Shelby Life

Shelby American Automotive Club – Motor City Region

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Inside this issue:

President's Corner *by Tom Greene*

Wouldn't it be neat to have these two cars at the 30th SAAC-MCR Show 'n Go? Rich Vander Heide's Alcapuco Blue 1968 Shelby Mustang GT500 KR and the New 2006 Shelby Mustang GT500 (see related story on page 22)

This year we celebrate our 30th annual Show 'n Go. There are many clubs, businesses, marriages and careers that don't last that long – which makes the celebration of our 30th consecutive year of putting on a terrific dual venue Shelby celebration all the more poignant and a very significant milestone. The cars that Carroll Shelby created, and had a hand in creating, are a source of great joy and pride to all of us who comprise the membership of the SAAC-MCR, and to the admirers who never quite got around to joining. We are all working hard towards putting on the best Show 'n Go ever.

Did you ever stop to ponder "why do we do this?" I believe that we hold events to celebrate the cars – after all, the cars ARE the stars – and while we all bask in the warm glow of the stars, we definitely enjoy the socializing, the camaraderie, and the friendships that participating in the event provides. But before I talk even MORE about the cars, a few kudos to those whose support, hard work and dedication make events possible. The members of the Board of directors are largely unsung heroes, each has a significant responsibility, and each steps up to that responsibility with a great attitude and delivers. Each and every one of these people are volunteers who spend their time – the most precious commodity of all – to deliver quality results. And speaking of delivery, have you taken a look at our club web site lately? – It has not only been updated, but taken on a new and definitely improved look. Our collective thanks to Dean Ricci – ya done good Dean.

This will be a fantastic Show 'n Go – with all the Shelby cars coming out of the garages and being put on display, along with lots of "cousins" of the cars from the mind of Carroll Shelby in attendance. We are going to have classes for every kind of Ford powered vehicle and this year, we have included Jaguar as a Ford powered vehicle. I am particularly looking forward to this addition.

To go on about this year's show even more, this year's show will doubtlessly be the biggest show of our history, with the most classes, the most cars and trucks, with the biggest variety of vehicles and the most people in attendance – thereby offering a cornucopia of automotive enjoyment. In addition, the show will offer us the opportunity for ALL club members to make an individual contribution to help make

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2005 SAAC-MCR Open Track Events *by Darius Rudis*

Welcome to the 2005 SAAC-MCR open track event, your instructor will be with you shortly. In the mean time, look over your restraint harness and adjust your mirrors, and mentally go over the track layout. [Moments later] I'll be your instructor, just let me finish buckling in, and wait for the tower to signal for us to get on the track. Ready... GO! Ok, get ready for the turn... ease off the throttle... slow it down... wait - don't turn into the corner just yet... hit the late apex... get on the gas... unwind the steering wheel... Nice job!

If that sounds exciting yet unfamiliar, COME TRY IT!!! If you are well acquainted with those sounds and smells, then welcome back to yet another outstanding season of opentrack events.

SAAC-Motor City Region holds four open track events a year. These events are designed to teach you the proper line around a race course and make you a better driver in a safe and controlled condition. The student will learn proper braking techniques, how & when to down shift, the correct apex through a corner and proper hand on wheel position. All entrants must be 18 years or older with a valid 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. It will be up to the instructor to determine when the student is ready to solo. The event is divided into four run groups depending on horsepower and driver's ability & experience.

Get ready to enjoy the 2005 SAAC-MCR open track events

Our track events are gaining in popularity because they are well organized, safe, very reasonably priced, and designed to maximize the driver's enjoyment and track time. You can see the Track Events schedules and information by logging onto our web site www.SAAC-MCR.com. We even have online registration (and online payment Paypal, if you so choose).

Competition Director,
Darius Rudis
1989 Mustang Super charged Roadracer
drudis@dariusrudis.com

"Our track events are gaining in popularity because they are well organized, safe, very reasonably priced and designed to maximize the driver's enjoyment and track time."

Membership Report *by Rich Tweedle*

SAAC-MCR Membership Status:

We Have 109 members

New members include: Seraphim Pallas, Robert & Georgette Hattle, Randy and Shuna Hayward, David Johnson and Mark & Kathleen Peterson

SAAC-MCR Chili Cook Off at Candlestick

by Mike Nyberg

Over two-dozen SAAC-MCR members and friends gathered at Erin Jessica Lindsay's home for a Chili Cook-Off Party, on March 5th. Erin's beautiful home is located in the woods near Ann Arbor. Her backyard is an Audubon Society Preserve and her neighbors are various species of birds. The name of Erin's home is Candlestick. Some people thought it was the name of a restaurant. They kept looking for a commercial building, but finally realized it was a house when the road got very narrow and the woods became denser.

We started with conversation and hors d'oeuvres in the kitchen and great room. Then it came time to sample the (12) different chili recipes. We all went to the lower level of the house to taste each chili concoction. By the time we finished testing each chili recipe, we were full. We all voted for our favorite chili and Craig Shefferly's was determined to be the best.

We all went back up stairs, after the chili cook-off, for more conversation and to look at videos of pervious SAAC-MCR open track events. Some of the member's relived events they had participated in, long ago. Newer members saw how much fun those events were.

The Chili Cook-Off Party was a great opportunity to renew old friendships and for newer members to make new friends.

Part of the group getting ready to taste the (12) different chili recipes

John Guyer hanging out with the women

Tasting and voting for the best chili concoction

Craig Shefferly's Winning Chili Recipe

Preparation Time: 30 Minutes Plus Overnight Refrigeration
Cooking Time : 4 Hours
Serves: 4 to 6 People

Ingredients:

2 tablespoons vegetable oil
3 cloves minced garlic
2 tablespoons chili powder
¼ teaspoon ground cloves
½ teaspoon powdered mustard
½ teaspoon paprika
2 6-ounce cans tomato paste
2 cups diced onions
2 pounds lean ground beef
¼ teaspoon ground cinnamon
1 teaspoon cumin seed
½ teaspoon ground nutmeg
2 teaspoons salt

Perparation:

1. Heat vegetable oil in a large pot, add onions and garlic, sauté.
2. Add ground beef, breaking up all the lumps with a wooden spoon. Now sprinkle in all the spices.
3. Stir until ground beef is fully cooked and spices are distributed throughout.
4. Pour in tomato paste. Season to taste, adding more salt or chili powder if necessary. Bring mixture to a simmer.
5. Refrigerate overnight for best results.
6. Next day mix in about 1 cup of water (more or less depending on how thick you want the chili).
7. Cover the chili with shredded Cheddar cheese, cover and simmer for 4 hours. Garnish as desired.

2005 SAAC-MCR Holiday Party

Text by Mike Nyberg, Images by Rich Tweedle and Brian Greene

All the people who attended the 2005 SAAC-MCR Holiday Party on the Henry Ford Estate Grand Stairway

Saturday, January 15, 2005 was very cold, but the SAAC-MCR Holiday Party at the Henry Ford Estate was very warm. Fifty members of the club attended the holiday party dinner and were given a tour of the Clara and Henry Ford home.

Members arrived at the east entrance of the Henry Ford Estate and were treated to refreshments in the sun porch and hors d'oeuvers in the Clara Ford study. Members had a chance to talk to one another for about an hour before dinner was served.

Dinner was in the very large music room and consisted of filet mignon with wild mushroom sauce and chicken piccata. The meal tasted wonderful and the presentation was excellent. Tom Greene showed pictures, mostly taken by Rich Tweedle, on a large screen of past club events during dinner. People were reliving history while they ate.

We were invited to tour the Ford home after dinner. We were divided into to two groups to tour the house. An informed docent lead each group through many rooms of the house, the swimming pool and to the powerhouse via a 300 foot tunnel. The swimming pool had been filled in the 1950's and is now used as a restaurant to train UofM students in the culinary arts. The tunnel to the powerhouse was interesting, Phil Jacobs who is 6 feet plus tall had to dodge about (15) light bulbs. The widest section of the tunnel was about 4 feet, and that is where the two tour groups passed one another. If we would have had dessert before the tour we would not have been able to pass one another.

The group had worked off the dinner during the tour and we

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Holiday Party *(Continued from pg 4)*

were treated to a surprise dessert. The dessert was a beautifully presented chocolate moose with strawberries sauce and raspberries along with a large white chocolate replica of a Model A Coupe. The Model-A chocolate replica was so unique, most people took it home.

The event was made possible through the efforts of Tom Greene, who made the initial arrangement with the Henry Ford Estate. He was able to negotiate a reduction in rental price that made it possible to fit the SAAC-MCR budget. Kathy and Randy Betki coordinated the details for the party and made sure the event went smoothly. They organized an event that will be remembered for a long time.

It was interesting to learn how the founder of Ford Motor Company, that provided the cars we are so found of, lived and died. It was also enjoyable to talk to fellow club members in such a unique historical place. We are all looking forward to the next holiday party.

People enjoyed hors d'oeuvres and conversation in the Clara Ford study

The Rouge River side of the Henry Ford Estate in the summer time

The tall people had to be careful not to hit their heads on the ceiling light fixtures in the tunnel

A very unique dessert

LEFT: Kathy and Randy Betki, the party organizers, are enjoying the slide show of historical events, along with Jerry Helfman. (Randy, don't look at the camera)

2005 North American International Auto Show

Text by Jerry Mattson, Images by Suzette Mattson

At the January 10, NAIAS Ford Press Conference, held in the Cobo Arena, Ford Motor Company Chairman and CEO Bill Ford arrived on stage in a red 2005 Mustang convertible. This was a GT model powered by a 4.6 liter, three-valve, 300-horsepower engine produced at the Ford Romeo Engine Plant. Following in the tracks of the highly successful 2005 Mustang coupe, the drop-top model will be available in the spring.

Bill Ford said, "The Mustang is my favorite car. I own serial number one of the 2005 coupe model and I have ordered serial number one of the convertible." Chances of him getting his order filled are real good.

Next on stage were groups of Harley-Davidson motorcycles entering from both sides of the arena, crossing in the center and leaving on opposite sides. This was followed by the entrance of the 2006 Harley-Davidson F-150 SuperCab pickup. This is the seventh model pickup to emerge from the alliance that was forged in 1999 between Ford and Harley-Davidson.

One of the bike riders was Chris Loeher who grew up in Romeo. An electrical engineer with Ford, Loeher began working with the alliance shortly after it was formed. *(The author and Mike Nyberg worked with his father, Tom and mother, Linda for 30+ years at the Ford Utica Trim Plant.)*

The hit of the Ford event was the Ford Shelby GR-1 concept car. The sleek two-seater, with a polished aluminum body, is powered by a 605 horsepower V-10 engine. Ford has had an on-and-off relationship with Carroll Shelby since the 1960's starting with the Ford powered Shelby Cobra and later the Shelby Mustang. Mr. Shelby was in the audience to watch his namesake enter the arena.

There were more Mustangs at the NAIAS show than any other car. In addition to the Ford Motor Company units, six aftermarket cars were also on display on the main Cobo Center floor. The

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Carroll Shelby in the audience at the Ford press conference.

The Ford Shelby GR-1 concept car at the press conference.

An array of aftermarket modified Mustangs on the main floor in the Ford display.

2005 North American International Auto Show

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variety of Mustangs, with several modifications, included examples from Saleen (red), Steeda (yellow), 3d Carbon (white with red stripes), Tiger Racing (silver and black), Street Scene Equipment (two-tone orange) and Roush (red).

Three other Mustangs were on the lower lever, including a black and dark grey one from bonspeed. A red coupe sat on one of Dan Webb's Ultimate Car Haulin'(all aluminum) Trailers which was hooked up to an F-350. Also on the lower level was a yellow one at the Jada Toys display. All of these Mustangs were 2005 GT models.
In the Cobo lobby, Saleen had a separate display of their vehicles that included a black Mustang.

Also of interest to Ford lovers was a Ford GT that had been cut in half, vertically, from front to back. With clear plastic panels against the cut sections which were about five feet apart, people could walk 'through' the car, getting a real inside look at it.
All in all, there were plenty of Ford performance vehicles on display, especially the hot-selling 2005 Mustang.

The 3d Carbon Modified Mustang.

The Roush modified Mustang.

William Clay Ford Jr. admiring the Steeda Screamin' Yellow Q modified Mustang. What an endorsement!

Two halves of a Ford GT allows close inspection of the inside of the car.

MPG "Ride and Drive" Review of 2005 Products

by Tom Bouman

In October, 2004, John Logan and I had the privilege of participating in a "Ride and Drive" review of several 2005 Ford product offerings at the Michigan Proving Grounds (MPG) in Romeo MI, which, as many of you know, is somewhere just south and west of the north pole; unless you live out that way, there's no way to get there from here. Nevertheless, it was well worth the drive.

John and I are members of a Ford retiree group, "FREE", Ford Retired Executive Engineers. Currently, there are over 300 members and includes ex-management people from various Engineering activities, Product Development, Purchasing, Human Resources, Sales, Finance, and, the backbone of the company, Vehicle Operations (he says with a transparent bias…). The "Ride and Drive" operation is something that we try to arrange, with limited success, each fall. This is our first visit to MPG (The Dearborn Test Track is undergoing extensive renovation, and there was concern of driving the cars into the backs of earth movers….).

We arrived around 10:00 AM and we were treated to an in-depth orientation of the proving ground operations and facilities. I'm sure not too many people know that the property was, in the early 1900s, a large Hereford farm owned by Edward Fisher of Fisher Body. He had a HUGE mansion built for his wife, a simple city girl. The mansion had stonewalls around the entire grounds, large "turrets" at various locations around the main structure, and a very large garage, capable of housing several vehicles. There were over 200 rooms in the main house, as well as a swimming pool and other features and amenities not seen even in homes built today.

Then, of course, came the time to move in to this magnificent structure. All went well, except for one minor flaw….men take note! Apparently, Fisher hadn't shared his "vision" with his wife, and she didn't want any part of moving way out in the country, which, at that time was even farther out in the country than it is now…after all, she was a simple city girl. So, the obvious thing is to sell the property and, hopefully, make a few bucks in the process, right?? Nah!!! If his wife wasn't going to live in it, no one was…. so it was bulldozed to the ground, having never been lived in.

But I digress.

After the orientation, we were treated to a lavish buffet lunch and then went to the cars. Several cars were on display in the main garage, including the James Bond green Jaguar XK8, still sporting the machine gun on the back deck and the rocket launchers (you may have seen this car at the Ford Centennial). There was also a new Aston Martin Vanquish, the Shelby GR-1, two F150 concept trucks, a Ford GT (of course), and one of

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They let me sit in the Ford GT and hold the wheel

The Michigan Proving Grounds…"property was, in the early 1900's, owned by Edward Fisher of Fisher Body."

The average age of this group is 72

MPG "Ride and Drive"

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the new 2005 Mustang road race cars with the gutted interior, roll bar cage, and the new Cammer engine.

For the "ride" portion, there was a Ford GT and a Jag XK8, which shared the 5-mile high-speed oval, using development engineers as drivers. My first trip was in the GT and, as we rolled onto the track from the entrance road at maybe 20 MPH, the driver floored it and ran through the gears…very smoothly and effortlessly. As I was pushed back into my seat, with my jowls pulled back around the sides of the form-fitting bucket seat, I managed to exclaim, somewhat tongue-in-what-was-left-of-my-cheek, "Nice acceleration". We were at 120 MPH after about 6 seconds! We ran a top speed of around 125, which made the 5-mile ride very short. The driver told me that the fastest he had driven the car was 179 MPH at the Arizona Proving Grounds.

My next ride was in the Jag, which was also very impressive. We ran 139 MPH on the oval with no hands on the wheel. The driver said it was flat out. But, you know, for as much money as that car costs, the convertible top sure made a lot of noise at 139 MPH…..or maybe that was my screaming!

The "drive" portion was much more extensive, since we got to individually drive several cars around the remainder of the test track, consisting of winding roads and up and down rather steep inclines. I drove a Jag XJ8 sedan, Mazda RX8, Mustang GT, Mercury Montego (the Mercury version of the Ford 500), and the Ford Freestyle.

The Jag was smooth, quiet and exquisite. The Mazda was quick and very impressive; loved the sound of the rotary engine. The Mustang was, well, too nice for words; impressive acceleration, VERY smooth shifting (much better feel than any previous Mustangs), and the handling was crisp and precise. The Montego and the Freestyle both had the CRV trans, which was really very smooth and somewhat strange (" Hey, this thing ain't shifting gears…!!") Of the two, I preferred the Freestyle for ride and handling. The acceleration differences were transparent, but perhaps the body style of the Freestyle may have had an effect on vehicle balance and dynamics…or maybe by then my butt was just numb. Anyway, anyone interested might do well to drive all three vehicles---the Montego, the 500, and the Freestyle—before they buy. I do have a friend who bought the 500, and he and his wife love it.

By 2:30 on the afternoon, we had had our fill of riding and driving… well, actually, there was still a bunch of people waiting to ride in the GT (they left disappointed)…. and we were ready to call it a day, especially facing the 14 hour drive back to civilization. There's no affront intended to anyone living out that way, of course. (To tell the truth, the former Proving Ground Manager, a former employee and close acquaintance of John actually lived in Ann Arbor, and drove that route every day….. gotta love the dedication!!). All in all, it was a great day. We were impressed with most of the products, and we're looking forward to next fall's Ride and Drive (especially if it's back in Dearborn).

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Most of us got a 125 mile per hour ride in the Ford GT

"We were at 120 MPH after about 6 seconds! We ran a top speed of 125, which made the 5-mile ride very short."

The Ford Shelby GR-1, hours before it was shipped to the SEMA Show in Las Vegas

Saving a Shelby Mustang Trans Am Car *by Phil Jacobs*

One weekend during the summer of 1987, after watching Ed Ludtke race his Boss 302 Trans Am car, I asked Mike Sedlak if he knew anyone who was selling a Trans Am Mustang.

To my surprise he did, Mike already had two cars and didn't really have room or time for another. So, Mike hooked me up with Jim Wancock in Oregon, who had a 1968 Shelby Mustang Trans Am car. Ford Motor Company supplied this car to the Shelby American Team for use in the 1968 SCCA Trans Am Series. Race preparations were never completed for the '68 season and it was not used that year. Mike said it was very rough. He indicated, "It may not be worth it." I said, I don't care I want it. I later found out the owner was having trouble getting anybody to believe the history of the car and he couldn't sell it. Jim actually tried to give it away at one time.

I paid $1,500 for the car. Then, I tried to get the car back to Michigan. It was in such poor shape, that the first trucking company I hired drove out to Jim's house and refused to load it. It ended up costing me more to ship it than I paid for the car. I finally got the car home to Michigan by the end of 1987. It sat in my garage for three years, while I researched these cars and collected parts, before I started the restoration.

My car made its debut at the SAAC-MCR Gorno Ford Fall Car Show in 1992, minus the engine. Next, I entered the 1993 Detroit Autorama, where it finished 1st in class. A good start I thought.

I went through driver's school at Waterford Hills Race Course in the spring of 1993. I've been racing and enjoying it ever since. I have a few wins and a lot of 2nd and 3rd place finishes.

One of the best parts of owning this car, besides driving it, has been the people I've met because of it. I met and/or got to talk to a lot of the original 1968 Shelby Trans Am Team crewmembers. I heard some great stories and got some parts and original pictures from them.

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This is what the car looked like when Phil bought it

This is what the rear axle looked like before Phil installed a full floating axle. This set up had a fixed brake caliper mount, which caused the caliper piston to be pushed in by the lateral rotor movement. When it came time to apply the brakes during a race, Phil had to pump the brakes. The full floating axle fixed that problem.

ABOVE: The roll cage was missing when Phil bought the car. The roll cage is now period correct. The bracket welded to the main roll cage hoop is for mounting a "turn signal" light, used by the driver to signal the team he is going to pit the car. Phil fabricated and installed a period correct steel bulk head between the trunk and passenger compartment.

The front suspension has very large spindles made by Kar Kraft. F150 bearings were used to eliminate failures. The lower control arms were reinforced. Larger than stock springs and sway bar are utilized. Koni double adjustable shocks were used all around.

Saving a Trans Am Car

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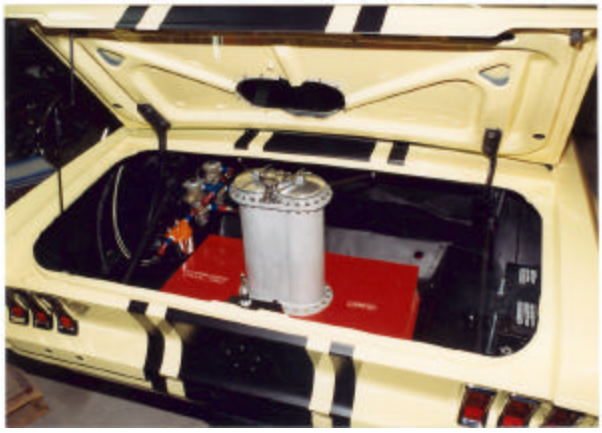
I've made some good friends also, such as Austin Craig and Jerry Titus' son Rick, just to name a couple. When I first got the car I was told Austin was the guy to talk to. He was a friend of Jerry Titus who raced a 1968 Shelby American Trans Am car. Austin introduced me to many people who were helpful in the restoration process. Rick Titus was a championship driver; he won the 1987 Showroom Stock Championship in a Saleen Mustang. He also wrote car magazine articles like his dad, Jerry. He was very supportive during the restoration process. When I would get discouraged and wasn't sure the car was worth restoring he motivated me to continue.

I did most of the restoration work on the car myself, but I had a lot of help from my friends, including some SAAC-MCR club members. Since my goal was to race the car, Mike Sedlak gave me the dos and don'ts about vintage racing. He also arranged to get a full floating rear axle built for the car. Kurt Fredrickson let me bring the body to his shop after it had been dipped to strip all the paint. We used his hi-lo to support unibody for painting the primer and Dave Alavato applied it. Steve White rebuilt the two 4-barrel carbs, which have worked perfectly ever since. Ed Ludtke, the club Trans Am "guru", and pervious owner of a 1970 Boss 302 raced by the Bud Moore Team in 1971, was very helpful in researching information for the restoration. Tom Greene hooked me up with a young Ford engineer who had worked on the 1968 Tunnel Port engine. He had taken a lot of pictures of the 1968 Trans Am races and shared them with me. The SAAC-MCR members were a lot of help.

The ownership of the car has been a wonderful experience, but it is time to move onto another project.

Phil accurately duplicated the interior because he was able to obtain several pictures of Shelby American T/A cars. The gauge panel is hinged at the bottom, so you could flip it down to reset the "Tell Tale" indicator on the tachometer. The "Tell Tale" indicator was there to allow Ford engineers to determine if the driver had gone past the limit they had specified to avoid engine failure. The brake pedal pad was enlarged to facilitate the heel-toe down shift technique.



The trunk has the correct maximum 22 gal. fuel cell specified by SCCA rules. The double 3" dia. filler neck allowed the Shelby Team to sneak in a couple more gallons of gasoline. One tube of the filler neck was for the gas to go in and the other was to let the air in the tank out, to facilitate quick fueling. There are two Stewart Warner fuel pumps and a fuel filter to supply gas to the two 4 barrel Holley carbs. The battery is located behind the right rear wheel house.

Phil racing the Shelby Mustang Trans Am car at Waterford Hills Race Course

The restored 1968 Shelby Mustang Trans Am car at the 2004 Eye on Design car show

Building My 347 and Pat's 345, Highlighted Several Fit Problems *by John Yarema*

My 347

I started this project at a swap meet in Ohio where I found a 3.4 stroke crank for a 302. The crank was marked $599, and then marked down to$450. It was part of a whole car project. The guy told me he had to sell the stuff, just name my price. I got the crank for $100. How easily he walked away should have been my first clue about what it takes to build a 347 engine. The crank stood in my shop for about a year while I collected parts. Will's Collision gave me a 1991 5.0 L motor with a broken oil pump shaft. If they had opened it up, I never would have got it.

I did some research on pistons and rods in magazines, and chose Probe flat top pistons and H beam rods. I had to work up the courage to place the call to Probe and spend that kind of money, but it wasn't that bad, the salesman was really nice and knowledgeable. I wanted 4.020" pistons but they only had 4.030". I didn't want 5.4" rods because of the wrist pin to oil ring interference but they had 5.315" rods and pistons to match. I told them to send me rings, just to make sure they would match. Now, to pay for them!

I told the salesmen the works. I said I was a member of the Shelby club, I raced open track, I wanted my AAA discount, I heard his add on the radio, I had my own business and besides, it was my birthday. That's when he took pity on me, and gave me the jobber price, with my tax ID. The Pistons, rods and rings were $917! I whipped out the credit card! Then came the dreaded call back! They had run out of H beam rods. Would I accept the more expensive lightweight I beam rod at no extra cost? My panic went away. "Well if that's all you've got, I guess it'll be OK."

Now, back to the block. I stripped it and had my motor mechanic friend Glen tank it at work. Glen works for welding favors and beer and I am a tool and die maker!. I put the block on a surface plate and checked it out. The very first thing I noticed is that the block would spin easily on the deck surface, so it needed to be decked. How could I do it? I used my Do-All wet grinder, a matched set of angle plates and with some set up time, BAM! I was able to grind my deck flat with both sides square to each other and parallel to the crank within .0007 in. Yes, that's seven ten thousandths of an inch! Now I had a good surface for boring.

I got one of my pistons and went to my local engine shop for a bore and hone with deck plate. That was $250. Then I tried to put the crank and rods in, "IT DIDN'T FIT!" The rod bolts hit the outside bottom of the bores. With a die grinder and after a half hour, and the crank would spin. I tapped the oil gallery holes in the front of the block, polished up some casting flanges and then went to the Shelby club meeting where they told everyone not to use Scotchbright inside your motor. So, it was back to Glen to get the block re-hot tanked. The next step was to get cam bearings put in and then, I could clean it some more and start my assembly.

Oh! By the way, while I was doing all this stuff to the block, I was also going to the Columbus swap meet to get a harmonic balancer for $150, aluminum flywheel and clutch for $656 new, and an oil pump shaft for $20. Then, I weighed all the rods at both ends and the total. The pistons, rings, bearings, wrist pins and locks went back to my local engine builder for balancing. That was $102 with a new keyway. Now, I can start my assembly!

The assembly, this is where you check everything! I numbered all the pistons, and installed the main bearings. I put the crank in and checked the rings. I put the first piston on a rod and found out that I had put the rod on facing backwards. I had to renumber everything. We had half a dozen guys in the shop that day, talking Mustangs, and they all saw me pulling pistons out, prying pinlocks out and cursing, but I did it. I got the balanced rotating assembly put in the block! That took all day and I still

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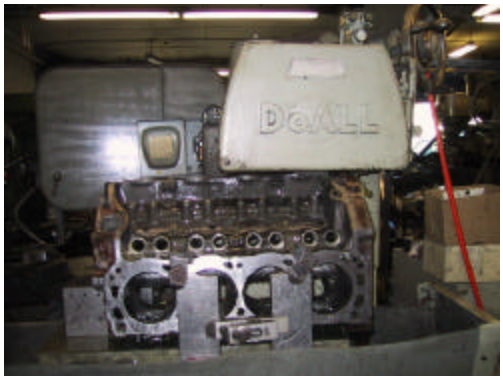

Decking John's block on a DoAll wet grinder

"Then I tried to put the crank and rods in, IT DIDN'T FIT!"

A die grinder was used to make a clearance notch in the bottom of the cylinder bore for the rod bolts

Canton griddle after using a die grinder to make clearance for rod bolts

Engine Build Fit Problems *(Continued from page 12)*

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needed to put molly on the bolts, and torque it all.

The oil pan was the next problem. I went to Ramchargers to ask about a Canton pan. The mail order prices and the discount I begged for, worked out well, but the sales person didn't know when to stop. He said I needed a pan, main girdle with a bolt kit, windage tray with a bolt kit, dipstick, oil pump pickup and windage tray. Yes, you read right, that was two windage trays. It was as if he put every part Canton sells for a 302 on my quote list. I went to the SAAC-MCR meeting and asked if anyone had a problem with Canton parts, and got positive feedback. I placed my order for a pan at $180, a windage tray at $44 and a girdle for $180. The total of one bolt kit, no dipstick and an Edelbrock Performer Air Gap intake was $735. I still got two windage trays. One windage tray had no way of fitting with the girdle and the other came with bolts. When I got back to the shop, I had everything I needed for the bottom of the engine. I only had to return one item.

Pat's 345

As you remember, I mentioned there were half a dozen guys around when I put the crank in. One of them was Pat. He is a friend of a friend who asked if I would help with his 345 (that's a 347 that only has a 4.020" bore). Pat has a new block, eagle crank, 5.4" H beam rods, 4.020" pistons, Canton Fox body pan, and a Probe girdle. So, I got to see a lot of different parts from different companies. I liked Pat's crank better than mine, but the pistons had the wrist pin right through the oil ring. Ick! I put an old piston on his rod, and cleared his block like I knew what I was doing.

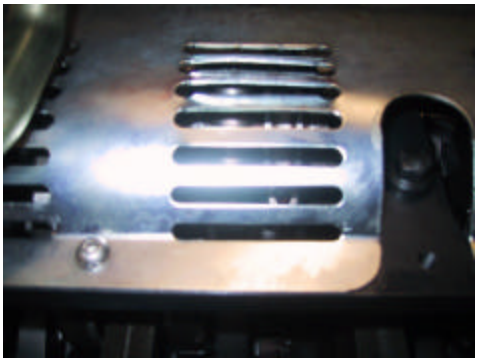
My 347

Then, came the fun. We tried his Probe girdle on my engine. Probe girdles are flat with spacers between the cap and girdle but Canton girdles have a relief cut in to clear the cap, so they fit closer to the crank. No, IT DIDN'T FIT! The Probe has 45 degree angles milled on the crank side to clear the rod bolts. The Canton had to be cleared with a die grinder, and yes, I took it off, ground it in another room, and cleaned it before putting it back on. The Canton windage tray fits both girdles. The Probe girdle and windage tray DIDN'T FIT under the Fox pan. The Fox pan also DIDN'T FIT on the Canton girdle and windage tray. The center of the pan was too close to the crank. Another problem is the stroke. All these parts are designed for a 3.00" stroke. The windage tray needed tweaking to clear the rod bolts. The oil pump DIDN'T FIT. It needed to be cleared for the girdle. The oil pump sump needed to be tweaked to clear the tray. After I checked the sump clearance to the pan with clay wrapped in plastic, the pan was ready to go on.

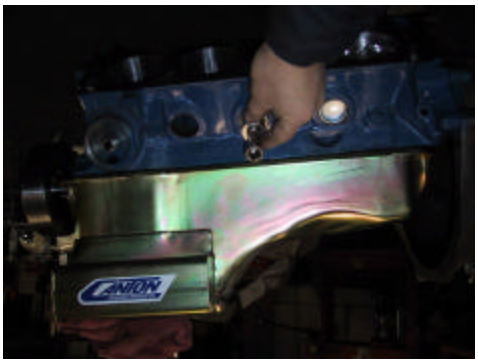
Next was the cam. I had to make a decision about the cam on December 12, 2004. I knew I wanted a hydraulic roller cam and I was pretty sure about the specs, but the night before, I came across the Ford Z302 cam called Camzilla. While I was looking at others, I heard the song "Godzilla" by Blue Oyster Cult, followed by the announcement that it was Godzilla's 50th birthday. When I heard that I called Ramchargers and asked for the Godzilla's birthday sale price on the cam and lifters. They quoted $199 for the cam, and $125 for lifters so I placed my order. Then I started second guessing my decision and called Jegs for a price on a similar Crane cam. They quoted $367 for the cam only! I think I made the right choice.

Well, the cam, lifters, and timing chain went right in but the fuel pump eccentric didn't fit. I trimmed it on my surface grinder with a cutoff wheel, and then ground the face so it would clear the timing cover. Two years ago, I learned to check that after destroying my 289 motor. (After-market timing chain sprockets may be thicker than what comes on a stock 289.) OK, the cam is in! Now, for the '91 timing cover. It didn't have a boss for a fuel pump. I grabbed my '66 289 timing cover and found it had one so I was back to Glen again to get it cleaned. I can't put the timing cover on yet because we have to degree the cam. For that I need the heads to check valve clearance.

My engine has locator pins that line up the cover to the block. Ford must have started



Windage tray tweaked for rod bolt clearance (some louvers had to be bent outward)



The Canton oil pan bolted in place after solving all the clearance problems

this in the early '80's and it's a good idea! I tried to machine an old style cover for these pins by picking up the location in my Bridgeport off the '91 cover, but there was no good way to hold it. I made a set up, picked up the location, made a drawing, picked up the seal surface and put my pinholes in location with an end mill. I damaged the face a little, so I decided to clean up the gasket surface with an end mill. Did I mention there wasn't a good way to hold that cover? The gasket surface moved so I took too much off and trashed the cover. Highway Auto Parts had the right used cover, dated E3 or 1983 for $35, and this is where I found out what I did right!

Pat's 345

Before I can continue, it's time to put Pat's 345 together. We got the 345 block back from boring, cleaned it up, put cam bearings in it, and

(Continued on page 18)

The Tire Temp Debate

by Steve White

When discussing tire temperatures, it sometimes seems like there are two different languages being spoken, as there generally falls two different temperature ranges that people talk about. It seems this way because there are two different methods & theories on tire temperatures. First there is core temperature, & then there is surface temperature.

To understand these two methods, & they relate & correlate, it is first important to understand how heat is generated in a tire. Most people probably think that the temperature in the tire is created through it's direct contact & friction to the road or track it is rolling over. According to Paul Haney, author of the book "The Racing & High Performance Tire", the "tire heats from the belts out (hysteresis in the plies) & you need a temp probe to get the temp under the tread at the belts". The temperature measured at the tread is thus generated by the belts distortion inside the tire & heating outward. This distortion creates internal friction, which as we all know, friction generates heat. It may take a lap or two for the temperature to build & the temperatures in the tire to stabilize. The exception to this is in Autocrossing, where they go out for only one lap on essentially cold tires, & any heat created is primarily from the tire tread to track surface friction as it rolls & slides through the lap – thus heating from the outside inward.

Therefore, in multi lap situations, most professionals feel that measuring the core temperature of the tire is necessary to get an accurate reading. This requires a temperature readout device with a probe that will penetrate the tread & go in to measure the core temp. These devices can cost upwards of $300-400, & while a drop in the bucket to expenses of a multi-million dollar race team or race tire manufacturer, this can get cost prohibitive to the casual or amateur track enthusiast. Therefore, a non-contact infra-red surface temperature gun costing around $100 is more practical.

Going the less expensive route requires some knowledge of the surface temperatures that will be seen, & how they compare to core temperatures. This is important to understand, as when talking or listening in on others as they talk temperatures, will be significantly different between the two methods. According to quality measuring instrument maker Fluke Corporation of Everett, WA, the difference between surface temperature & contact or core temperature measurements on the same tire could be 10-40^{0}F [1] (lower readings on surface than the core). My personal experience would lean towards the higher spread between the two methods, as on a fast track on a hot day with no traffic issues reducing the speeds on a lap, I typically see 145 - 155 ^{0}F. With core temperatures generally expected to be in the 180-220^{0}F range [2], around a 40^{0}F differential between the two methods would seem about right.

Keeping in mind all the factors that occurred during a track session is important in understanding temperatures too. If it was a cool day, was it sunny or not, was it a lower speed track, a packed session with other drivers not allowing passing & creating parade laps, etc., all will cause temperatures to be lower – 20-30^{0}F lower under such conditions is not out of the ordinary. Also, tire temperatures from side to side of the vehicle can vary if a track has more right hand turns than lefts, etc., so keep that in mind too.

One of the other concerns about the two methods is the fear that surface temperature cools down much quicker than core temperature would, therefore giving erroneous readings. While in theory this is directionally correct, the key with any measurement is to use consistency in how the measurements are taken each time, in order to be able to compare differences from run to run. Ideally, you'd like to be able to take readings right as you come off the track on pit lane, like

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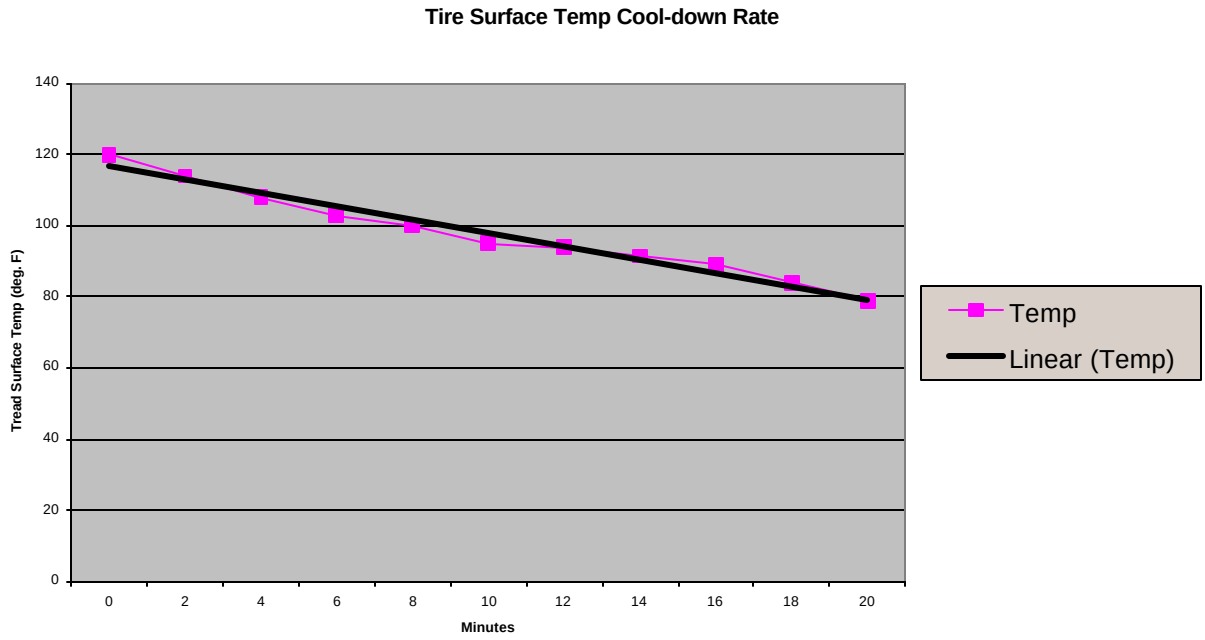


Figure 1

The Tire Temp Debate

(Continued from Page 14)

the pros do. However, since the tracks we run at don't allow this or have the room to safely do it, nor do most of us have pit crews that can jump on it as soon as the tire comes to a stop, we don't have that option. As long as you come in from the track in about the same manner & time for each session, & get out & measure in the same pattern & method (i.e. start with LF & work in a clockwise manner about the vehicle), you should get reasonably consistent results. I usually have everything all laid out before I go on the track, so that when I come in I can just pick up the tools & start measuring & recording. I have a lot of experience in doing so, & have seen consistent results that match the differences in conditions. As a study to see just how fast the tread surface temperature cools, I did a temperature cool-down study after one of my runs at IRP in October 2004 at an SVTOA event. The study started with the first measurement of the tire when I got back into the paddock. It was a cool day, & one of the last runs on an autumn day, so absolute temperatures were low. What this single study indicated, is that the temperatures don't cool off as rapidly as some thought they would, & also did not occur in a decaying exponential manner, but rather quite linear – around 2.5^{0}F every minute. For more specific details on this cool-down effect, see the attached chart (Figure 1).

Hopefully this will shed some light on the different tire temperature measuring methods & their respective differences in absolute temperatures, as well as to the cool down effect sensitivity on tire tread surface temperatures.

[1] Fluke, Application Note, "Lessens From the Track – tire temperatures can tell you a great deal".
[2] Paul Haney's book (180-200^{0}F per Fluke)

This issue is a debate, if you would like to write a counter – point article, please submit it to the Technical Editor, John Logan.

RIGHT: Non-contact infa-red surface temperature gun

BELOW: Temperature readout device with probe to measure core temperature

New Arrivals *by Gary Roys*

I purchased two cars recently. One of the cars is a 1967 Comet Caliente convertible. It has 62,000 miles and is in very nice condition. It is from Georgia. The other car is a 1965 Mustang coupe, thru my friend Mike Drew, in California. His neighbor bought this car a few years back as a Father/Daughter project. Well, the project stalled and it was offered it to me for the huge sum of $500. Needless to say, I mailed the check to him and made arrangements to have it transported here at a cost of $1,100.

Gary Roy's $500 1965 Mustang Coupe

Gary Roy's 1965 Comet Caliente Convertible

53rd Annual Detroit Autorama

by Mike Nyberg

My wife and I went to the 53rd Annual Autorama show early Friday March 4th. We try to arrive one hour before the show opens at noon, so we can get a parking spot in the basement of Cobo Hall. We also like to purchase Woodward Dream Cruise membership to support the event and get the lowest possible membership card number. This year we got membership card numbers 1 and 2!

There is a wide range of cars, motorcycles and model cars on display at the Autorama Show. The cars ranged from exotic customs, classic hot rods and retromods to modified late models. I am not into motorcycles yet, so we quickly passed by them. We spent about a half hour looking for a certain toy model car we could not find. Most of the day was spent looking the fine cars.

The Livernois Motorsports display area had several cars on display. One outstanding car was a red 1968 Mustang Shelby GT350 Convertible. Livernois Motorsports had just finished a complete restoration of the car. It had a 347 CI motor with a C4 trans and 2200 RPM converter. The car is a gift to a 16 year old, whose parents had flown in to Detroit a couple of times to see the progress of the restoration. The car appeared stock except for the American Racing Wheels.

Scott Hoag had a Mustang Racing Technologies (MRT) modified '05 Mustang on display. It was all black and it looked like a "Darth Vader" car. It is called the "Interceptor" and has an aggressive, nostalgic look. It had many MRT exterior products including; rear window louvers, GT chin spoiler, quarter window louvers, "Duck Tail" rear spoiler, rear GT diffuser and hood scoop. The wheels are BBH GT forged aluminum black chrome finish build specifically for the '05 Mustang with optional knockoff spinners.

We saw a 1967 Mustang GT500E Eleanor that looked like a Carroll Shelby Unique Performance car. A young man, who appeared to be in his early 20's, was explaining the features of the car to two show attendees. After learning about whom was getting the Shelby GT350 Convertible at the Livernois Motorsports display, we figured this was another young man who had obtained this car as a gift. The young man was Steven Schmelzer, the owner of Motor City Collision. He had obtained a very solid 1967 Mustang from Arizona and modified it into an Eleanor. He did use some Carrol Shelby Unique Performance products, but Cinema Vehicles supplied the body parts. The workmanship was outstanding. It had a SVO R 365 CI stroker motor with NOS. The transmission is a Tremec 600 and the suspension is coil overs

(Continued on page 17)

1968 Mustang Shelby GT350 Convertible

"It is called the "Interceptor" and has an aggressive, nostalgic look."

Mustang Racing Technologies '05 Mustang "Interceptor"

1960 Ford Starliner

1967 Mustang GT500E "Eleanor"

Autorama *(Continued from page 16)*

both front and rear.

We saw three men shinning up a 1960 Ford Starliner; they had all worked with the owner to restore the car. The car had a 352 ci-360 hp engine, 4speed Top Loader, 9-inch rear end with 3:56 ratio and Thunderbolt Ram Air. It was all black and looked like an early version of the MRT Interceptor.

We saw another 1968 Mustang Shelby Convertible from across the border. It was a restored white GT500KR with tan interior and 4 speed trans. The owner lived in Toronto Canada.

A 1965 "box top" caught my eye because it was painted in the same gray metallic color as the 2004 Ford Trilogy cars ('05 Mustang, Shelby Cobra Concept and Ford GT). The car was a three-generation McGuckin family restoration project. The interior was black leather with a rare bench seat. The engine compartment was painted in body color and the wiring was hidden to make it look very neat and tidy. The car had a 289 Hi Po with Ford Motorsports aluminum heads, 4 speed top loader and 4 wheel disc brakes. The under body was painted body color and the suspension components were painted light silver, very elegant.

Club member, Mike Friedlander, had his rare 1965 Shelby (VIN 5R530) Competition Model GT350-R at the show. It is the 24th of 35 cars that were built and sold to the public. It was shipped to Peru and became the Peruvian National Champion, competing in numerous events in Peru and Argentina. It was imported back to the U.S. and restored to original form by Kurt Vogt of Cobra Automotive in 1991. The car competed and received the SVRA Medallion in 1991-92.

My wife and I sat in a Superformance Daytona Coupe. It was fun to dream about driving a car with such a rich Shelby heritage. The car utilizes the aerodynamic shape created by Peter Brock, the designer of the original six Daytona Coupes. Peter was the design guide for the Superformance Daytona coupe and selected Bob Negstad for chassis design. The current round tub chassis was designed by the late Bob Negstad, who did original 427 Cobra and GT-40 chassis designs. For $85,000 you can buy the car with a 500 hp Roush engine yielding amazing performance of; 0-6- mph in 3.8 sec., standing quarter mile in 11.5 sec. and a top speed in excess of 200 mph., all this with air conditioning! This might be a reasonable alternative to the Ford GT. Can you tell which car I liked the most? My wife said, "In your dreams!"

We met and talked to some very interesting people at the show and saw many excellent cars. But after spending five hours walking around, our feet were getting tired. We decide to go home and are now looking forward to the 54th Annual Detroit Autorama.

1968 Mustang Shelby GT500GR from Canada

"The car was a three-generation McGuckin family restoration project."

1965 Mustang Coupe family project

Superformance Daytona Coupe designed by Peter Brock and Bob Negstag

Mike Friedlander's 1965 Shelby Competition Model GT350-R

Engine Build Fit Problems

(Continued from page 13)

(Continued from page 13)

put it on a stand. We weighed the parts for balance. Pat had done his own research and bought his own parts. He had an Eagle crank, and had called Eagle about the balance weight of the flexplate and harmonic balancer. Eagle has a NEW zero balance weight crank, so the tech guy told him to zero balance it. This was before I met Pat. My 347 crank takes a 28 oz. balance on the flywheel and balancer. So I took Pat's crank, harmonic balancer and flexplate to my motor builder, and told him to zero balance it.

I got a call.

"We have to put molloy metal in the crank to get the right weight."

Pat said OK. We got another call.

"The crank is balanced and your rockers are in. That will be $625."

I had already paid for the rockers. I knew it would be more work and more money to put in malloy metal, but I was in shock and I still had to tell Pat. The engine shop did a really good job, and a lot of work with a detailed bill. Pat eventually got over the shock and paid me back right away when I picked it up. Moral: Do your research! Pat should have used 28oz.balance parts and it would have cost him $100 to balance.

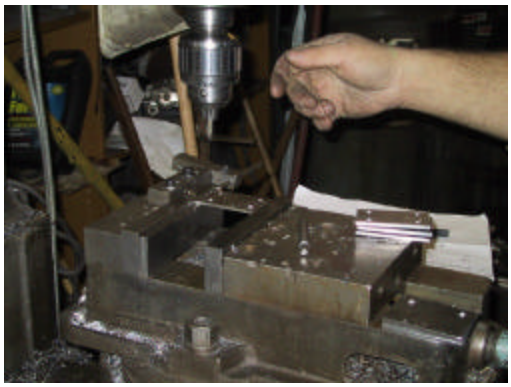
Next, we started to put his parts together, and you would think after doing mine, it would go quickly. It did, until we got to the rings. I bought prefit rings from Probe, checked them out and they were just about perfect. Pat had 4.020" bores and his rings overlapped in the bores. I borrowed a ring grinder, but that took so little off, I made a fixture for my surface grinder and took most of the stock off with that. It took the two of us one day after work just to set the ring gap and the next day to put them in. Now Pat's 345 rotating assembly is in his block.

My 347

Now back to my 347 heads. I bought heads from my friend Greg before I stripped the block. Greg got a lot of bare aluminum X302 cast heads and he was selling them on E-bay. I told him I was going to build a 347, and he sold me a set at his cost. These heads were different. They were cast with bigger ports and had seats ground for 2.02" valves. After I did some research. I found I could use Manly stainless steel valves. I picked out springs, titanium retainers, 10 deg locks, 7/16" studs, and guide plates. I did a lot of this while building my short block. Then I noticed that in the Ford Motor Sport Catalog, the X302 head had spring cups to protect the aluminum. I called them and the cups weren't available. I tried many other places. No luck! Finally, I bought a box of 50 spring cups for $16 and drilled the center hole in the lathe to the size of the boss left on the head around the valve guide. O.k., I still couldn't install the valves because I had to machine the heads for the 7/16" studs. I didn't trust this, so how could I check it? The head had 5/16" bolts for stock rockers. I put a piece of 7/16-20 threaded rod in the lathe, drilled and tapped it for 5/16-18, then ground the ends. I put 5/16" set screws in the heads with the threaded rod around it, so it had the same position and looked like my new studs. Then, I put the valves in with very light springs. I put the head on so I could check the geometry and the piston-to-valve clearance. That's when I discovered the guide plates DIDN'T FIT, so I made a drawing of what I needed. Then I disassembled it and set the head up in the mill, picked up all the holes and made a chart. I figured the depth from the new studs, allowing for the guide and hex and then I drilled and tapped it for the studs. I followed by milling the boss down to clear the hex and guide. Well, the head was almost ready, but I had no push-rod guides. I explained what I needed at the parts store. They didn't have it! I looked it up in the Motor Sports Catalog. The Z302 heads had laser cut guide plates so I called the dealer. They couldn't get them unless I bought Z302 heads so I made my own! With a little milling I made 8 plates from one piece of O-1 gage stock. The cost was $18 plus $10 for heat treat. I stamped them with my company name and they worked great. The heads had some miss match at the bottom of the seat and the casting. With a

(Continued on page 19)

Milling the rocker stud bosses to compensate for the rocker stud hex and guide plate thickness



John fabricating the push rod guide plates

"That's when I discovered the guide plates DIDN'T FIT, so I made a drawing of what I needed."

The intake ports were smaller and off center, when compared to the gasket

Engine Build Fit Problems *(Continued from page 18)*

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bit of porting and bowl work, I was ready assemble my heads, just as Pat showed up to help me. I even remembered to lube the valve guides.

I put the heads on one more time and adjusted the guide plates, so the rockers would be centered over the valves. You would be surprised how the play around the studs can push the push rods and turn the rockers off center. I adjusted them and locked one down. I put Locktight on the other, then went back and Locktighted the other. Then, I checked them again. Try doing that 8 times, and see how long it takes! Now, I could put the heads on all the way. I ordered head bolts. They didn't fit. I needed the ones with special washers that bush the holes from 1/2" to 7/16", which cost $105. I had just seen them for $79 at the State Fair Swap Meet but I didn't buy them then. I put molly on the bolts and torqued the heads.

The stock intake gaskets were smaller than the ports so I went to Ramchargers to get bigger ones. They didn't fit. I had to wait until Monday to get the right gaskets at the Motorsport dealer and my problems were solved. Except for the intake! The Performer RPM intake had lots of material still in the ports, according to my new gaskets. So, since the SAAC- MRC meeting was that night, I asked the members. The response, from three guys, was to match the ports, and one very important source, Mike Riemenschneider, said it has been found that if the intake port is smaller than the head port, it can improve performance by acting as a back stop for pressure. That is, if you have a big cam. Tom Green gave me the number of another pro to call. Calling a pro sounded expensive to me, so, I made my own decision. I put the intake on the mill and milled the ports with a ball end mill. I put shoulder bolts in the heads and measured from the edge of the bolt to the edge of the ports. The shoulder bolt body was 3/8", the same as the hole. That's when I found that on one side, the intake ports had equal stock on both sides of the port, and the other side had stock on one side of the port and .120" on the other. I milled the ports, leaving just a little on the sides and I left .030" to .040" on top and bottom of the ports, as a backstop. Then, I blended the ports with a die grinder as deeply as I could, and washed it up. My showing every one I could find, how proud I was of my good job, followed this. I showed it off for a week before I could bring myself to bolt it down. Besides, I needed pushrods, a water pump, and a fuel pump.

I ordered the water pump and fuel pump from Jegs, but they didn't have hardened push rods. They said they could drop ship them from Crane, but they would be over $150. I said I would get them later. I remembered that the heat treat driver always seemed to have a rack of push rods on his truck, but the next day, Pat came in with beautiful set of pushrods. He said he got them at Booth Automotive. The guy at Booth said they had them made locally for $54.

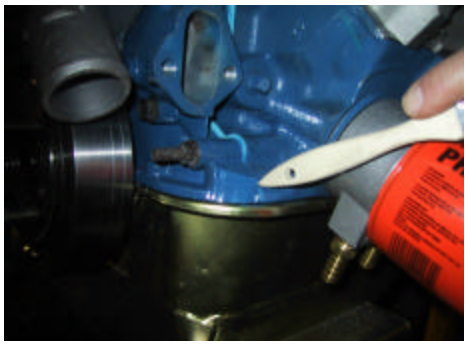
I bought bolts and went to put on the water pump but it didn't fit. I had to make a new alternator bracket because one bolt boss on the water pump was 3/4" taller. I went to put the fuel pump on and It DIDN'T FIT. The body of the Edelbrock fuel pump hit the E3 timing cover. I called the Edelbrock tech line and told them of the problem. The 1983 and newer timing covers that have the locator pins for the newer blocks have a thicker flange with a squared off corner by the oil pan. The tech guy said that there were no reported problems he could find with their pump fitting. Wasn't I just reporting a problem? I took a die grinder to the flange, no more problem. I guess he was right. I still had to clock the pump to get the lines in and out of it. I bolted on the intake and the carburetor I got from SAAC-MCR's carb guru, Mike. I adjusted my valves and put on my valve covers. Now, I am making a lower pulley to fit my after-market harmonic balancer, because it doesn't fit.

Once everything fits, John intends to have his engine dyno tested. We will report the results in the next issue of Shelby Life.

John milled the intake ports to match the gasket

John used a die grinder the blend the milled opening to the rest of the port

Pat's front cover with the boss below the fuel pump opening



John's front cover with the boss removed to provide clearance for the Edelbrook fuel pump

24th Annual Gorno Ford Swap Meet; March 13, 2005

by Rich Tweedle

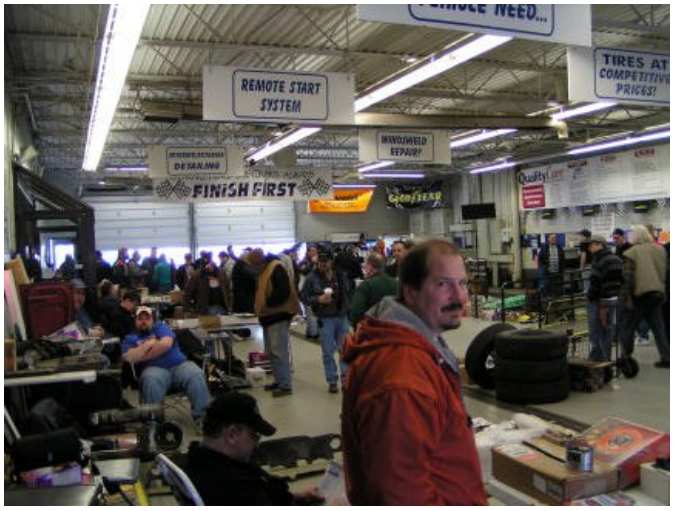
Well, SAAC-MCR held its 24th Annual Gorno Swap meet and it was another success. We had a lot of vendors and a lot of lookers. Volunteers were plentiful this year, although a few more would have been appreciated, in order to give breaks to the workers. It may not seem so, but collecting money is hard work, having to stand at the door to greet any and all who enter. Our club had a table with club t-shirts, hat pins and window stickers for sale and Craig Shefferly did a pretty good business selling the t-shirts.

Looking for a part for your Mustang or other Ford product? You probably would have found it. I saw a forest of crankshafts, a display of taillights, valve covers, manifolds, carbs (sorry-no Winfields), manuals, models (of cars!), engine blocks and heads, even a Mustang without engine and trans.

Next winter, while thinking about making your car go faster, stop quicker or corner faster, plan on coming to the 25th annual version. Volunteer to help. We promise to give you time to look around.

John Yarema trying to get a deal on a T-shirt from Craig Shefferly.

This vendor had many engine parts for sale.



A lot of people were looking for parts.

Vendors wanted to sell parts and Ford enthusiasts want to buy them.

Jeff Burgy had many parts for sale

Jeff Burgy Buys Another Cobra *by Jeff Burgy*

Claudia and I drove to Chicago for a banking seminar that she had to attend for work. It happened that it was the same weekend as the "World of Wheels" hot rod show at McCormack Place (like AutoRama at Cobo Hall). At the car show, there was a display of "movie cars" from the Volo Museum in Volo, IL. The flyers for the Volo Museum said they had four buildings of cars, and five buildings of "antiques & collectibles". Claudia and I decided to make a trip up there, (even though it was in the wrong direction) since we were only about an hour away.

The Volo Museum has about 200 cars on display, most of which are for sale. There was the DeLorean from "Back to the Future", a '57 Plymouth Fury from "Christine", an Eleanor Shelby from "Gone in 60 Seconds", a Batmobile from the TV series, the black Dodge Charger from "2 Fast 2 Furious", and the one and only 1967 Shelby GT500 convertible prototype. Hanging on the wall over Vin Diesel's Charger was a red fiberglass Cobra body. It wasn't just ANY Cobra body, it was a "cutback door" 289 FIA model, like mine. It was just the driver's side of the body, with two fiberglass Halibrand wheels and BFG T/A tires. I talked to one of the guys at the Museum, and he said it was a decoration that had been removed from the Planet Hollywood restaurant in Chicago when it closed down.

I did my best to resist the temptation to buy it, right on the spot. Luckily, I was not able to talk to the head guy, to make an offer on it. All the way driving home, however, I was thinking about that Cobra, I REALLY wanted it. It wouldn't have been any big deal if it was a 427, but, it was an FIA body, like my ERA. The last time I saw something like this was at the Petersen Museum Cobra Day in LA years ago. Shelby was selling a driver's side of a fiberglass 4000 series Cobra body. If I recall, they were asking about four thousand dollars for it.

After agonizing for a week about it, I finally called back to the Museum to make an offer on the body. Naturally, when you are not standing there in front of the guy, waving cash, you are not in a great bargaining position. He declined my offer, and said they would leave it hanging on the wall unless they could get their full asking price. I caved, and told him I would give him the list price, and told him I would drive back out to get it within three weeks. A few days later, when I told Claudia I was going to go back to Chicago to get the FIA Cobra body, she surprised me by offering to buy it for me for my birthday present! What a great gal, eh?

The FIA body Cobra hanging on the wall in the Volo Museum

Front half of the FIA Cobra body. The body is 30" wide, currently. Jeff may cut it down to 15" wide to better fit his "Carroll Shelby Hall of Fame".

The wheels and tires are fiberglass!

Rear half of the FIA Cobra body

SAAC-MCR Abridged Financial Report

by Craig Shefferly

Item Description		Dec.	Jan.	Feb.
Beginning Balance	Checkbook	8,710.13	7,429.69	5,829.64
	Cash on Hand	45.00	45.00	45.00
	Paypal			
Total Beginning Balance		8,755.13	7,474.69	5,874.64
Income				
Annual Memberships		255.00	390.00	390.00
Waterford Event				
Holiday Party			2,285.00	
Paypal				
Meeting				80.00
Total Income		255.00	2,675.00	470.00
Expenses				
Hot Line Phone		24.56	31.92	24.66
Office Supplies				44.00
Program Expenses		201.43	182.04	347.82
Member Reimbursements				
Holiday Party		1,175.00	3,743.50	
Open Track Event		134.45		1,350.00
Newsletter			317.59	
EMS Ambulance Service (2)				
K&K Insurance				
2005 Calendar				367.38
Total Expenses		1,535.44	4,275.05	2,133.86
Income Over/(Under) Expenses		-1,280.44	-1,600.05	-1,663.86
Ending Balance		7,474.69	5,874.64	4,210.78

Rick Vander Heide's Shelby Mustang Helps Promote the New Shelby Mustang GT500

Jeff Burgy contacted Rick Vander Heide in Mid March, with an opportunity to use his 1968 Acapulco Blue Mustang Shelby GT500 KR to help promote the New Shelby Mustang GT500. Ford Motor Company picked up Rick's car on March 16th and took it to a facility in Troy to take pictures of the two cars together (see the picture on page 1).

A public event at SVT was held on March 17th displaying Rick's car, the new Shelby Mustang GT500 and the Lighting Adrenalin Truck. Several Ford executives, (20) journalists and Carroll Shelby attend the event.

Rick had an opportunity to talk to Carroll about his car. Carroll was very gracious.

"Carroll was surprised how original Rick's car was."

Rick said, "everything positive that people say about Carroll is true." Carroll was surprised how original Rick's car was. Rick indicated even the exhaust system is original. Carroll said, "You mean the exhaust hasn't burned out yet?"

Isn't it neat that SAAC-MCR members were able to help Ford Motor Company promote the new Shelby Mustang GT500.

Rick Vander Heide with Carroll Shelby. One of the benefits of having your car used to promote the new Shelby Mustang GT500

SAAC-MCR Abridged Meeting Minutes

JANUARY MEETING MINUTES

Meeting was called to order at 7:58 by Tom Greene
New faces were Ed Hanson who has a '66 GT350 clone and Dave Johnson, the Tigers East Rep.
Competition Dir: Darius Rudis Track day July 25th, Monday at GingerMan
Financial Dir: Craig Shefferly the club has $7,500
Editor's Report: Mike Nyberg He thanked all the people who helped with excellent newsletter that was just printed. Show Dir: Gary Roys Contacted the Galaxy club, Ford Merc Restorers club, SVT Owners Club, MOCSEM and T-Bird club for SHOW & GO
Membership Dir: Rich Tweedle We have 63 Members
This & That: GingerMan Spring Brake is April 29 & 30 by VSCDA

FEBUARY MEETING MINUTES

Meeting was called to order at 8:00 by Tom Greene
New faces: Jack Simson drives a Contemporary Cobra , Randy Hayward a '70 Shelby GT350 and Mike Parris, Author of "Ford of the 50's and 60's", MOCSEM Board members Neil Holcomb, VP, Show Chairman Mark Burk and Show CO-Chairman & Swap Meet Coordinator, Phil Smith
Competition Dir: Darius Rudis June 6th is Driver's School for the GO
Other dates for Waterford are Sept. 4th Oct. 2nd
Financial Dir: Craig Shefferly we have $5,800.00 after our party
Editor's Report: Mike Nyberg always looking for help for newsletter
National News: Jeff Burgy Feb 18-20 SAAC does Vegas, July 30 SAAC National in Calif.
Show Dir: Gary Roys Lining up to make our 30th Show & GO bigger and better with involvement with other Ford car clubs
Membership Dir: Rich Tweedle we have 91 paid members
Advertising Dir: Mike Riemenschneider Placed ads in Hemmings and Mustang monthly and will call Detroit News and Toledo Blade
This&That: MOCSEM will be at Greenmead this year

MARCH MEETING MINUTES

Meeting was called to order at 8:00 by Tom Greene
New faces: Christine Prince, Kurt's friend and Eric Miller from the Fairlane Club
Competition Dir: Darius Rudis Track Days are set and ambulance arranged
Financial Dir: Craig Shefferly We have $3,530 before swap meet
Editor's Report: Mike Nyberg Passed out proposed articles list.
National News: Jeff Burgy Talked about his trip to Calif.
Show Dir: Gary Roys Lining up to make our 30th Show & GO bigger and better with involvement with other Ford car clubs
Membership Dir: Rich Tweedle we have 91 paid members
Advertising Dir: Mike Riemenschneider Placed ads in Hemmings
This&That: April 30 Spring Brake at GingerMan - Vintage Race and the Shelby Club is invited for free admission to display our cars.

President's Corner *(Continued)*

(Continued from page 1)
this show memorable for not only all of us, but for the 3,000+ other people who will make our 30th anniversary show a very positive memory. We will need some extra help on the weekend of the show, so make sure you let Gary Roys < grr456@aol.com > know where you can be of assistance. Let's all go volunteer to help out with our Show 'n Go

We have another noteworthy club event this year – on "boss day", (most people think of this as the 29th of April without making the association with the Blue Crescent, the semi-Hemi, a.k.a. the boss 9 engine, but us Shelby Club folks are special), we will be afforded the opportunity to show our cars at the VSCDA Big Bore vintage enduro at the GingerMan race track. Don't miss this opportunity to come see a great vintage race, and about 20 club member's vehicles on display at this great venue.

I am VERY much looking forward to our events this year, let's go have some fun!

Shelby American Automotive Club – Motor City Region

Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby America and/or Ford Motor Co.

Monthly Meeting, First Thursday of ea. Month 7:00 pm at Mama Mia's Restaurant 27770 Plymouth Rd., Livonia, MI West of Inkster Rd.

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

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

Vito Campanaro always uses the correct gas in his Shelby GT500 Convertible

2005 Events Calendar

April 21 Annual FME Open House at Ford WHQ, Dearborn, MI (rtweedle@comcast.net)

April 29-May 1 VSCDA Big Bore Enduro at GingerMan, South Haven, MI. SAAC-MCR member car display area on April 30th. (www.vscda.org)

May 20-22 Carlisle Kit Car Show, Fairgrounds, Carlisle, PA (www.carsatcarlisle.com)

May 20-22 28th Regional Shelby Spring Fling in Brown County State Park, Nashville, IN. (www.indianasaac.com)

May 21-22 SVTOA On-Track at the Autobahn Country Club, Joilet, IL. Contact Mark Wilson at: (mwilson7@comcast.net)

June 3-5 All Ford and BOSS Nationals, Fairgrounds, Carlisle, PA (www.carsatcarlisle.com)

June 5-6 SAAC-MCR Show & Go 30: June 5- Car Show at Ford WHQ, Dearborn, MI; June 6- Open Track at Waterford Hills Race Course, Waterford, MI (www.saac-mcr.com)

June 10-12 Concours d'Elegance at Ault Park, Cincinnati,OH Featured Marque-Shelby American (www.ohioconcours.com)

June 19 Cruisin' Gratiot 2005 (www.cruisin-gratiot.com/calendar.shtml)

June 25 Downriver Cruise (www.cruisindownriver.com)

July 1-3 SAAC 30 National Convention, Fontana, CA (www.saac.com)

July 23-24 SVT Days at GingerMan, South Haven, MI (www.driverregistration.com)

July 25 SAAC-MCR GingerMan Open Track Event-"Hot Laps at GingerMan", South Haven, MI (www.saac-mcr.com)

Aug. 1 Second Annual Clinton Township Gratiot Cruise (www.clintontownshipgratiotcruise.com)

Aug. 7 27th Annual Meadow Brook Concours d'Elegance , Meadow Brook Hall, Rochester, MI (www.meadowbrookcouncours.org/schedule.htm)

Aug. 14 17th Annual Mustang Memories, Greenmead Historic Village, Livonia, MI. Mustang and All Ford-Powered Car Show and Swap Meet (www.mocsem.com)

Aug.19 SVTOA Woodward Dream Cruise open track day at Waterford Hills Race Course (www.driverregistration.com)

Aug. 20 11th Annual Woodward Dream Cruise, Pontiac to Ferndale, MI (www.woodwarddreamcruise.com)

Aug. 27-29 SVTOA Putman Park open track event, Mount Meridian, IN (www.driverregistration.com)

Sept. 4 SAAC-MCR Waterford Hills Open Track Event-"Labor Day Classic", Waterford, MI (www.saac-mcr.com)

Oct. 2 SAAC-MCR Waterford Hills Open Track Event-"Harvest Happening", Waterford, MI (www.saac-mcr.com)