able to get over to the Ford display. The crowd around the Ford Performance Heritage Trilogy was so large I could not see the cars. The trilogy consisted of the 2005 Mustang, Cobra concept car and the Ford GT. All three cars were painted the same color medium metallic gray, with light gray racing stripes. I had to work my way through the crowd to get pictures of the cars.

The first car was the 2005 Mustang fastback. The marketing model was describing all the exciting features of the car. He talked about the powerful 3 valve per cylinder aluminum V8, 300 HP engine, the instrument panel driver-selectable backlight colors and the design clues taken from the first generation Mustangs. He said spoilers, scoops and superchargers will be added in the future. I think he was referring to a possible Shelby GT350 model down the road. Maybe that is why

they kept Craig Shefferly's 1967 GT500, so long at the Ford Design Center. He finished his talk by saying what was inscribed on the license plate, the "2005 Mustang, Built in Detroit Like God Intended" (unlike the new Pontiac GTO).

The next stop was the Shelby Cobra concept car. The car is actually a working prototype with many components taken from the Ford GT. Speculation is the car could go into production after the limited run of Ford GT's is complete. The exterior design incorporates the bulging look of the original, but looks very up to date with sharper character lines. I was impressed with the power train layout. The 6.4 Liter, 600 HP aluminum V10, in front and the 6-speed transaxle in the rear. This layout produces better weight distribution and it must improve the interior space, especially entering and exiting the car. The original Cobras were difficult for old folks, like me, to get in and out of. Carroll Shelby autographed the engine compartment panel, which indicated his approval of the new design.

Finally I was able to work my way up close to view the Ford GT. The crowd was impressed with the sleek and powerful design. But, I think many of them didn't realize the historical connection to the original GT 40's that were so successful against Ferrari at La Mans in the '60s. One woman thought it was a highly modified Mustang, at least she connected with another Ford icon. It was great to see so many people gathered around the Ford Performance Heritage Trilogy. Hopefully that will transfer into increase sales for Ford Motor Company products.

We all went home at the end of the day tired, but satisfied we had seen some interesting features and cars at the 2004 NAIAS.



This is the license Plate on the 2005 Mustang.



The Cobra Concept looks easier to get in and out of, compared to the originals.



Notice the interested people in the upper right of the photo. The crowds were large around each of the Ford Performance Heritage Trilogy displays

52nd Annual Detroit Autorama *(Continued from page 10)*

car was built as the model for the Engine and Chassis Modification Books published by Autolite in 1970. The car was raced by Kar Kraft engineer Don Eichstaedt in SCCA events during 1970. The car was exported to England and raced there in Group 2 Trans-Am class by the owner of Lola Cars, Martin Birrane from 1971 to 1973. It ran in other English events including hill climbs until it was brought back to the U.S. in 1987, when it was initially restored. It retains many of the original KAR Kraft modifications.

Bill and Kathy Pearson of Romulus had just completed the restoration of their 1963 Ford Galaxie Fastback. They have owned it since it was new and drag raced it in the early 1960's. It has a 427 c.i. engine with 4 speed transmission. The car is lighter than stock due to fiberglass hood, fenders, bumpers and deck lid. If you went to the drag races in the early 60's you may have seen the "Expressway Gulf" car win many races.

The Fast Forward Mustang was also on display. This is the car that was purchased on eBay to demonstrate the power and usefulness of online shopping for cars and parts. EBay and Primedia hooked up with customizer, Rad Rides of Troy, to produce the '67 Mustang project car, a slick rework packed with styling cues and mods borrowed from the 2005 concept Mustangs. The car is motivated by a Paxton-supercharged 351 Ford Racing crate motor.

I went home tired, but, happy to see so many excellent restored, modified and customized Ford products.

Mike Friedlander's Kar Kraft built Boss 302



1963 Ford Light Weight Galaxie owned by Bill and Kathy Pearson, since it was new and they drag raced it in the early '60's



Fast Forward Mustang built by Rad Rides of Troy to help eBay illustrate the power and usefulness of online shopping for cars and parts.

SAAC-MCR Abridged Financial Report *by Craig Shefferly*

| Item Description | Dec. | Jan. | Feb. |
|-------------------------------------|-----------|----------|-----------|
| Beginning Balance | | | |
| Checkbook | 7,513.14 | 5,696.14 | 7,065.08 |
| Cash on Hand | 107.00 | 107.00 | 45.00 |
| Paypal | 2,000.00 | 2,000.00 | 2,000.00 |
| Total Beginning Balance | 9,620.14 | 7,803.14 | 9,110.08 |
| Income | | | |
| Annual Memberships | 90.00 | 607.25 | 15.00 |
| The SAAC-MCR Holiday Party | | 1,180.00 | |
| Total Income | 90.00 | 1,787.25 | 15.00 |
| Expenses | | | |
| Hot Line Phone | 28.82 | 28.61 | 23.63 |
| Office Supplies | | 62.00 | 19.00 |
| Program Expenses | 128.18 | 140.16 | 155.20 |
| 2003 SAAC-MCR Calendar | | 219.54 | |
| Member Reimbursements | | 30.00 | |
| GingerMan Track Deposit | 1,250.00 | | |
| The SAAC-MCR Holiday Party | 500.00 | | 3,267.64 |
| Total Expenses | 1,907.00 | 480.31 | 3,465.47 |
| Income Over/(Under) Expenses | -1,817.00 | 1,306.94 | -3,450.47 |
| Ending Balance | 7,803.14 | 9,110.08 | 5,659.61 |

Swap and Sell

For Sale:

1999 Ranger Supercab XLT; 4-cyl, 5-speed, Green, A/C, AM/FM/CD, Tinted Windows, Bedliner & Cover. 51K Miles \$5800 Contact Darius: (313) 248-7402 or drudis@ford.com

Wanted:

Winfield Carbs: Model-SR, Size A or AA, prefer downdraft, but, will take up drafts. Contact Randy (734) 692-3390 or kbetki115888@comcast.net

Goodyear Rally GT Tires D60X13 or equivalent size from other manufacturer. Contact Randy (734) 692-3390 or kbetki115888@comcast.com



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

JANUARY 8th MEETING

Meeting was called to order at 7:55 p.m. by Tom Greene.

New Faces were Rick Vanderheide who just bought a 68GT500KR from Arizona.

Competition Dir: Darius Rudis: Confirmed GingerMan for Monday July 26th.

Financial Dir: Craig Shefferly: The club has \$7,500 cash on hand.

Editors Report : Mike Nyberg : was not present due to other commitments.

Show Dir: Gary Roys : Kurt Fredrickson will be handling the Gorno Ford Swap Meet March 7th.

Membership Dir: Rich Tweedle : We have 69 members, but, this will increase due to this being the first of the year.

This & That: Dean Ricci who keeps the clubs web site current, has just put up the Shelby Club's mid-Winter Swap-Meet flyer.

John Logan has learned how to rebuild a T-5 transmissions. He willing to be a resource to club members who are rebuilding their T-5's.

FEBRUARY 5th MEETING

Meeting was called to order at 8:02 p.m. by Tom Greene.

Tom stated we need club workers to work at our events as Kurt passed the worker sign-up for the winter swap-meet

New Faces were Joan Karas our newly elected advertising Dir.

Competition Dir: Darius Rudis: June 7th is the club's "GO" part of Show 'n Go. It is a Driver's School and open track event, at Waterford Hills Race Course.

Financial Dir: Craig Shefferly: The club has \$9,000 cash on hand. Craig is planning a color club calendar for next year, if the price is affordable.

Editors Report: Mike Nyberg: Deadline of newsletter articles is March 4th.

Show Dir: Gary Roys: Offered to have a club get together at his house for a BAR-B-Q and work on your cars.

Membership Dir: Rich Tweedle: We have 89 members

This & That: The club has an insider for the Cranbrook Concourse Car Show and we could have a club display there.

MARCH 4th MEETING

Meeting was called to order at 8:00 p.m. by Randy Betki

New Faces were Larry and Mike Downs.

Competition Dir : Darius Rudis: Track events scheduled for June 7th and September 5th at Waterford and July 25th at Gingerman.

Financial Dir : Craig Shefferly: The club has \$5,600 cash on hand.

Editors Report: Mike Nyberg asked people to submit their articles for publishing by mid March.

Show Dir :Gary Roys: Swap meet is this weekend.

Membership Dir : Rich Tweedle: We have 99 members, but, that will change soon with track event sign-ups.

Advertising Dir : Joan Karas: All ads are placed and she is researching where to advertise for the best coverage.

**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
Fax: 248-969-1157
Email: tangobythelake@yahoo.com

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

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

2004 Events Calendar

+ **MCA Mustang 40th Anniversary**, at Nashville Speedway in Nashville TN (www.mustang.org)..... Apr. 15-18

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

+ **Annual FME Day at the Dyno** at Alternative Auto Performance in Mt. Clemens, MI.....April 24
Contact: Jeff Boulton at 313-755-0281 or jrboulto1@visteon.com

+ **27th Shelby Spring Fling** at Brown County State Park in Nashville. IN..... May 21-23 www.indianasaac.com

+ **Show 'n Go** (the Show Part) at Ford World Headquarters in Dearborn, MI.....June 6

+ **Driver's School** (the Go Part) at Waterford Hill in Waterford, MI..... June 7

+ **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** - 10th Annual.....Aug. 21

+ **Waterford Open Track** – Labor Day Classic in Waterford, MI.....Sept. 5

+ **Greater Toronto Area Mustang Club** "Fun Rally" fundraiser.....Sept. 11 (<http://members.rogers.com/911rally/index.html>)

+ **Waterford Open Track** – Harvest Happening in Waterford, MI..... Tentative Sept 26

+ **Last Day of WHRRI Racing Picnic** – at Waterford Hill in Waterford, MI.....Oct. 10



**View Jay Schultz's pictures of the
2004 Mobil One 12 Hours at
Sebring event at: [www.
imagesofmotorsport.com](http://www.imagesofmotorsport.com)**

+ **Fall Color Tour**.....TBD