



# Shelby Life

Shelby American  
Automotive Club – Motor  
City Region

Volume 29, Issue 3

July 2004

## President's Corner *by Tom Greene*



### A GREAT Show 'n Go XXIX made possible by many SAAC-MCR volunteers.

Show 'n Go XXIX is now in the history books, and it was good, or more descriptively it was GREAT!!!!!! We had a really good car show on Sunday with nearly 200 vehicles registered for the show. Every year, the quality of the vehicles that participate gets better and better – and this year continued the trend. We had Gary's catering on hand to provide good food at reasonable prices, we had a terrific swap area, we had cars in the car corral, we had a fantastic live band with Benny and the Jets providing vintage music to accompany our show – and we had the Ford World Headquarters as a backdrop. I really enjoyed having Benny and the Jets there and I feel they added a novel and welcome attraction to our show. And most importantly, we had SAAC-MCR members in abundance to ensure the people in the show

enjoyed themselves.

We had terrific cooperation from all the club members and I have never seen the vote counting go so smoothly thanks in large part to Randy Betki's and Cindy Roys tireless efforts and accuracy. Gary Roys did all the pre-planning and it resulted in things going smoothly for registration and class assignments. We had the Galaxie club, the Fairlane Club and the Falcon club show up in force with fantastic examples of those marques. Thank you very much, Gary, you directed us to a great show.

We owe thanks to *SO MANY* others, but I want to offer a specific thanks to a couple younger supporters who made significant contributions. Alyssa Jacobs and Kelsey Roys. You two are examples of just how great the young women of today can be. You were everything to every-

one, and made the vote counting go VERY smoothly. Austin Jacobs, you provided the Wngs of Mercury effect to your roller blades and got things to people faster than anyone else could have. Rich Tweedle, John Logan, Phil Jacobs, Tom Bouman, Ed Ludtke, Steve White and Mike Nyberg – your vehicle classification and parking lot instructions were above reproach.

All the club members thank **ALL** of you who contributed to the success of the Show – including those who I have failed to mention here

The day-after the show, we had an absolutely fantastic day for the driver's school, it was one of the few June days I can remember you didn't need a coat at Waterford – AND – the sun was shining. The students and driv-

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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
- **Adertising:** 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  
cobrajeff@comcast.net
- **Web Master:** Dean Ricci  
dean@deanricci.com
- **Editor:** Mike Nyberg  
(248) 969-1157  
tangobythelake@yahoo.com

## '04 SAAC – MCR Track Events Show & Go 29 “The Go”

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

The SAAC-Motor City Region held the "GO" part of their annual Show & Go XXVIII on Monday June 07, 2004. The "GO Event" is the first track event this year, and is classified as a driver's school. This year the event was sold out with a total of 56 drivers registered. We had a few "small" nuances of getting things running smooth, but all in all it was an easy day... NOT!!!

Registration went extremely easy, and 99% pre-registered, and were in my spreadsheet. Many were already there as I arrived at 7:40am. The tech was handled very well, and didn't really seem to have any issues. After the drivers meeting, Hart Ambulance service decided to call at 10:01am informing us that they broke down and sending another unit from Monroe, MI. We scrambled, and decided to let the C&D groups run with instructors under full course yellow, which was acceptable to Waterford. The ambulance finally showed up at 11:54am, and we starting with the A-Red run group session at noon.

Food arrived, and we spoke to the corner workers, and they agreed to eat with a Sloppy-Joe in one hand,

and a passing flag in the other, while manning their stations. Thanks. This allowed us to squeeze as many run groups as possible that afternoon. Will Webber and Carol Deweese put together the afternoon! They organized starting each run group from the Start/Finish tower, and orchestrated everyone on/off the track, on time. Did such a fine job, that everyone managed to get all four run sessions in. And the last two run sessions, I had several groups running at the same session, to maximize track time. Some went home with 5 sessions of track time.

Many thanks to the instructors that went out of their way to accommodate the MANY new first time students, as well as thanks to the Fredricksons for preparing and serving a nice lunch. As much as we love the food, the Fredricksons are "retiring" and will not be providing food at the upcoming events. If we have any volunteers to take on this effort, we would all greatly appreciate not having 50 cars run to McDonalds during lunch break. Thanks again Kurt & Darlene for all those delicious lunches.



**Darius Rudis conducting the Driver's Meeting prior to participants hitting the track.**

There were no real incidents reported at the track. Sure, there were a few tires squeeling... and a couple of 4-offs... but nothing serious. Thanks to all those who helped, and especially to all the drivers that used their heads, and proceeded to exit the track in a safe manner. I personally went out as a passenger in a few cars, and thanks for those rides. Having withdrawals from not driving the Mustang, I decided to take out my Yellow 2004 F150. Not only does this have a quiet ride, but handles pretty well too, even with offroad truck tires!

From the compliments of a great run event, it appears that everyone had a great fun day and should be back for more. Now lets all get ready for the July 26<sup>th</sup> event at GingerMan Raceway.

p.s. I posted some pictures of this event off my homepage <http://www.DariusRudis.com/saacmcr> from photographer Michael Yoksich [thephotoguy@earthlink.net](mailto:thephotoguy@earthlink.net).

Competition Director, Darius Rudis



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

## Membership Report *by Rich Tweedle*

### SAAC-MCR Membership Status

#### Newest members as of June 9th, 2004

Richard & Carol Nash, Ed & Tiffany Koerner, Steve & Sharon Crain, Jonathan Opitz, Giles Franklin, John & Laurie Logan, Don & Paige Bishop, Philip Plourde, Dennis & Susan Miller, Bob & Mary Ostalecki and Charles & Debra Henson, Jr.

**We currently have 123 members.**

## "The GO" 29 Open Track Event

*(Continued from page 2)*



A portion of the Waterford Hill paddock during the June 7th "GO" open track event.



Early model Mustang patiently waiting to pass a late model Mustang.



Chris Duffy and John Yarema helping Bill Rowe find an oil leak.



Classis battle between a Superformance Shelby Cobra and a Corvette.

## President's Corner *(Continued from page 1)*

ers alike enjoyed themselves, and I can tell you from my personal experience that the students learned a great deal and made their instructors very proud. I had the good fortune to teach four different students, and each of them made me proud in different ways. One who had her very first on-track experience started out very tentatively, but safely continued to improve her smoothness and her speed for the entire day ending up going pretty darned quickly. A man driving his turbocharged Mopar began by missing most of the apexes – he then watched carefully and on his next session proceeded to hit every

single apex on the course, and go more quickly than most of the rest of the vehicles in his group. A young man who showed up for his very first on-track experience, and brought his father along, learned very quickly in his 94 GT, and while the exuberance of youth made his laps less than silky-smooth, he had many opportunities to demonstrate his excellent car control. My favorite experience of the day came as a result of a woman who for the second time came to the driver's school in a rented Mustang. Her smoothness and speed was exceeded only by the width of the grin on her face – she had a real case

of perma-grin that was extremely contagious.

Darlene Fredrickson made a fantastic lunch for everyone, but worked so hard getting it ready, that she couldn't come to the event, so Kurt brought up the food for everyone – what a sacrifice – he had to drive his 69 GT500 convertible to Waterford on that beautiful Spring day – thanks for the sacrifice Kurt, and tell Darlene that next year we will simply have the concession stand open for people's lunches so everyone can participate.

So we don't forget to provide accolades where due – we tend to forget because it has become normal for a driver's school to be perfectly executed – Thank you Darius, for putting together yet another fantastic event – well done.

Once again, our club is DEFINITELY about the enjoyment of the cars, and all about the people. Thanks to everyone!

Tom  
Greene, President

## The 2003 Shelby American Collection Holiday Party

by Jeff Burgy

The celebration of the 40<sup>th</sup> Anniversary of the introduction of the Ford Mustang was destined to be a great one. Few automobiles have captured the heart of the buying public like the Mustang. Young and old alike, nearly everyone has a "favorite" Mustang. My favorite Mustang has always been the early, 1964 ½-66 models. Not that I have anything against any of the others, mind you – I have actually owned, over the years, at least one of every generation of the Mustang.

I trailered my '65 Mustang convertible down to Nashville. I had been to Nashville Speedway last year for the SAAC Convention, and knew that space would be at a premium at the track. I was afraid there would not be enough paved parking for all of the cars, and I was right. My fears were confirmed when we were directed to park my car in a gravel lot next to the grandstands. The guys in Concours didn't have it much better. They have coverage

overhead, as they were parked under the grandstands, but there were so many of them that there was little room between them, and it was always dark for picture taking. I know a lot of people were unhappy with the parking areas, but, when you think about it, there weren't many other alternatives. Five thousand Mustangs is a LOT of Mustangs to find parking for.

Over the Internet, I had become involved with a group of 289 HiPo owners. Some of these guys got together, and made arrangements to park the early HiPo Mustangs together. This turned out to be a terrific deal for those that took part – we moved out of the gravel parking lot to a paved parking area in front of the main gate entrance. We now had shade overhead, concessions and real bathrooms nearby, and a prime spot where most show-goers would almost certainly see our cars. We eventually were given permission to stay in



Shelby's display with 7000 series FIA cars.



George Follmer's '70 Trans Am BOSS 302.



289 HiPo Mustang "preferred parking" at the main entrance to the grandstands.



17 of the 25 factory HiPo's that were present lined "up against the wall" for the panoramic photo shoot.



## Shelby American Collection

*(Continued from page 4)*

that location the balance of the weekend.

On Thursday evening, a cruise to downtown Nashville was planned. They expected about 500 Mustangs to participate. I hear that 2100 Mustangs showed up at the staging area. Many of them gave up and went back to their hotels. I was determined to take part in this event, so we stayed put. Downtown Nashville was very pretty with the Mustangs parked all over Broadway, and the sparkling neon lights glowing in the background. Though I'm sure it was a major headache to prepare, the cruise was a lot of fun for us, and we got to meet a number of local people who did not know about the nearby Mustang show.

Friday night was the night MCA had arranged to attend The Grand Old Opry. Since I had taken in The Grand Old Opry just a few months ago during the SAAC Convention, I didn't go this time. On Saturday night, MCA planned a dinner cruise

with Ford executives aboard the General Jackson. I had planned to skip this, too, since it was fairly expensive, and I had worked at Ford for thirty years, and knew most of the Ford people anyway. A stroke of luck changed those plans. As I was closing up my car Saturday evening, another show participant approached me, and asked if I was interested on going to the dinner cruise aboard the General Jackson. I told him "no thanks". He explained that due to a change in plans, he was unable to use the tickets. He eventually offered the tickets at such a discount that I couldn't refuse. The event aboard the General Jackson was really a lot of fun – I'm glad now we didn't miss it. Several Ford execs told us about plans to launch the new Mustang, and shared photo slides with us. Austin Craig, ever the creative guy from JWT, shared a unique video made with slot cars and appropriate music that would make any Ford fan smile. In the video, a StingRay slot car gets blown off the track by a triumvirate of Ford's new



**Broadway Blvd. in downtown Nashville, decorated with hundreds of Mustangs.**



**Jim Chism, Art Hyde and Austin Craig receive special mementos for their efforts to organize the 40<sup>th</sup> party.**



**"Special Service" Mustangs (retired police cars) that were to lead the parade into downtown Nashville.**



**George Follmer's '69 BOSS 302 Trans Am car.**

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

Trilogy – the Shelby Mustang, the Shelby Cobra, and the Ford GT. It was quite entertaining.

There were parts vendors, tuners, and customizers everywhere at Nashville. You could find nearly any part you wanted, new or used, for an old Mustang or a new one, in the vendor and swap meet areas. Most all of the major Mustang suppliers, including Classic Design Concepts, Mustangs Plus, Roush, Saleen, and many others had large tent displays set up on the midway. On top of that, there was non-stop action on the track, with new and old Mustang race cars running the oval the entire weekend. Hearing the roar of the race cars while wandering around to look at the show cars provide a great background.

Ford brought a number of dis-

plays to the show, and a number of very unique, interesting cars. Besides a new Ford GT and several 2005 Mustang prototypes, Ford had set up a "Heritage Display" tent. In this tent they had the original 2-seat Mustang roadster prototype, AND the serial number 1 1964 ½ Mustang convertible. At various times over the weekend, Ford designers and engineers who had worked on the original Mustang program were available to meet and talk to enthusiasts. Edsel Ford and Carroll Shelby were around for a good part of the event

All in all, a wonderful celebration. Happy Birthday Mustang! I can't wait for number FIFTY!

**Steve Saleen's S7 supercar.**



**Tricked out '69 Mach 1 with 20" rims.**



**Mustang number 1 with 2005 Mustang.**



**Original 2-seat Mustang I Concept car.**



## High Torque Starter *by Larry Polick* *Edited by John Logan*

Older Mustangs have good starters, but if you have increased your compression, have a newer engine, or are noticing a slow start when the car is hot and sits for a while, then you might want to look at a High Torque Starter.

I have a 1990 5.0L Mustang engine in my Tiger. I replaced the existing starter with a rebuilt starter, only to have the same problem. It started verrrrrry slow after it sat for a while, after running, during the summer time. Yes, I had a good battery, the solenoid was good, and all the connections, including the ground to the body from the transmission was in good shape and not corroded.

When the engine is hot, the compression in the cylinders will increase and as I said, it sounds like the battery or starter is on its last leg.

### Solution

The solution is easy. Install a High Torque starter from Ford or several after market manufacturers that offer the following advantages:

- The torque is greater, with a 4.4:1 gear ratio. It is good for compression ratios of up to 10:1.
- The starter is 40% lighter and 1/3 smaller than stock.
- Most of them have a full ball bearing construction.
- There is increased oil pan and header clearance. It can be removed it without loosing the headers.
- Most of them take fewer amps to turn the engine over.

### Options

There are several starter choices, which include:

- McParts sells a Ford rebuild starter for about \$105.
- Summit sells a new Ford SVO starter with wiring harness and no core charge for about \$155.
- There are various after market starters starting at about \$160 and up.

Not needing another boat anchor, I swapped

my old starter for a rebuilt Ford unit from McParts. Check out the warranty, as some stores offer a Lifetime warranty.

### Compatibility

The new High Torque starter has a drive gear with 10 teeth that is meant to drive a ring gear with 157 teeth on the flywheel.

### Warning, they must match.

The 1982 and forward 302 cc engines have 157 teeth on the flywheel and will work with this starter. I believe the older flywheels have 164 teeth, and will not work. You may not know what engine you really have in your Tiger, as the previous owner may have changed something, including the engine, or flywheel and the ring gear. Don't trust that it will fit, just check it out. A mismatch will mean a ruined starter and a new ring gear, requiring the removal of the engine.

The best way to check the tooth count on the flywheel ring gear is to disconnect the battery, remove the starter, mark a tooth and manually turn over the engine while counting. Funny, the 1982-92 starter has 9 teeth on the starter drive gear, but the 10-tooth High Torque starter on the later Ford engines matches the 157 teeth on the ring gear on the flywheel.

### Installation

The installation is straightforward. You do the following:

- Disconnect the battery.
- If you have headers, you will have to disconnect the header on the right side to gain clearance to remove the old starter
- Disconnect the heavy wire from the solenoid to the starter at the starter.
- Disconnect the heavy wire from the solenoid to the starter at the solenoid and move this wire to the same post as the battery wire.
- Remove the 2 bolts holding the starter to the bell housing, and remove the old starter.
- The new starter will have it's own solenoid for energizing the starter motor.



Install the new starter and connect the heavy wire from the old solenoid to the top connection on the new starter solenoid. Note – This connection bypasses the old solenoid and battery current for the starter will go directly to the solenoid on the new starter. Do not loosen or disconnect the lower connection.

- You will have to make up a new wire from the old solenoid to activate the solenoid on the new starter. Use a 14-gauge wire, with connectors to match each end. Run the new wire from the post on the old solenoid to the small spade connection on the new starter. Use tie wires to connect the new wire to the heavy wire from the old solenoid to the new starter. This will prevent this wire from touching the headers or exhaust system.
- Connect the battery and test the new starter.

Notice the difference in starting? It now cranks with authority and there are no more hot engine start problems.

Congratulations, You are now finished.

(Editors Note, This would be a good time to install a heat shield between the starter and header to increase the life and performance of the starter.)

## Pony Drive II

*Text by Mike Nyberg, Images by Mike Nyberg & Rich Tweedle*

Several members of the SAAC-MCR attended the Mustang Pony Drive II arrival at Ford World Headquarters on May 20<sup>th</sup>. The current Pony Drive II began last month in Dallas to celebrate the Mustang's 40<sup>th</sup> anniversary and welcome the 2005 model. A troupe of 60 drivers and their classic Mustangs from the U.S., England, Germany, New Zealand and Australia arrived at Ford World Headquarters mid-day. They were welcomed by a large group of Mustangs owned by Michigan club members and Ford employees.

Ford had cleared the parking lot in front of the main entrance to the WHQ building. It is a great setting for displaying automobiles. They set up a tent to serve a light lunch to all participants. Ford's 300 millionth car (a 2004 Mustang) was on display in a "glass case" (a 60 foot glass enclosed trailer). The 2005 red Mustang attracted the most attention, everyone wanted their picture taken by it.



Several of the Mustangs that have been traveling around the country to celebrate the 40<sup>th</sup> anniversary of the Mustang and the arrival of the new 2005 model.

The No Boundaries Band, composed of Ford employees, played many old time favorites. They backed up Sir Mack Rice, the creator of "Mustang Sally" as he sang a sing-along version of his classic. Sir Mack Rice signed autographs after his performance for those who wanted it for a keepsake.

It was enjoyable to walk around and look at Mustangs from entire 40 year history of an American icon. Cars ranged from restored classics, stock late models, to highly modified cars. It was an opportunity to network with other Mustang enthusiasts and get



**Jarrod Kings and his 1967 Shelby GT350 will lead the Pony Drive II entourage to the Flat Rock Plant.**



**Rob Smith with his Yellow 1971 Boss 351.**



**Mike and Nancy Riemenschneider standing by their 1968 Shelby GT500 Convertible .**



## Pony Drive II *(Continued from page 8)*

ideas on how to improve your car. I was surprised to see so many SAAC-MCR members at the event. Their Mustangs represented the enthusiasm for the icon well.

Club member, Jarrod Kings, who owns a 1967 Shelby GT350, was given the honor of leading the Pony Drive II entourage, the next day, to the Flat Rock Plant, where the 2005 Mustang will be built and he works. He also had a unique experience when Edsel B. Ford II toured the event. Edsel stopped at his car and he talked about how he liked a GT350 he once owned. He offered to trade a late model Cobra he now

owns for Jarrod's GT350. I don't think Jarrod is going to take the offer.

The weather cooperated and did not rain until after the event had concluded. I think everyone got their cars home before they go wet. It was a great opportunity to help celebrate Mustang's 40th anniversary and welcome the 2005 model.



**The 2005 Mustang attracted a lot of attention and opportunities for pictures.**



**John Yarema next to his 1965 Mustang Coupe he modified for street and open track.**



**Darlene Fredrickson arriving in 1969 Shelby GT500 Convertible her husband, Kurt, restored.**



**Eugene Kotlinski next to his higher modified 1990 Mustang street and open track car.**



**Mark Storm is proud of the complete restoration of his Competition Orange Mustang Boss 302.**

## The Last Mustang at DAP

by Rich Tweedle

The last Mustang produced at the Dearborn Assembly Plant rolled off the end of the assembly line to the strains of "Mustang Sally", on May 10, 2004 at approximately 1:07 PM. I was fortunately able to be in attendance. The last Mustang is a GT Convertible painted 40<sup>th</sup> Anniversary Crimson Red with Medium Parchment interior. In front of it were about 20 white Mustang coupes. Almost all the

workers in the plant were crowded around the line-end to see the roll-off. The GT was parked between the first Mustang and a 2005 version. In it were the driver, a 32-year DAP worker, and the passenger, a retiree who had driven the very first Mustang off the line.



Several White Mustang Coupes preceding the last Mustang at DAP.



Sign on the door of the last Mustang produced at the DAP.

Last Mustang on the assembly line at DAP.



First Mustang off the DAP line in 1994.



The last Mustang produced at DAP between the first Mustang and a 2005 model.



# 9<sup>th</sup> Annual FME Motorsports Open House *by Rich Tweedle*

The FME (Ford Motorsports Enthusiasts) held their ninth annual Open House at the Ford WHO on April 16<sup>th</sup>, from 3 PM until 7 PM. This is an opportunity for all Ford related clubs and organizations to showcase their activities and try to sign up new members.

For the ninth time, SAAC-MCR was represented. We had a display board of photos taken at various events and a TV/video player showing taped club events. Erin Lindsay brought her '63 Cobra 289 for display, Jerrod Kings brought his '67 Shelby GT350 and Darius Rudis displayed his new '04 Ford F-250 Pickup. Helping at our table was Bill McCune and his two daughters.

This year we were the only

Mustang-oriented club represented, due to the Mustang 40<sup>th</sup> Anniversary celebration in Nashville. That's not to say we were alone. Many FERA clubs showed up and the SCCA and Waterford Hills Road Racing, Inc (WHRRRI) were represented. Among the display vehicles, was a Focus ZX-3 with a supercharged 4.6L-4 Valve, a Drag prepped '64 Falcon, '03 Mystic SVT Cobra, '70 Mustang Boss 302, '70 Torino Cobra, '66 Drag-ready Comet, 2 Legends-type race cars- sort of a half scale '32 Ford 5-window coupe and '37 Ford sedan, model boats, a full-size drag boat and a motorcycle running a Lincoln Zephyr V-12 engine.

(FERA: Ford Employees Recreational Association)



**SAAC-MCR display board showing pictures of club events.**



**Jarrod Kings' 1967 Shelby GT350.**



**Erin Lindsay's 1963 Cobra 289.**



**Darius Rudis' Yellow 2004 F-250 Pickup.**

**Jeff Ebersole's 1966 Drag-Ready Comet.**



## 29<sup>th</sup> SAAC\_MCR Show Results *by Tom Greene*



**Best Engine:** Jerry Helfman's  
White 1966 Fairlane 500 XL 427-  
V8.



**Best Ford:** Paul Coleman's Red &  
Black 1957 Ford Fairlane Con-  
vertible.



**Best Early Mustang:** Black 1965  
Mustang 2+2 with Red interior.

Class No	Class Description	1st Place	Veh Description	Class Award	Veh Description
1	Fairlane / Torino	247	?	254	?
		222		263	?
				292 - Ed Sarazin	Blue 69 429 Torino
				Paul Yeagy	White 70 Torino GT
2	32 - 48 Cars	Al Marani	Green & Wh 34 Coupe		
3	49 - 64 Full Size	Paul Coleman	Red / Bl 57 Convert	Bob Cassar	Brown 49 Ford
				Jim Sczytko	Green 53 351 Ford
				Joe Gary	Blu/Wh 57 Custom 300
4	All Galaxies	Scott Morgan	Red 64 Galaxie 500 390	Russell Nareski	Green 70 LTD
		Shane Morgan	Red 63.5 Galaxie	Ken & Judy Smith	White 63 galaxie 500
				Doug Jenereaux	White 61 Starliner
				Eric Miller	66 F'lane GTA
5	Fairlanes	Jerry Helfman	White 66 F'lane 427	Tom Pascoe	Beige 66 F'lane 500XL
		Dave Baloga	Blue 64 F'lane	Steve O'Donnel	Black 70 Cyclone
				Mike Swain	Beige 64 F'lane 500
				Doug & Janine Koe	Yellow 67 F'lane Conv
				Joe Gebhard	Red 67 F'lane
				Anthony Simpson	Red 70 F'back
				Jeff Krentz	Teal 66 F'lane restomod
				Joe Riggio	White 74 Maverick Grbr
8	60-69 Small Cars	Charlie & Sally Hughes	White 64 Falcon H'top	Bob Milligan	Red 64 Comet Caliente
		Alan Aniol	Red 64 Falcon Sprint	Al Potts	Red 60 Falcon Ranchero
				Ted Kovoch	Blue 63 Falcon Futura
				Gordon Leslie	Green 60 Falcon
9	81 + small car	Wes Gaydos	03 Focus ZX3		
10	Boss Mustangs	Amanda Klavmer	Coral 69 Boss 302	Rob Smith	Red '70 GT500?
		Mike Nyberg	Yellow 70 Boss 302	Ed Ludtke	Grabber Blu 70 Boss 2
				Jerry Ostalecki	Green 71 Boss 351
12	65-66 GT350	Ken & Renee Costella	White '66 GT350		
13	67-68 Shelby	Veh No 206	?	Rick Nash	Green 68 GT350
		Veh No 203	?	Jarod Kings	Blu/Wh 67 GT350
14	69-70 Shelby	Tony Renko	Black Jade 69 GT500	Brian Smigielski	Comp Red 69 GT500
				Vic Ruszczak	Blue 69 GT350
15	All Shelby Conv	Mike Suliman	Red 68	Randy Burns	Blue 68 GT350
16	Race Cars	Phil Jacobs	Yellow 68 Mustang TA		
17	Pro Street	Bruce Wolfe	Blue F'lane 500		
18	Street Rods	Dan Kolody	Blue 37 Cabriolet	Jack Martin	Purple 34 3-wndo coupe
19	Special Interest	Ken & Betty Toth	Purple 55 Crwn Vic 428	Ben Null	Green 27 Bucket T
20	Replica Cobra	Marvin Hartwig	Titanium Superperformanc	Rob Byrnes	Red Replica Cobra
				John Logan	Red Home Made Cobra
21	Pantera/Mangusta	Mike Moslimani	Red 73 Pantera L	Bob Timma	Maroon 72 Pantera
22	Tiger / Griffith	John Logan	Black 67 Tiger Mk 2	Steve Papalas	Blue 66 Tiger 302
23	55-57 T'Bird	Ken Trosien	Inca Gold 57 T'Bird		
24	58-73 T'Bird	Wally Wigand	Blue 66 Thunderbird	Warren Scholz	Black 65 T'Bird Conv
				Steven DeVirgil	White 68 T'Bird 2 dr
25	67-73 Cougar	Don Harris Jr	Blue 68 Cougar GT		
26	74-98 T/Bird/Cgr	Thomas Milligan	Red 88 Turbo Coupe	Jim Seisser	Dk Red 87 Cougar
27	02-03 T'Bird	Ron Wahl	Shadow Grey 03 T'Bird	Hugh Buckberry	Bronze 65 F'Back
28	65-66 Must Closed	Vehicle No 207	?	Veh No 306	?
		Don Harris	Red 66 GT Coupe	Ken Allyson	Blue 66 Coupe
				Tim Tarjeft	Breen 64.5 Conv
29	65-66 Must Conv	Jeff Burgy	White 65 GT "K" Conv		
30	67-68 Must Close	Veh No 272	?		
31	67-68 Must Conv	Mark Lupu	Blue 67 Conv		
32	69/70 Must Closed	Gary Grudziecki	Red 70 CJ Mach 1	Walt Berti	Orange 70 Mach 1
				Harry Lazechko	Aqua Boss 9 Clone
34	71-73 Mustang	Don Willim	Tangerine 73 Mach 1		
35	74-78 Mustang II	Dale Rabe	Silver 78 King Cobra		
36	SVO's ALL	Rich Tweedle	Black 85.5 SVO	John Surgener	Black 79 SVO Fairmont
37	79-86 Must/Capri	Steve Lapp	79 Pace Car	Ray Fender	Black 85 Mustang GT
38	83-86 Must Conv	Paul Bensette	Red 86 Convertible		
39	87-93 Must Coupe	Michael Updike	Red 93 Cobra Cpe	Rich Domankos	Red 92 LX
40	87-93 Must Conv	Tom Stirling	Red 92 Conv	Robert Grant	Black 87 GT Conv
41	94/98 Must Coupe	Roger Ibach	White 97 Cobra		



# Show Results *(continued from page 14)*

Class No	Class Description	1th Place	Veh Description	Class Award	Veh Description
43	99-Current Must	Bob&Carol Dedeluk	Silver 01 Cobra Coupe	Brian Peck	Blue 99 Coupe
		Fred King	Mystic 04 Cobra Cpe	Matthew Hartledge	Black 99 Cobra Coupe
				Ken Lawfield	White 03 Mach 1
				Jan Rowan	Dk Grn 99 Roush GT
				Chs Delamielleure	Comp Orng 04 Mach 1
46	All Small Trucks	Bill McClelland	Blue 95 Ranger Splash	Mike Eaves	Aqua 65 Ranchero
		Bill Quarterman	Red/Wh 66 Bronco	Walt Berti	Red/White 85 Bronco
47	48-Present Trucks	Brad Yacobelli	Black 93 Lightning	Gary Allan	White 63 Econoline 8dr
		Larry Taylor	Plum 55 F100	Bob Lowe	Red 57 Panel Truck



**Best Late Model Mustang:** Matthew Hartledge's Black 1999 Supercharged Cobra.



**Best Truck:** Larry Taylor's Plum 1955 F100 428 CJ.



**Best Shelby:** Brian Smigielski's Competition Red 1969 GT500.

## BEST OF SHOW AWARDS

<b>Best Engine</b>	Award sponsored by Thomson Automotive - home of Thomson Racing Engines
Jerry Helfmar	White 1966 Fairlane 500 XL 427 -8V

<b>Best Ford</b>	Award sponsored by Thundercolt Ford Parts
Paul Coleman	Red & Black 57 Ford Fairlane Convertible

<b>Best Early Mustang</b>	Award sponsored by National Parts Depot
missing reg form	Black 65 Mustang 2+2 - Red interior

<b>Best Late Mustang</b>	Award sponsored by Classic Design Concepts
Matthew Hartledge	Black 99 Cobra Mustang - Supercharged

<b>Best Truck</b>	Award sponsored by National Parts Depot
Larry Taylo	Plum 1955 F100 428 CJ

<b>Best Shelby</b>	Award sponsored by SAAC-MCR
Brian Smigielski	Competition Red 1969 GT500



Some of the SAAC-MCR registration volunteers, from the left: Darlene Fredrickson, Randy Betki, Tom Bouman and Craig Shefferly.



Thanks to Darlene Fredrickson we were entertained by the Benny and the Jets Band during SAAC-MCR 29 Show.

## Historically Significant Kar Kraft Prototype *by Mike Nyberg*

Mike Friedlander, a SAAC-MCR member, owns a very special piece of Mustang history. The history began in the late '60's and early '70's.

In the late '60's the Big Three and American Motors were competing, with no holds barred for the Trans-Am championship. Ford did well with modified Mustangs and won the 1966 and 1967 Trans-Am Manufacture's Championship.

1968 was a different story, the Roger Penske and Mark Donohue, Camaros won the championship. Ford developed the Mustang Boss 302 to compete in the 1969 Trans-Am series. Mechanical problems and "racing luck" combined to deny Ford of the championship in 1969.

1970 was a more favorable year, with more development, a stronger car and better luck, Ford finally recaptured the Trans-Am championship with a spectacular drive by Parnelli Jones in the tenth race of the season in Kent, Washington.

The success of Ford's racing Boss Mustangs captured the attention of Ford fans everywhere causing an increased demand for how to modify Mustangs from car owners and racers. Ford received so many inquiries about building racing Mustangs that they took the unusual step to commission a book to describe how to turn a street Mustang into a racetrack champion.

Ford had two Boss 302's delivered to the Ford Division General Office Garage, one of which now belongs to Mike Friedlander. They were taken to Kar Kraft in Livonia, a company that functioned as Ford's "skunk works" from 1964, working on a wide variety of performance projects ranging from the GT40 to

the Boss 429. Kar Kraft was also involved in the early suspension development work for the Boss 302. Therefore, it was logical to assign the book project to them.

The same engineers, fabricators and mechanics who had built the Trans-Am cars, began work on the prototype Mustangs. Modifications made to Mike's car included both front and rear suspension, brakes, body structure and cooling system. Detailed drawings were prepared, special parts commissioned and the "Boss 302 Chassis Modifications" and "Boss 302 Engine Modifications" manuals written. The manuals were made available over the counter at Ford dealerships.

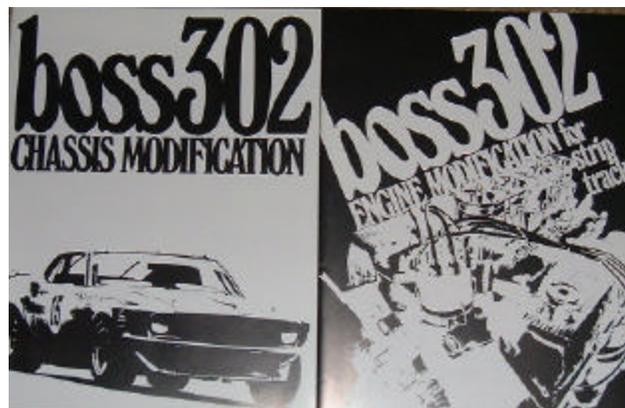
The vehicle was tested several times at the Ford Dearborn Proving Grounds. Then it was decided to actually race the vehicle to determine how it would perform in the real world. It was sold to Mr. Al Virzy, who set up an after hours racing team called the "Moonlighters".

Don Eichstaedt, a former SAAC-MCR member, ran the vehicle for evaluation in three SCCA National Races; Elkart Lake (3<sup>rd</sup> of 9), Milwaukee (2<sup>nd</sup> of 6), and Mid Ohio (3<sup>rd</sup> of 11). Another driver ran it at Nelson Ledges, Ohio, before Ford stopped all racing activity in 1970 and the vehicle was parked.

The car was eventually sold and shipped to England in 1971, where it was raced for three years. Martin Birrane (owner of Lola Cars) purchased the car and campaigned it for three years in European Group 2 racing (equivalent to US Trans-Am series), winning several events over the years. Later it was resold and campaigned in hill climb events in England before returning to the



The Kar Kraft prototype as it appeared during the 1970 race evaluations under the team name "Moonlighters".



The "How To" books created as a result of the modifications made by Kar Kraft to Mike Friedlander's Boss 302.



Polaroid picture taken at Kar Kraft in 1970 to document the front structure welding reinforcement as illustrated in Figure 26 of the Chassis Modification book.



# Kar Kraft Prototype

*(Continued from page 14)*

U.S. in 1990. It was restored at that time and ran in a limited number of SVRA events. Then it was garaged for ten years.

The car has extensive documentation including the original build sheet indicating it was sold to the Ford Motor Company. There are letters from Mitch Marchi, (Kar Kraft engineer from 1967-1970), and Don Eichstaedt, (Kar Kraft project engineer from 1966-1970) both authenticate the car as the original Kar Kraft prototype.

Mike Friedlander purchased

the car a year ago from a collector in Florida. The car has been completely freshened and is painted the original Orange color. Mike and his mechanic, John Miller, whose father (George Miller) worked for Kar Kraft in the mid '60's, have made changes to the car to meet vintage racing requirements. The car retains all the original Kar Kraft modifications, and the drivetrain has been freshened. Mike has entered several VSCDA events with the car and intends to participate in the SAAC 29 Vintage Race at MIS. The car is once again ready to defend the Blue Oval in competition.

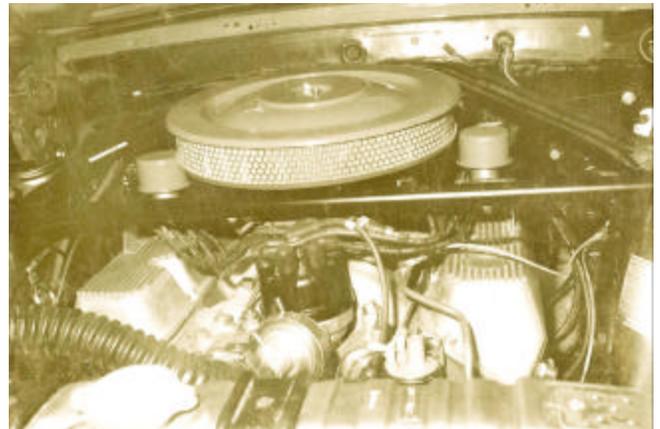


The car driven by Martin Birrane in England and sponsored by the Cona Coffee Machine Company.



Polaroid picture of the instrument panel taken in 1970 and is like the picture in Figure 19 of the Chassis Mod. book

Polaroid picture taken at Kar Kraft to document the Export brace and the spring tower cross brace.



**"The car retains all the original Kar Kraft modifications..."**

Mike Friedlander racing at a recent VSCDA event.



## 27th Shelby Spring Fling *by Craig & Bonnie Shefferly*

It's Thursday, May 20<sup>th</sup>, and we are all ready to leave for the 27<sup>th</sup> Shelby Spring Fling. I went out to the garage to say goodbye to Shelby (our car) who was not ready to go anywhere yet and Bonnie was saying her goodbyes to Shelby (our dog). This time it was the '01 Bullitt's turn to go. We loaded up and fired her up. You could tell she just couldn't wait to go, with her throaty sound and eagerness to get on the road. We were off for our 6-hour drive to Nashville, IN. We had a nice drive, weather was good, no rain. As we arrived at the park and checked in, we went out to mingle with others also coming in for the show. After talking with friends we had met over the years, it was getting late, so we cut the night short to hit the hay.

Friday morning came fast; we ate and went out to the drivers meeting for the 5<sup>th</sup> Pony Trail. We were heading to Madison, IN, a historic town, on the Ohio River. As we approached the car, it had a smile on her face knowing we were going for a ride. There were at least 170 cars for this pony ride to Madison. We all staged at the car show area, got our maps in case someone got lost, and started off. The park Ranger was holding traffic, while we all exited the park. It was going to be about a 100-mile scenic drive, about two hours, which was a little long for me. The weather was so humid, and I think the heat index was in the high 90's. What was nice about having the Bullitt, we could just turn on the air to keep cool while listening to the Mach stereo system. Once we hit Madison, we were police escorted into the park where the Mayor was waiting. While we all dispersed into the town, the Mayor was looking though the cars to

pick his favorite. We all met back at the park at 1:30 p.m. for the Mayor to reveal his choice. If I were choosing, it would be very hard to pick a winner. But he choose a gold brown 68 Shelby GT-500 that belonged to Mark Kulwik. A fun time was had by all. The Mayor gave a little talk and thanked us for coming. In turn, we thanked him for the very nice hospitality, and the police escort, back out of town. We rested up for the welcoming bash later that evening. At that time, we picked up our registration packets and mingled with those who did not go on the Pony Trail. During the evening many door prizes were given out. So you had to have your ears tuned in to hear your name being called. We also met up with our old friend, John Guyer, and talked about the fun we always have coming to this Spring Fling. It was a long and beautiful day, and we needed to rest up for Saturday's event.

Sat. morning was gorgeous. I was up early to clean the car from yesterday's rally, and noticed I wasn't the first one out, so I did a quick clean up on the car and headed to the show area. Since I volunteer to help at registration for an hour, I did not have to wait to park my car in its rightful place. We couldn't have asked for much better weather, even had a nice breeze. I believe there were about 270 cars in all that showed up. There were three real Cobra's, Shelbys included; a couple of 65"s, about 10 - 66's, 6 - 67's, 12 - 68's, 15 - 69,70's, 9 Tigers, 10 - Cobra replica's, some race cars and many early & late model Mustangs. A very nice selection of cars. The traditional lunch was served, chili, hotdogs, chips and ice tea or lemonade along with all the condiments. Time goes by fast when you are having fun looking at all the cars and talking to their owners. Show time came to an end, it was time to head back to the lodge to rest



**Craig and Bonnie went to the 27<sup>th</sup> Shelby Spring in their 2001 Mustang Bullitt .**



**Cars staging for the Friday Pony Trails event.**



**This is the lodge Bonnie and Craig stayed in during the 27th Shelby Spring Fling weekend.**



## 27th Shelby Spring Fling *(Continued from page 16)*

and clean up for the banquet, for those who choose to attend.

We sat with John & Trish Guyer. We had a wonderful meal, at least I ate plenty. Then the awards started, but first a few more door prizes and a special speaker. The speaker happened to be Bob Wood, the one who owns the GT-40 trademark. He told the real story about what went on with Ford concerning the trademark name. Funny how things get blown out of proportion, when dealing with the big corporate guys. He said that Ford never offered him a deal for the trademark name. After his talk it was onto the awards where they handed out 3 places for each class. And that ended the banquet.

Sunday was a travel day for most, but some people stayed to enter the road rally, which was two more hours of fun. They would drive through the park and town with clues to follow, while trying to do it in the best time. We would have liked to do the road rally, but we packed up and headed for home where we found lots of rain had fallen. Bonnie and I have been going to this very special event for over 12 years. It is a great family car show to attend. Our children still talk about how much fun they've had here.

**"I believe there were about 270 cars in all that showed up."**



A line of Shelby Mustangs at the 27th Shelby Spring Fling.



**Many excellent Shelby Cobra's were on display at the 27th Shelby Spring Fling.**



Several Sunbeam Tigers attended the 27th Shelby Spring Fling.



The 27th Shelby Spring Fling is a fun family event. Can you tell that is John and Trish Guyer in the background?

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

Item Description	Mar.	Apr.	May
<b>Beginning Balance</b>			
Checkbook	3,614.61	3,327.21	2,910.00
Cash on Hand	45.00	45.00	45.00
Paypal	2,000.00	2,000.00	2,166.77
<b>Total Beginning Balance</b>	5,659.61	5,372.21	5,121.77
<b>Income</b>			
Annual Memberships	330.00	90.00	165.00
The SAAC-MCR Holiday Party	75.00		
Winter Swap Meet at Gorno Ford	1,715.00		
Show 'n Go		20.00	
Paypal		166.77	
<b>Total Income</b>	2,120.00	276.77	165.00
<b>Expenses</b>			
Hot Line Phone	23.63	30.57	65.16
Office Supplies			128.53
Program Expenses	267.53	124.50	147.85
2003 SAAC-MCR Calendar			
Member Reimbursements	86.50		
GingerMan Track Deposit			
The SAAC-MCR Holiday Party			
Newsletter	268.39	168.14	
Winter Swap Meet	50.00		
Advertisement Winter Swap Meet	415.35		
K&K Insurance	1,296.00	204.00	
<b>Total Expenses</b>	2,407.40	527.21	341.54
<b>Income Over/(Under) Expenses</b>	-287.40	-250.44	-176.54
<b>Ending Balance</b>	5,372.21	5,121.77	4,945.23

## Swap and Sell

### For Sale:

1977 Mustang drag car, complete less engine and trans. All wiring, tubbed, new slicks, new paint and 4:86 Moser rear end.....\$4700. Contact Gray Roys (248) 879-0835h, (586) 722-1031w, email; grr456@aol.com.

Holley Carbs for sale or can rebuild yours. Contact Mike Riemenschneider (734) 459-1348, email; mriemens@aol.com.

### Wanted:

Winfield Carbs: Model-SR, Size A or AA, prefer downdraft, but, will take up drafts. Contact Randy (734) 692-3390 or email; kbet-ki115888@comcast.net



# SAAC-MCR Abridged Meeting Minutes

## APRIL MEETING MINUTES by Darius Rudis

The meeting was called to order at 8:01 p.m. by Kurt Fredrickson.

We had 36 people tonight with a few being new faces such as Greg Kaminskas who has a 2001 SVT lighting and our insider at GORNO Ford, Ryan McFaden .

**Competition Report - Darius Rudis** - He paid \$1296.00 for club insurance, we need to get \$1500.00 still owe \$300.00.

**Editors Report - Mike Nyberg** - always looking for volunteers to write technical articles or articles of interest.

**National News - Jeff Burgy** - SAAC will be at MIS and new FORD GT will be there for SAAC 29.

**Show & Event - Gary Roys** - Kurt Fredrickson is taking care of designing the trophies and ordering for Show & Go.

**Membership Report - Rich Tweedle** - We now have 108 members

**Web Site Report - Dean Ricci** - NA ...Was noticed that the Club Web Site SAAC-MCR.COM is alive and well and looking goooood!!!!

**Advertising Report - Joan Karas** - The ads are starting that are free right now.

**Discussion Topics** - Darius just bought a 2004 F150 STX.

## MAY MEETING MINUTES by Kurt Fredrickson

The Meeting was called to order at 7:58 p.m. by Tom Greene.

We had 34 people tonight with a few being new faces such as Chester Towels

and Deb Barylski from the Galaxie Club and John & Sandy Yarema and their daughter Geniveve

**Competition Report - Darius Rudis** - says 18 are registered for the track and everything is going good.

**Editors Report - Mike Nyberg** - Next issue will be published July 1<sup>st</sup> and will include the Show 'n Go event.

**National News - Jeff Burgy** - was not available.

**Show & Event - Gary Roys** - will call Gary's catering and get Portajohns for the Show.

**Membership Report - Rich Tweedle** - We now have 117 members

**Web Site Report - Dean Ricci** NA - Dean keeps the web site up to date with the latest by just E-mailing him information

**Advertising Report - Joan Karas** - The ads are starting in the Oakland Press and Toledo Blade and 715 web sites

**Discussion Topics** -

Bill Rowe found out the hard way that the belt tension bolt for V-8's have LEFT HAND threads...OUCH.

Anyone who wants to put rear disc brakes on their drum brake 9" rear end good news: the 96 crown Vic rear disc brakes will bolt right on.

## JUNE MEETING MINUTES by Mike Nyberg

Meeting called to order by Kurt Fredrickson at 8:00 p.m.

**Competition Report - Darius Rudis** - Insurance will cost \$880 for the June 7<sup>th</sup> Open Track event at Waterford Hill. 58 people have registered for the event and registration has been closed.

**Financial Report - Craig Shefferly** - The club has approximately \$4900 cash on hand.

**Editor's Report - Mike Nyberg** - Approximately 50% of the articles are complete for the July issue. The remaining contributors were reminded of the June 13<sup>th</sup> target deadline for articles.

**National News - Jeff Burgy** - Jeff has arranged to have the original Bordinat Cobra (CSX3001) and the Cougar II red coupe (CSX2008) displayed at the Marriott Eagle Crest Conference Center during the National Shelby Convention in July. Tom Cotter the author of the book "Holman - Moody" will be a guest speaker at the National Shelby Convention.

**Events - Gary Roys** - Need workers for the June 6<sup>th</sup> Show. Response for the show has been three times greater than last year. Kurt needs workers to put together trophies at 10:00 a.m. at his shop in Westland.

**Advertising - Joan Karas** - There is significantly more advertising for the Show 'n Go event this year and it has generated more interest in the show.

**Open Discussion** - Jeff Burgy announced a Cobra event in London Ohio on June 25-27<sup>th</sup> for Cystic Fibrosis. A great event if you own a Cobra or are interested in one.

**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](http://www.saac-mcr.com)

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

**The July Meeting has been  
postponed to Thursday, July  
8th.**

## 2004 Events Calendar

- + **Eyes on Design** at the Edsel Ford Estate in Grosse Pointe Shores, MI.....June 27  
Call Carolyn Mulford (313) 824-3937
- + **SAAC 29 National Convention**, Jackson, MI.....July 2-4
- + **The Rolling Sculpture Car Show** in Ann Arbor, MI.....July 9  
(info@mainstreetannabor.org)
- + **Art, Autos and Architecture** at Scripps Mansion. In Orion Township.....July 24,25  
Tours of estate & classic car show.  
1840 W. Scripps Rd., west of M-24  
(248) 693-1907
- + **Hot Laps at GingerMan**, in South Haven, MI.....July 26
- + **Rockin Rods'n' Rochester** in Rochester, MI.....Aug 15  
(www.rochesterlionsclub.org)
- + **Woodward Dream Cruise** - 10<sup>th</sup> 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..... Sept 26
- + **Last Day of WHRRI Racing Picnic** – at Waterford Hill in Waterford, MI.....Oct. 10
- + **Fall Color Tour**.....TBD



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